

**BOA Summary Brief
Airport Study 2026-52
Mixed-Use Development
Lifsey Trust
September 3, 2026, Board Meeting**

Documentation

- 1. Project Summary**
- 2. Petition for Variance**
- 3. Recommended Order**
- 4. Authority Review**
- 5. FAA Determinations**
- 6. FDOT Coordination**



**BOA Summary Brief
Airport Study 2026-52
Mixed-Use Development
Lifsey Trust
September 3, 2026, Board Meeting**

OVERVIEW

- Construction of a 98,071 SF mixed-use residential and commercial building, located at 2425 N East Rocky Point Drive, Tampa, FL.
 - The proposed building is approximately 2.1 NM from Tampa International Airport with a maximum building height of 230 feet above mean sea level (AMSL) / 225' above ground level (AGL).
 - The structure exceeds obstruction standards by 56 feet.
 - Obstruction Standards are used as a screening procedure to identify if the structure warrants further aeronautical study to determine if there are any significant adverse effects that would determine a Hazard.
 - The project is greater than 200' AGL within 3 NM of Tampa International Airport (Obstruction Standards, Federal Regulation 14 CFR, Part 77 Section 77.17 (a)(2))
 - The building exceeds the Horizontal Surface at Tampa International Airport (Obstruction Standard 77.19(a)), by 56 feet.
 - Limited impacts were identified to any Airport or surrounding airspace.
 - Part 77 imaginary surfaces were penetrated.
 - No instrument Approach/Departure procedures were impacted.
 - No VFR impacts.
 - No impacts to the utility of any of our airports.
 - The Federal Aviation Administration (FAA) has issued Determinations of No Hazard to Air Navigation.
 - The Florida Department of Transportation was given the opportunity to evaluate the Permit request for consistency with Florida Statutes.
-

RECOMMENDATION

- Based upon the foregoing Finding of Fact and Conclusion of Law, it is recommended that the Board of Adjustment Approve the Variance request with the following 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.
 - Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.

- Installation equipment (Crane) exceeding 230' AMSL will require a separate permit from 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.
- Any height exceeding 230 feet above mean sea level will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.
- The Property falls outside of the 65 dnl noise contour around the airport and is a compatible use, but the Authority recommends a noise reduction level of at least 25 db be incorporated into design.

AT A GLANCE

- Approval of a height variance up to 56 feet AMSL for a new mixed-use development.





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 at 2425 N Rocky Point Drive, Tampa, Florida is a mixed use residential and commercial property. The regulated height of 70-90 feet AMSL or less would create an undue hardship and possibly abandonment of the proposed project. The proposed building height of 230 feet AMSL was reviewed and approved by the FAA and found to have no VFR or IFR effect on any airports in the vicinity.

Mixed use residential and commercial located at 2425 N Rocky Point Drive, Tampa, Florida.
FAA ASNs: 2025-ASO-12475:12909-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 : 4/17/2026 Nearest Airport: Tampa International Airport Overall Height (AMSL): 230 feet AMSL

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: Stan Lifsey & David Fellows

Signature of Authorized Representative: [Signature] Date: 4.20.26

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

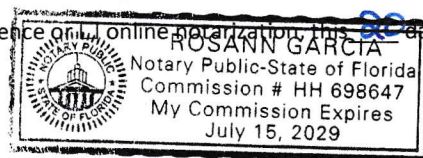
Sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 26 day of April, 2026, by Stan Lifsey

(NOTARY SEAL)

Notary

Signature [Signature]

Personally Known ☒ OR Produced Identification ☐ Type of Id Produced n/a



THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2026-52

FAA Study Number: 2025-ASO-12475-OE

Associated Aeronautical Study Numbers: 12476, 12477, 12909

FDOT Concurrence: Yes ☒ No ☐ Waived ☐ n accordance with Resolution No. _____

Approved by Board of Adjustment Chairman

Date

**HILLSBOROUGH COUNTY AVIATION AUTHORITY
BOARD OF ADJUSTMENT**

IN THE MATTER OF:

**Petition for Variance on behalf of
Lifsey Trust and ALV**

Airport Study No. 2026-52

RECOMMENDED ORDER

THIS MATTER was heard on July 9, 2026, by JACOB T. CREMER, Hearing Officer for the Board of Adjustment of the Hillsborough County Aviation Authority, upon the Petition for Variance filed on behalf of Lifsey Trust and ALV (collectively, the "Petitioner").

At the hearing, the Hillsborough County Aviation Authority ("Authority") was represented by Michael Kamprath, Esquire and Jeff Siddle, Vice President of Planning and Development. Jeff Siddle presented testimony on behalf of the Authority. Testimony on behalf of Petitioner was presented by Stan Lifsey, Lifsey Trust, and James Scott, Capitol Airspace Group. Petitioner's application for the variance with supporting testimony concerning the proposed building was received in evidence, as were the Authority's documentation packet (as corrected at the hearing) and the Authority staff's presentation. Based upon the testimony and evidence presented, the following Findings of Fact, Conclusions of Law, and Recommendations are entered:

FINDINGS OF FACT

1. In April 2026, Petitioner filed a Petition for Variance requesting a variance for a mixed-use residential and commercial building—a 20-story residential tower and an 8-story parking garage with a rooftop restaurant—to be built at 2425 N East Rocky Point Drive, Tampa, Florida. The building will reach a maximum height of 230 feet AMSL (225 feet AGL).

2. The nearest airport to Petitioner's proposed building is the Tampa International Airport (the "Airport"), and the building will be approximately 2.1 NM from the Airport.

3. Petitioner's proposed building exceeds the following regulations from the Obstruction Standards, Title 14, Code of Federal Regulations, Part 77:

- a. Section 77.17(a)(2): the proposed building will exceed the Obstruction Standards for the Airport by being greater than 200' AGL within 3.0 NM of the Airport; and
- b. Section 77.19(a): the proposed building exceeds the Horizontal Surface at the Airport by 56 feet.

4. Prior to filing this Petition, Petitioner received four Determinations of No Hazard to Air Navigation issued by the Federal Aviation Administration ("FAA") on December 1, 2025 (Aeronautical Study Nos. 2025-ASO-12475-OE (as corrected), 2025-ASO-12476-OE, 2025-ASO-12477-OE, and 2025-ASO-12909-OE), covering the twenty surveyed building points, which found that the proposed building would not be a hazard to air navigation provided that: The structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights – Chapters 4, 5 (Red), & 15. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number. FAA Form 7460-2 is filed if the project is abandoned or at least ten (10) days prior to start of construction and within five (5) days after the construction reaches its greatest height.

5. The FAA's Determinations of No Hazard to Air Navigation expires on June 1, 2027, unless extended, revised, terminated, or construction has started.

6. FDOT was given the opportunity to evaluate the Permit request.

7. Authority staff has reviewed Petitioner's request for the variance and recommends approval, subject to conditions as stated below.

8. Petitioner presented testimony through Stan Lifsey that, without the variance, the project is not financially viable. A reduction of approximately fifty (50) feet in permitted height would eliminate six to seven floors and more than eighty (80) residential units.

9. He further testified that the site is constrained between FEMA flood-zone first-finished-floor elevation requirements below and the airport height ceiling above. Under the 2022 flood maps, the required first-finished-floor elevation is 13 feet AMSL in the AE zone and 16 feet AMSL in the VE zone, which required shifting the tower and parking garage out of the VE zone. This combination of constraints is a special condition peculiar to the property.

10. The hearing was noticed by publication on June 17, 2026. No members of the public appeared at the hearing or submitted comment.

11. The FAA's public comment period, which ran from October 2025 to November 8, 2025, drew no comments from the public, the U.S. Department of Defense, or any federal, state, or local agency.

12. At the hearing, Authority staff introduced corrected pages fixing a transcription error in a figure contained in the June 30, 2026 packet. The Hearing Officer accepted the corrected pages into evidence along with the original, with no change to the determinations or findings.

CONCLUSIONS OF LAW

13. The Authority has established the Board of Adjustment and adopted Airport Zoning Regulations on April 5, 2022 (the "Airport Zoning Regulations") in accordance with Sections 333.03 and 333.09, Florida Statutes, and Section 6(2)(x) and (y) of Chapter 2022-252, Laws of Florida.

14. The Board of Adjustment has jurisdiction over this matter and the authority to consider requests for variances from Airport Zoning Regulations pursuant to Sections 7.04 and 7.06 of Airport Zoning Regulations.

15. Section 3.08 of the Airport Zoning Regulations sets forth the criteria for approval or disapproval of airport height zoning permits. In order to receive a permit, a proposed structure must conform to the height requirements of Section 3.05 and the standards in Section 3.06 of the Airport Zoning Regulations. Any permit application that does not meet the requirements of Section 3.05 and the standards set forth in Section 3.06 must file a Petition for Variance.

16. Section 7.06 of the Airport Zoning Regulations provides that a variance may be granted by the Board of Adjustment if the application of these Airport Zoning Regulations to the Petitioner's property would create an unnecessary hardship; special conditions exist which are peculiar to the property; or, if relief will not cause substantial adverse effect on the utility of the Airport. A variance may be allowed subject to reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of the Airport Zoning Regulations and Chapter 333, Florida Statutes.

17. The FAA has issued Determinations of No Hazard to Air Navigation, subject to recommended conditions. The Authority staff has recommended approval of a variance, with conditions.

18. The regulated height would not allow the proposed building to be built as proposed.

19. Based on the testimony and evidence presented, the Hearing Officer finds and concludes that:

- a) The application of the applicable Airport Zoning Regulations to Petitioner's property/structure would create an unnecessary hardship.
- b) Special conditions and circumstances exist which are peculiar to the property/structure which are not applicable to other similarly situated property/structures.
- c) The variance as granted (subject to the conditions enumerated herein) will not cause substantial detriment to the public good, impair the purposes and intent of the Airport Zoning Regulations or have a substantial adverse effect on the utility of the Airport.

RECOMMENDATION

Based upon the foregoing Findings of Fact and Conclusions of Law, it is:

RECOMMENDED that the Board of Adjustment APPROVE the Variance requested by Petitioner with the following conditions:

- A. Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.
- B. E-File FAA form 7460-2 with the FAA if the project is abandoned, or at least 10 days prior to construction and within five (5) days after the construction reaches its greatest height.
- C. Notify the Airport at least five (5) business days prior to starting construction at 813-870-7863.
- D. Installation equipment (Crane) exceeding 230' AMSL or installation of solar panels will require a separate permit by the Authority.
- E. 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.

F. Any height exceeding 230 feet AMSL will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

G. The Property falls outside of the 65 DNL noise contour around the Airport and is a compatible use, but the Authority recommends a noise reduction level of at least 25 dB be incorporated into design.

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

DONE AND ENTERED on this 17th day of July, 2026, in Tampa, Hillsborough County, Florida.

/s/ Jacob T. Cremer
JACOB T. CREMER, Hearing Officer
Board of Adjustment
Hillsborough County Aviation Authority
Florida Bar No. 83807
Barbas Cremer, PLLC
2002 W. Cleveland Street. Ste. #203
Tampa, FL 33606
813-419-3437
jcremer@barbascremer.com
rgarcia@barbascremer.com

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Jeff Siddle
Vice President, Planning & Development
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Tampa, FL 33622
jsiddle@tampaairport.com

Lifsey Trust and ALV
Attn: Stan Lifsey & David Fellows
slifsey@lifseyred.com
dfellows@ameriland.com
813-786-5556 & 786-350-0074

Capitol Airspace Group
Attn: James Scott
James.Scott@capitolairspace.com



Hillsborough County Aviation Authority

HEIGHT ZONING PERMIT

FOR PROPOSED CONSTRUCTION WITHIN AIRPORT ZONE BOUNDARY

Approval Date

This is to certify that the below named at the location listed has authority to operate or construct a permanent structure within an airport zone to a maximum height of 230 feet above mean sea level (including all appurtenances or attachments to said structure). This permit is subject to those requirements listed below and in the Federal Aviation Administration Aeronautical Study Number 2025-ASO-12475-OE. The project is subject to additional height limits as attached (which may be lower than 230) by associated Aeronautical Study Numbers 12476, 12477, and 12909.

PERMIT HOLDER

NAME: Lifsey Trust and ALV
LOCAL CONTACT: Stan Lifsey
PHONE NUMBER: 813-865-5204
ADDRESS: 324 S Hyde Park Ave Suite 375

AIRPORT STUDY #: 2026-52
TYPE: Building
LOCATION: 2425 N Rocky Point Drive, Tampa, Florida
CONDITIONS: See Attached

STRUCTURE

This permit does not relieve the permit holder from obtaining any other permits, approvals or determinations from other governmental agencies as may be required in accordance with law.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequencies, and power. Any changes in coordinates, heights, frequencies or use of greater power will void this permit. This permit should be placed out of the weather and in plain view of inspectors at the job site during construction and on file upon completion of structure.

This Permit may be revoked at any time by the Airport Zoning Director or Designee for just cause, including but not limited to the protection of public safety and airspace

Approved by Zoning Director

PERMIT NUMBER: 2652
EXPIRES: 6/1/2027,

Airport Study Number:
2026-52

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.

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

Installation equipment (Crane) exceeding 230 feet AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

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

Any height exceeding 230 feet above mean sea level will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Authority recommends a noise reduction level of at least 25 db be incorporated into design.



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:

Mixed use residential and commercial located at 2425 N Rocky Point Drive, Tampa, Florida.
FAA ASNs: 2025-ASO-12475:12909-OE

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

Permanent (Height Zoning) ☒ Check type of permit
Temporary (Crane/Equip.) ☐ 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: Lifsey Trust and ALV

Contact Person for Requested Activity: Stan Lifsey & David Fellows

Phone: 813-786-5556 & 786-350-0074

Project Location: 2425 N Rocky Point Drive, Tampa, Florida

Email: slifsey@lifseyred.com & dfellows@ameriland.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: Stan Lifsey

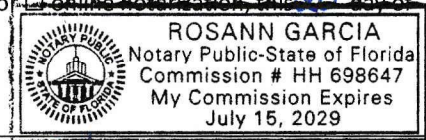
Signature of Authorized Representative: *[Signature]*

Date: 4.20.26

STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 20 day of April, 2026, by Stan Lifsey

(NOTARY SEAL)



Notary Signature: *[Signature]*

Personally Known ☒ **OR Produced Identification** ☐ **Type of Id Produced** n/a

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. 2026-52

Variance Required: Yes

FAA Study Number 2025-ASO-12475-OE

Recommend Approval: Yes

Associated FAA Study Numbers 12476, 12477, 12909

Coordinate with Airport Operations: Yes

Signed by: *[Signature]*
Reviewed By: *[Signature]*

Coordinate with ATCT: Yes

54F8D6F3D9A04D7...

Approved by Zoning Director

Date

Review Summary

Airport Study Number

2026-52

Permit Number

2652

Maximum Height - AMSL

230

Approval Date

Expires

6/1/2027,

Permit Type

Height Zoning

Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Exceeds Part 77

TERPS

Within Height Limits

OEI (62.5:1)

N/A

Analysis Summary

Section 77.17 (a) (2): A height that is 200 ft. AGL, or above the established airport elevation, whichever is higher, within 3 NM of the established reference point of an airport. Section 77.19 (a): Horizontal Surface. The Proposal exceeds by 56 feet. No impact on the Visual Flight Rule traffic pattern at TPA. No substantial adverse effect on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or on any other aeronautical operation, procedure or aeronautical facilities.

Coordination with ATCT:

Yes

Emergency Use

No

Objects affecting Navigable
Airspace

Yes

Coordination with Operations:

Yes

Hazard Marking and/or Lighting

Yes

Exceeds Supportive Screening Criteria

Yes

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or at least 10 days prior to construction and within 5 days after the construction reaches its greatest height. Notify the Airport at least 5 business days prior to starting construction at 813-870-7863. Installation equipment (Crane) exceeding 230 feet AMSL or installation of solar panels will require a separate permit by the Aviation Authority. Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation. Any height exceeding 230 feet above mean sea level will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation. The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Authority recommends a noise reduction level of at least 25 db be incorporated into design.

Recommended Approval

Yes

Project Point Data Table

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	Perm-Bldg	27.96276389	-82.57033056	472,061.82	1,319,596.17	5	225	230.00	TPA 1L	464-	3264+
2	Perm-Bldg	27.96273889	-82.57027778	472,078.82	1,319,587.00	5	225	230.00			
3	Perm-Bldg	27.962575	-82.56993611	472,188.83	1,319,526.90	5	225	230.00			
4	Perm-Bldg	27.962625	-82.56990833	472,197.88	1,319,545.03	6	224	230.00			
5	Perm-Bldg	27.96238889	-82.56938056	472,367.86	1,319,458.40	4	226	230.00			
6	Perm-Bldg	27.96230278	-82.56943333	472,350.67	1,319,427.17	4	226	230.00			
7	Perm-Bldg	27.96220556	-82.56921667	472,420.45	1,319,391.50	5	225	230.00			
8	Perm-Bldg	27.96208333	-82.56928611	472,397.83	1,319,347.17	3	227	230.00			
9	Perm-Bldg	27.96210833	-82.56937222	472,370.07	1,319,356.38	3	227	230.00			
10	Perm-Bldg	27.96221667	-82.56961944	472,290.45	1,319,396.14	5	225	230.00			
11	Perm-Bldg	27.96227778	-82.56958611	472,301.31	1,319,418.31	5	225	230.00			
12	Perm-Bldg	27.96246111	-82.57	472,168.01	1,319,485.59	4	226	230.00			
13	Perm-Bldg	27.96249167	-82.57002222	472,160.89	1,319,496.73	5	225	230.00			
14	Perm-Bldg	27.96216944	-82.57020278	472,102.06	1,319,379.85	3	227	230.00			
15	Perm-Bldg	27.96221667	-82.57030833	472,068.07	1,319,397.18	3	227	230.00			
16	Perm-Bldg	27.96217222	-82.57033333	472,059.92	1,319,381.06	4	226	230.00			
17	Perm-Bldg	27.96228056	-82.57057222	471,982.99	1,319,420.81	4	226	230.00			
18	Perm-Bldg	27.96268889	-82.57034167	472,058.11	1,319,568.91	4	226	230.00			
19	Perm-Bldg	27.96269722	-82.57036667	472,050.05	1,319,571.98	5	225	230.00			
26	Perm-Bldg	27.96229444	-82.56952222	472,321.96	1,319,424.27	4	226	230.00			

3264 Over
 TPA 1L
 464 Down/Out

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

Down = (-) down RW (+) outward

Over = (-) Left (+) Right

Distance to ARP



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Proposed Project Location

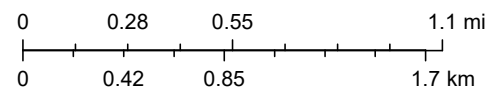


Distance From ARP



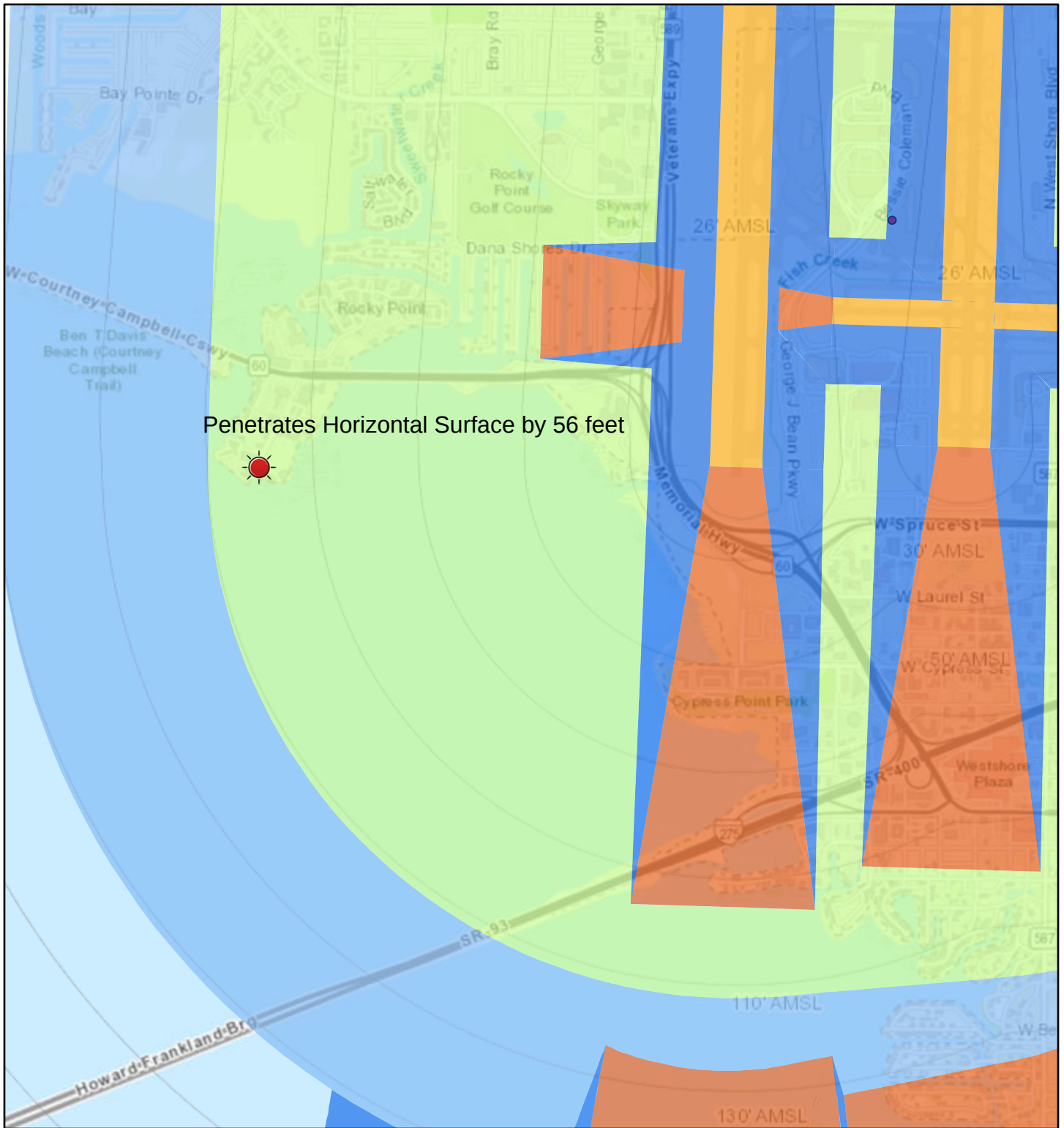
TPA - ARP

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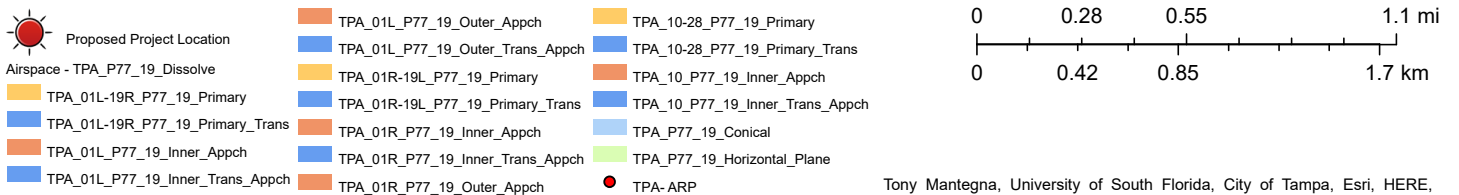
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Part 77



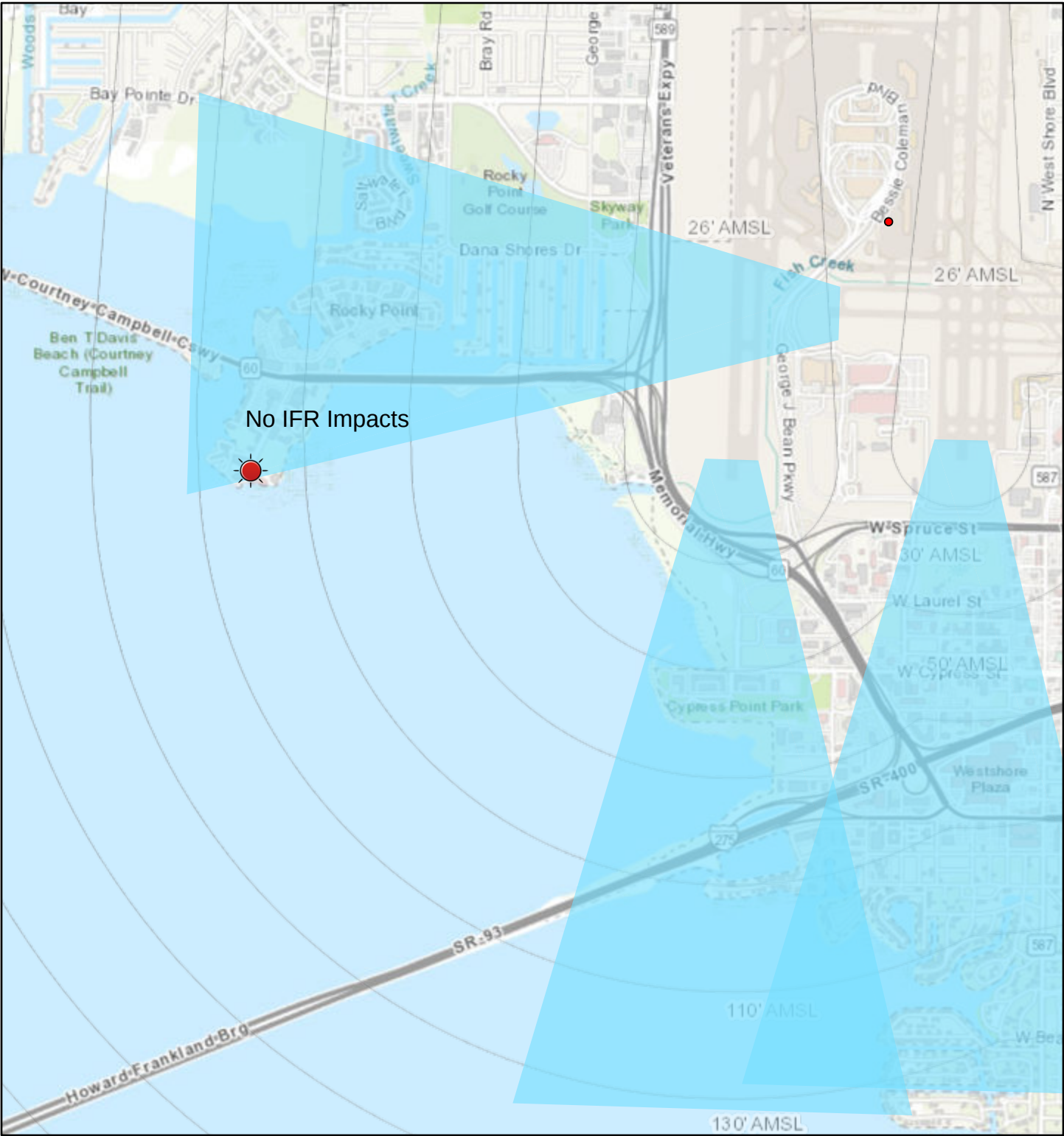
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Departure Surface

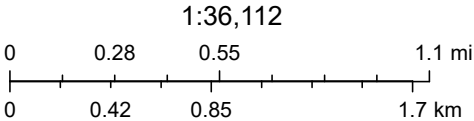


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 Proposed Project Location

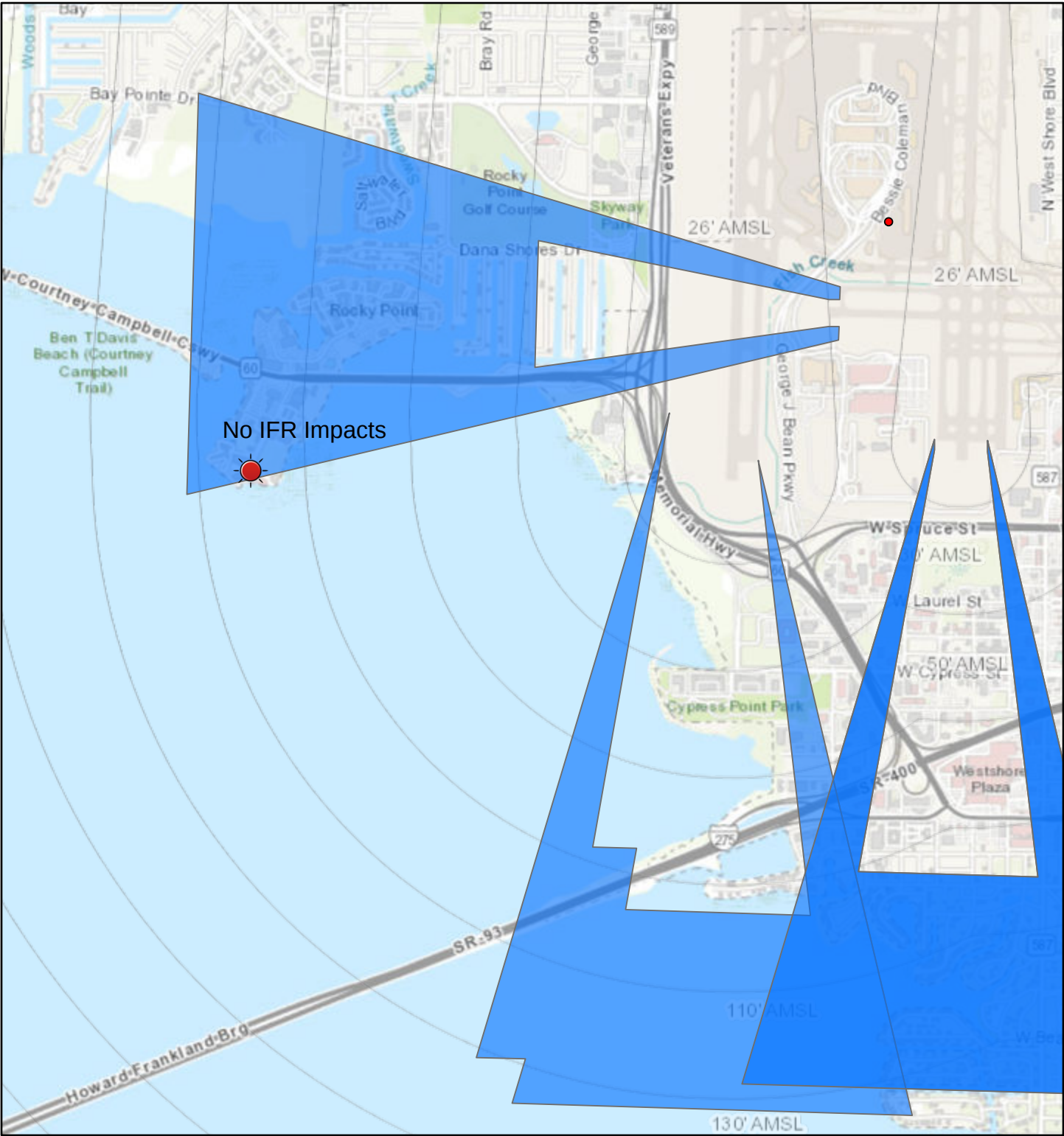
 Airspace - TPA_DEP Airports -

 TPA-ARP



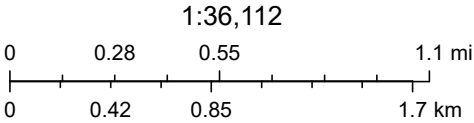
Tony Mantegna, University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Hazard Protection Zone 2



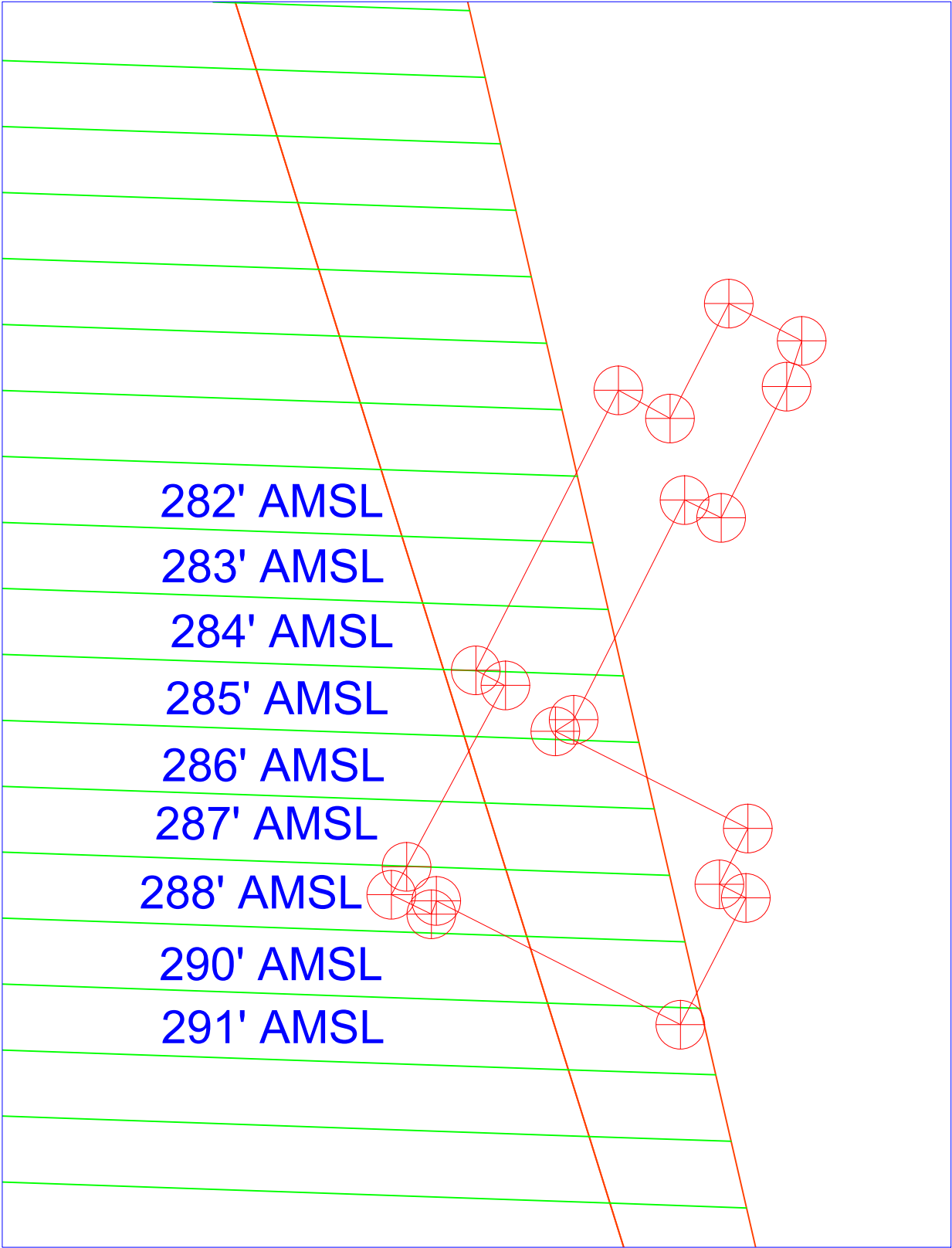
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-  Proposed Project Location
-  Hazard Protection Zones - HP-2
-  TPA - ARP

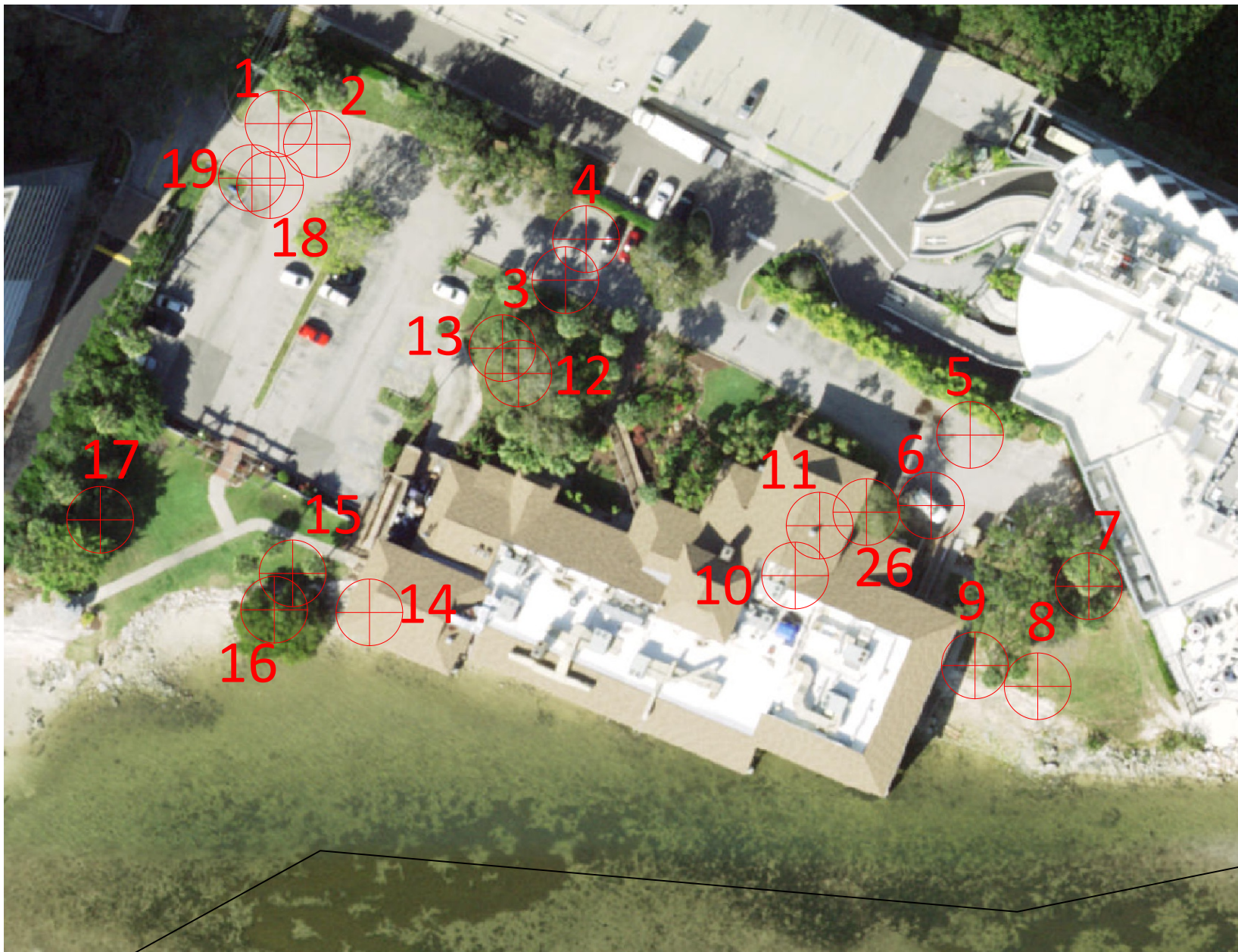


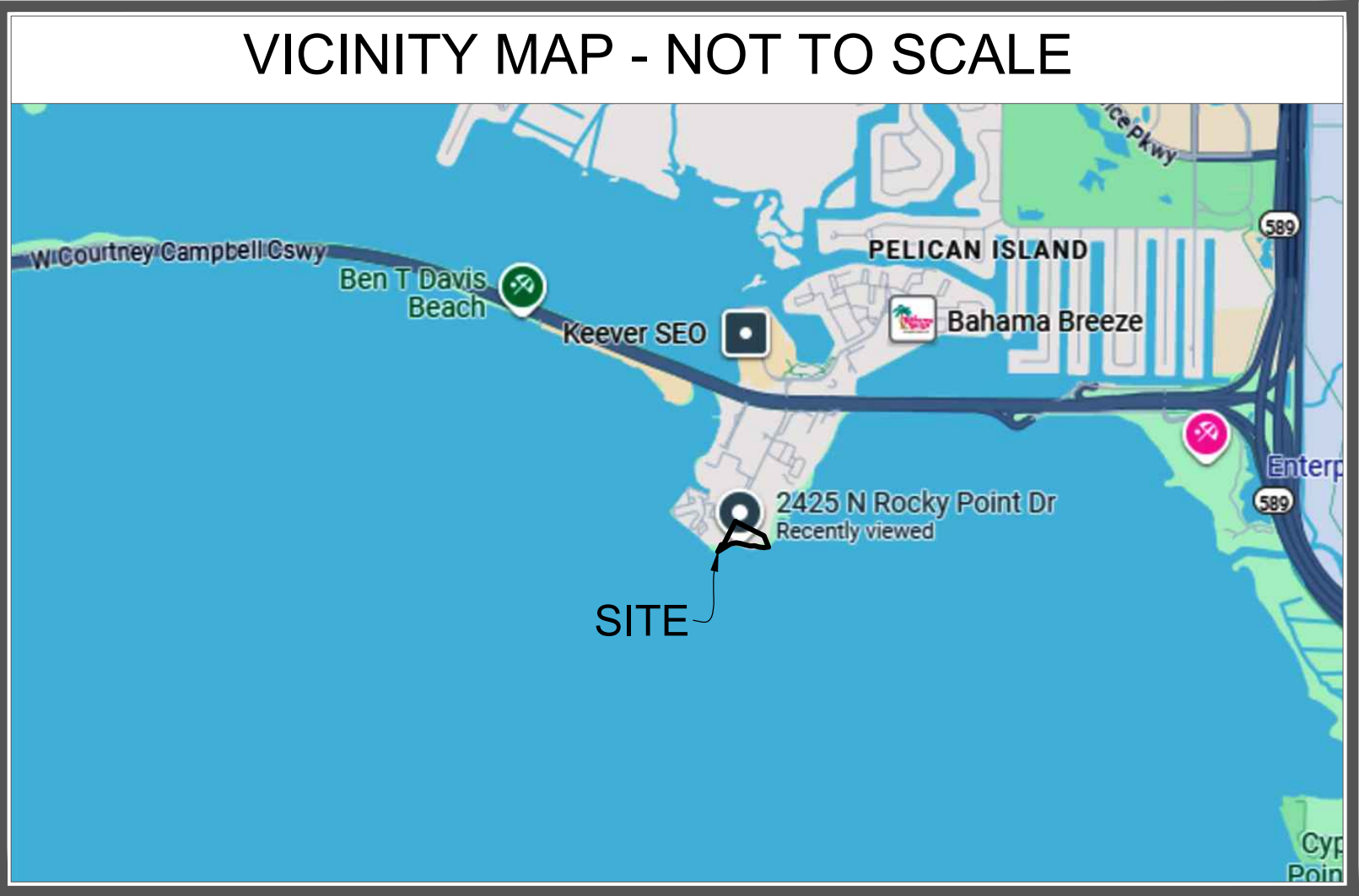
Tony Mantegna, University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Departure Surface Height Restrictions



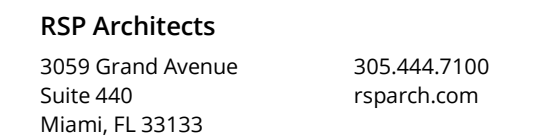
Point Location





Rocky Point
FAA 1A Survey
2425 Rocky Point Dr, Tampa FL 33607
Section 14, Township 29 South, Range 17 East,
Hillsborough County, FL

Project Number: 250053	Sheet 1 of 1
-------------------------------	---------------------



CONSULTANTS

CERTIFICATION

Name _____

License No. _____

PROJECT
ROCKY POINT

AMERICAN LAND
VENTURES

Project No.	359500100
Drawn By	MYV
Checked By	AB
Date	04/14/26

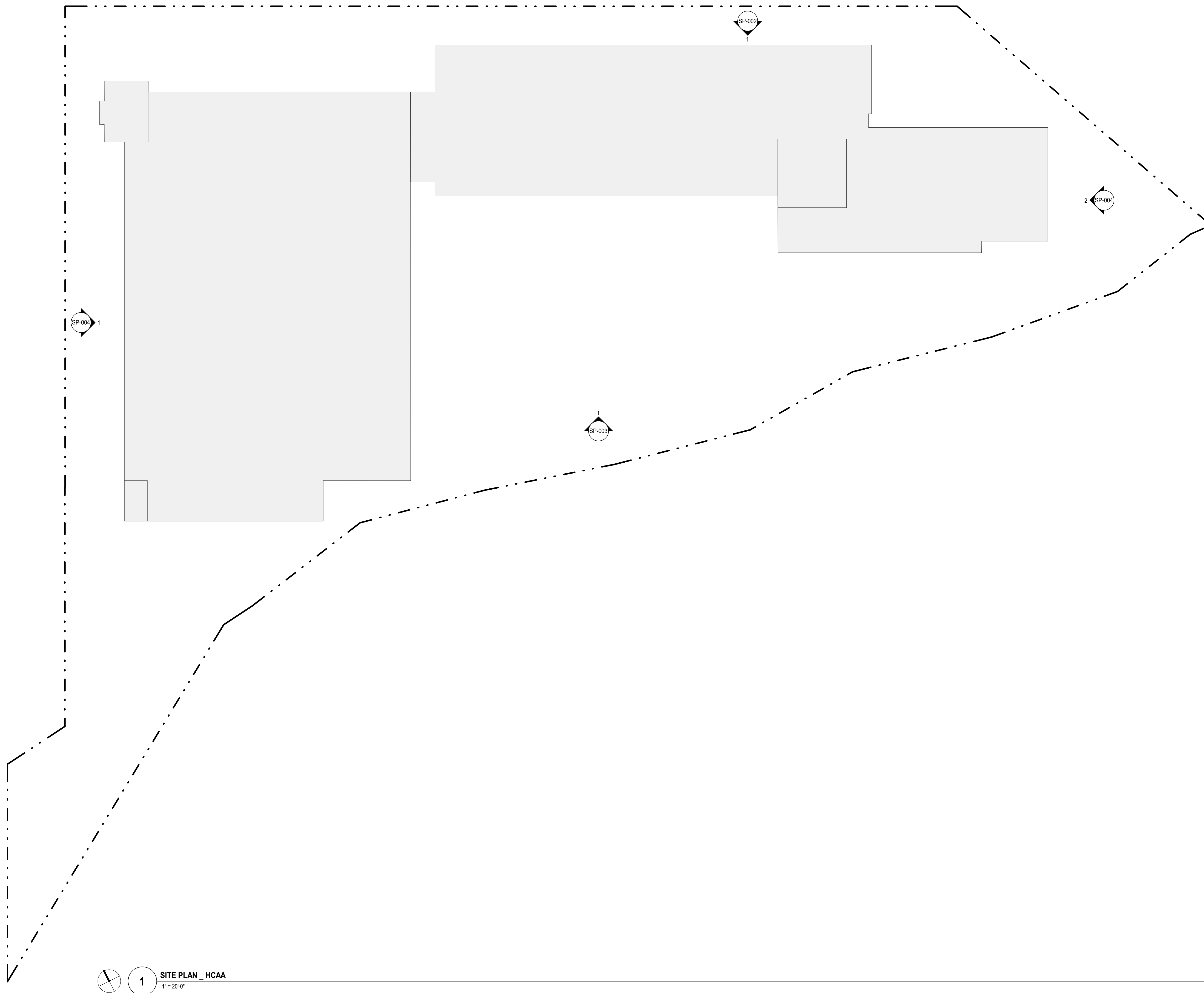
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ISSUES / REVISIONS

[illegible]

BIRD'S VIEW SITE
PLAN

SP-001





RSP Architects
3059 Grand Avenue
Suite 440
Miami, FL 33133

305.444.7100
rsparch.com

CONSULTANTS

CERTIFICATION

Name
License No.

PROJECT
ROCKY POINT

AMERICAN LAND
VENTURES

Project No.	359500100
Drawn By	MYV
Checked By	AB
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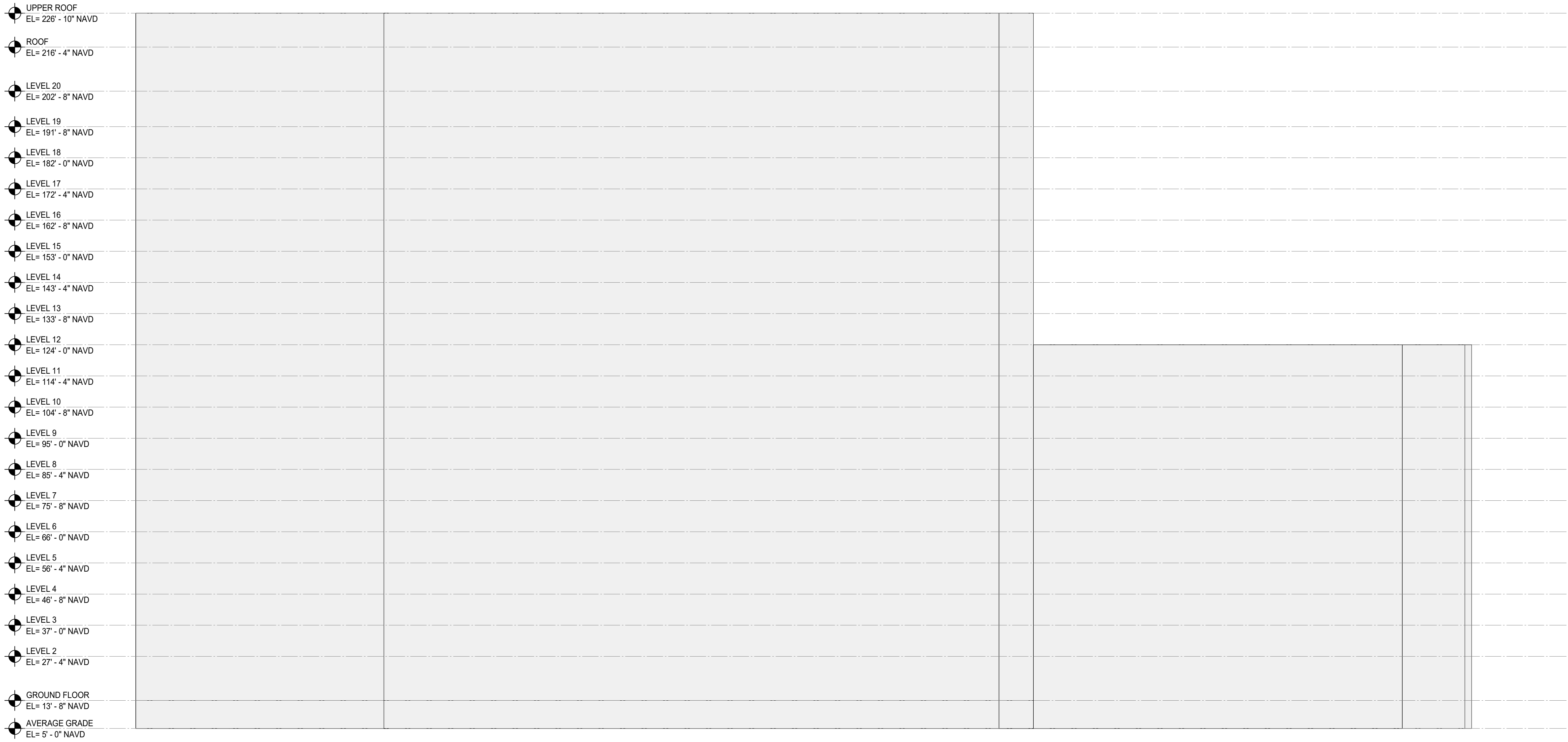
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ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

BUILDING MASSING
NORTH VIEW

SP-002



1 NORTH BUILDING PROFILE
1" = 20'-0"

CONSULTANTS

CERTIFICATION

Name _____

License No. _____

PROJECT

ROCKY POINT

AMERICAN LAND
VENTURES

Project No.	359500100
Drawn By	MYV
Checked By	AB
Date	04/14/26

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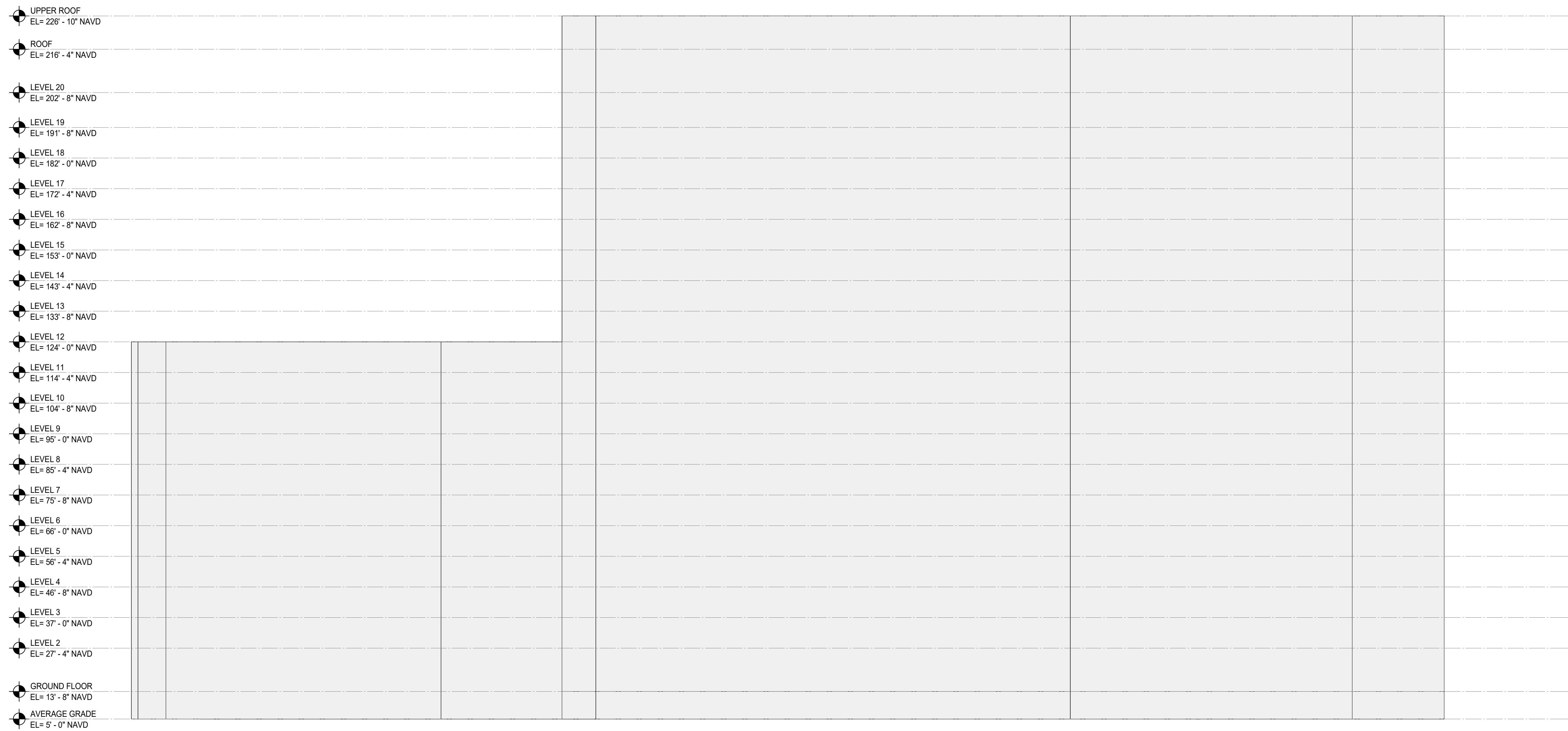
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ISSUES / REVISIONS

[illegible]

BUILDING MASSING
SOUTH VIEW

SP-003



1

SOUTH BUILDING PROFILE

$$1'' = 20'-0''$$

CONSULTANTS

CERTIFICATION

Name _____
License No. _____

PROJECT

ROCKY POINT

AMERICAN LAND
VENTURES

Project No.	359500100
Drawn By	MYV
Checked By	AB
Date	04/14/26

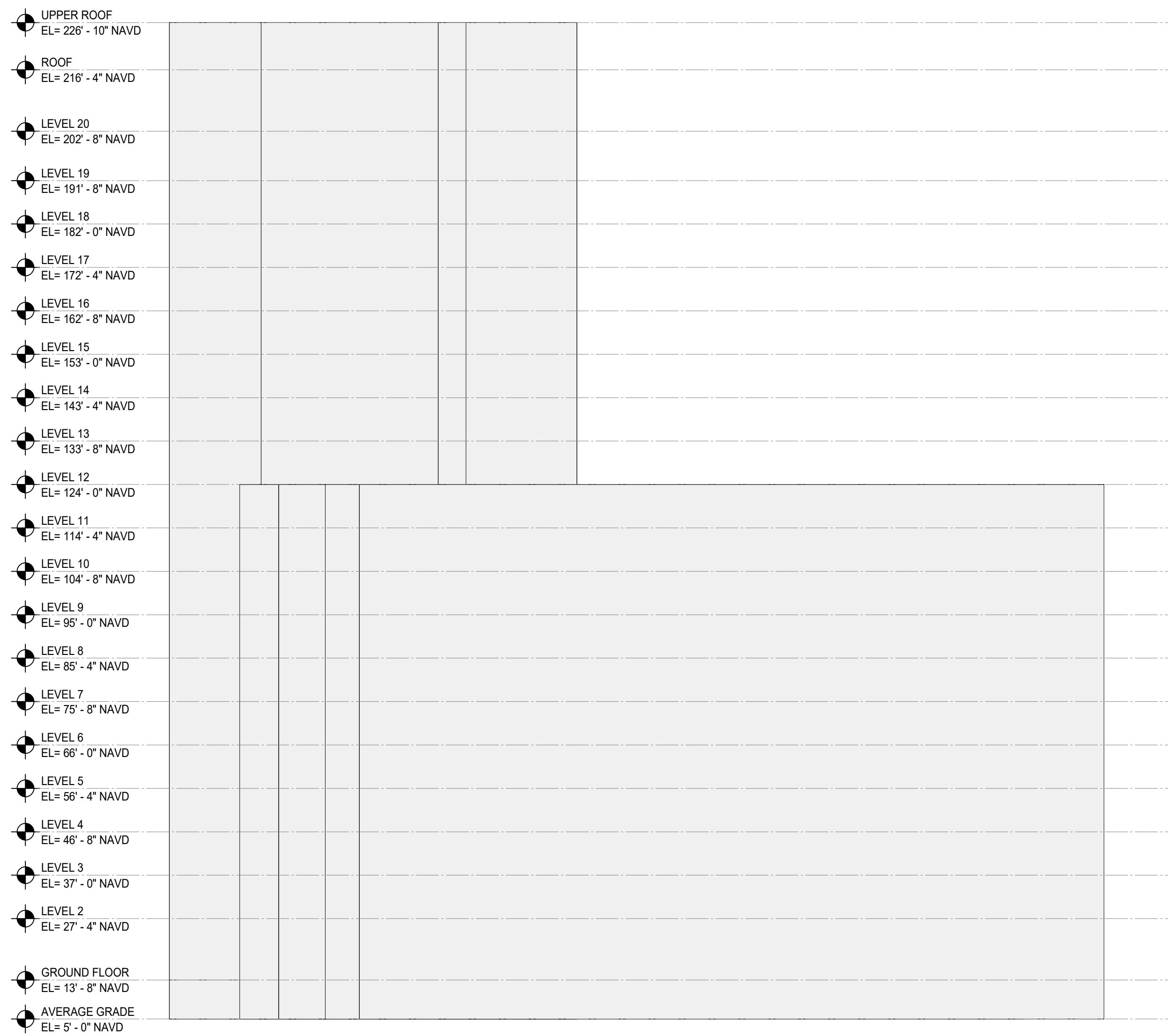
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ISSUES / REVISIONS

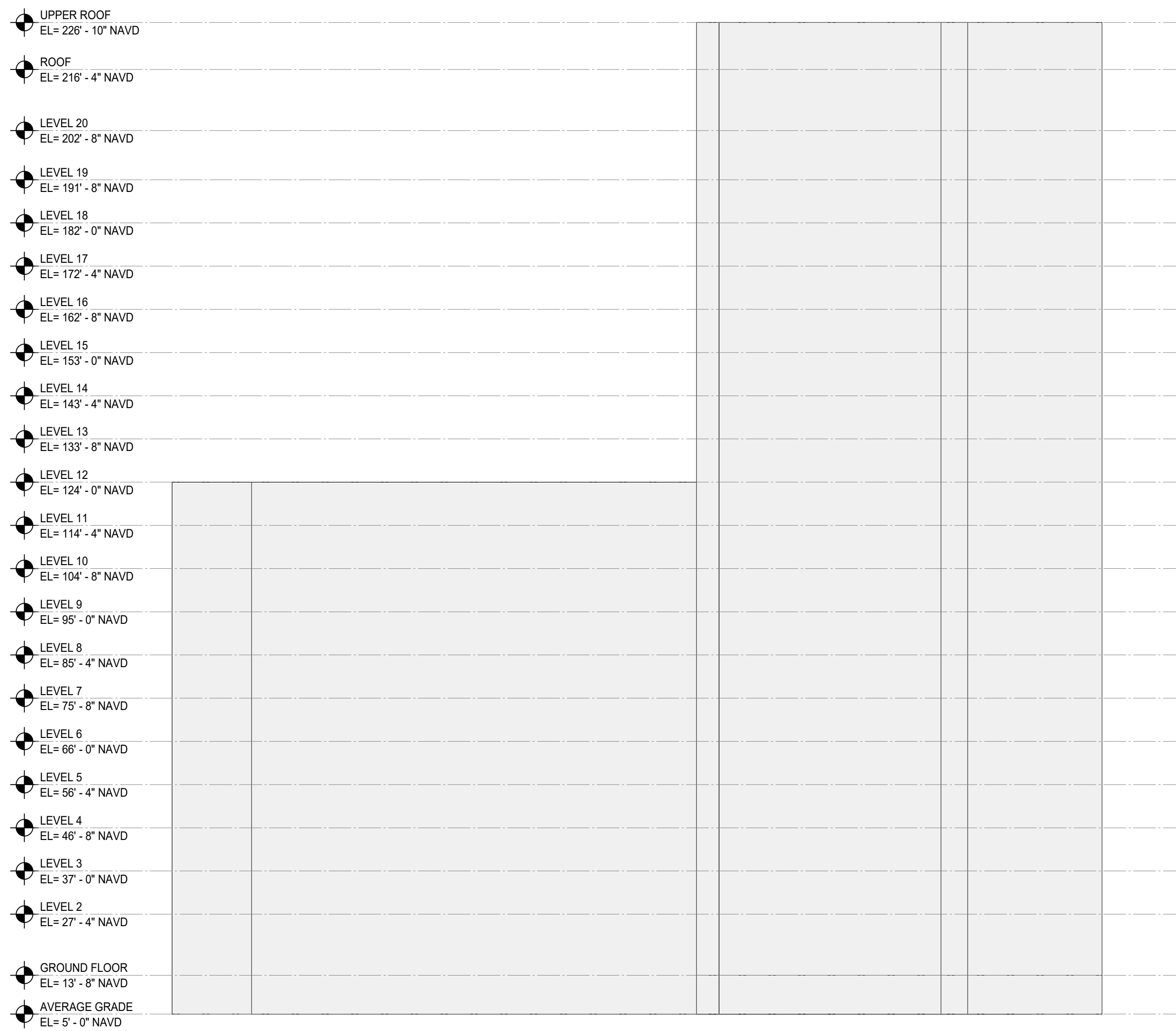
[illegible]

BUILDING MASSING WEST & EAST VIEWS

SP-004



1 WEST BUILDING PROFILE

$$1^{\circ} = 20' - 0''$$


2 EAST BUILDING PROFILE

$$1^{\circ} = 20' - 0''$$



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

Aeronautical Study No.
2025-ASO-12475-OE

Issued Date: 12/01/2025

LIFSEY TRUST FUNDS #1 AND #4
STAN LIFSEY
324 S Hyde Park Ave
Suite 375
Tampa, FL 33606

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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: Multi-purpose Building Rocky Point
County, State: Hillsborough, Florida

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
7	27-57-43.94N	82-34-09.18W	5 Ft	225 Ft	230 Ft
8	27-57-43.50N	82-34-09.43W	3 Ft	227 Ft	230 Ft
9	27-57-43.59N	82-34-09.74W	3 Ft	227 Ft	230 Ft
10	27-57-43.98N	82-34-10.63W	5 Ft	225 Ft	230 Ft
11	27-57-44.20N	82-34-10.51W	5 Ft	225 Ft	230 Ft
12	27-57-44.86N	82-34-12.00W	4 Ft	226 Ft	230 Ft

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 Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 06/01/2027 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 31, 2025. 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, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 10, 2026 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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Darin Clipper, at 1-404-305-6531, or darin.clipper@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASO-12475-OE.

Signature Control No: 662859258-685589438

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)

Additional information for ASN 2025-ASO-12475-OE

**** AMSL Correction related to this study NTE 230 ft. AMSL ****

The project consultant, Capitol Airspace Group, e-filed four (4) aeronautical studies consisting of twenty (20) multi-use building study points (with 1A survey data) on behalf of Lifsey Trust Funds for property located at 2425 N. Rocky Point Drive, Tampa, FL.

The proposed locations are located approximately 2.07 - 2.13 nautical miles (NM) southwest/west of the Tampa INTL Airport's (TPA), Airport Reference Point (ARP).

Each boundary point was studied separately at the noted above ground level (AGL) / above mean sea level (AMSL) heights and locations:

2025-ASO-12909-OE

1. 27-57-45.95N / 82-34-13.19W / 225 ft. AGL / 230 ft. AMSL (Label 1)
2. 27-57-45.86N / 82-34-13.00W / 225 ft. AGL / 230 ft. AMSL (Label 2)
3. 27-57-45.27N / 82-34-11.77W / 225 ft. AGL / 230 ft. AMSL (Label 3)
4. 27-57-45.45N / 82-34-11.67W / 224 ft. AGL / 230 ft. AMSL (Label 4)
5. 27-57-45.60N / 82-34-09.77W / 226 ft. AGL / 230 ft. AMSL (Label 5)
6. 27-57-44.29N / 82-34-09.96W / 226 ft. AGL / 230 ft. AMSL (Label 6)

2025-ASO-12475-OE

7. 27-57-43.94N / 82-34-09.18W / 225 ft. AGL / 230 ft. AMSL (Label 7)
8. 27-57-43.50N / 82-34-09.43W / 227 ft. AGL / 230 ft. AMSL (Label 8)
9. 27-57-43.59N / 82-34-09.74W / 227 ft. AGL / 230 ft. AMSL (Label 9)
10. 27-57-43.98N / 82-34-10.63W / 225 ft. AGL / 230 ft. AMSL (Label 10)
11. 27-57-44.20N / 82-34-10.51W / 225 ft. AGL / 230 ft. AMSL (Label 11)
12. 27-57-44.86N / 82-34-12.00W / 226 ft. AGL / 230 ft. AMSL (Label 12)

2025-ASO-12476-OE

13. 27-57-44.97N / 82-34-12.08W / 225 ft. AGL / 230 ft. AMSL (Label 13)
14. 27-57-43.81N / 82-34-12.73W / 227 ft. AGL / 230 ft. AMSL (Label 14)
15. 27-57-43.98N / 82-34-13.11W / 227 ft. AGL / 230 ft. AMSL (Label 15)
16. 27-57-43.82N / 82-34-13.20W / 226 ft. AGL / 230 ft. AMSL (Label 16)

2025-ASO-12477-OE

17. 27-57-44.21N / 82-34-14.06W / 226 ft. AGL / 230 ft. AMSL (Label 17)
18. 27-57-45.68N / 82-34-13.23W / 226 ft. AGL / 230 ft. AMSL (Label 18)
19. 27-57-45.71N / 82-34-13.32W / 225 ft. AGL / 230 ft. AMSL (Label 19)
20. 27-57-44.26N / 82-34-10.28W / 226 ft. AGL / 230 ft. AMSL (Label 20)

The proposal exceeds the following Title 14 CFR Part 77 obstruction standards as applied to TPA:

Section 77.17 (a) (2): A height that is 200 ft. AGL, or above the established airport elevation, whichever is higher, within 3 NM of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional NM from the airport up to a maximum of 499 ft. The proposal would exceed by up to 6 ft.

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): Horizontal Surface. A horizontal plane 150 ft. above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposal exceeds by 56 ft.

No impact on the Visual Flight Rule traffic pattern at TPA.

In response to Notice of Preliminary Finding letters issued on September 4, 2025 to the project sponsor, a request for circularization was received on September 22, 2025. For the sake of efficiency, all adverse effects related to the proposal were outlined and circularized under aeronautical study number, 2025-ASO-12475-OE. No comments were received from the public, Department of Defense (DOD), or from other federal, state, or local agencies because of circularization.

The prime objective of the Federal Aviation Administration in conducting aeronautical studies is to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft.

Aeronautical study disclosed that the proposal would have no substantial adverse effect on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or on any other aeronautical operation, procedure or aeronautical facilities. The proposal would also have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures at any other planned or existing public use or military airfield operated by a Federal/DOD agency or at a private airport or heliport with at least one FAA-approved instrument approach procedure. Information on the proposal will be forwarded to the appropriate aeronautical charting office for review/action.

Study for possible visual flight rule (VFR) effect disclosed that the proposal would have an adverse effect of Section 77.17 (a) (2) and Section 77.19 (a) but would not have substantial adverse effect on any existing or proposed arrival, departure or en route VFR operations procedures or minimum flight altitudes. The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at TPA, or any other known public use or military airports. At a height up to 230 ft. AMSL, the proposal would not have a substantial adverse effect on VFR en route flight operations or helicopter traffic in the area.

It is recommended the proposal be lit with red obstruction lighting at designated locations to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth within this determination are met.

Note 1. 1A survey on file with the FAA.

Note 2. Cautionary Advisory: The proposal lies in proximity to an airport, and occupants may be subjected to noise from aircraft operating to and from the airport.

Case Description for ASN 2025-ASO-12475-OE

Part 2 filing for proposed building structure. Filing building in 4 parts. Building contains more than 6 point max allotted due to shape as seen on attached survey.

Filing replacing ASNs: 2025-ASO-7848:7865-OE







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

Aeronautical Study No.
2025-ASO-12476-OE

Issued Date: 12/01/2025

LIFSEY TRUST FUNDS #1 AND #4
STAN LIFSEY
324 S Hyde Park Ave
Suite 375
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: Multi-purpose Building Rocky Point
County, State: Hillsborough, Florida

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
13	27-57-44.97N	82-34-12.08W	5 Ft	225 Ft	230 Ft
14	27-57-43.81N	82-34-12.73W	3 Ft	227 Ft	230 Ft
15	27-57-43.98N	82-34-13.11W	3 Ft	227 Ft	230 Ft
16	27-57-43.82N	82-34-13.20W	4 Ft	226 Ft	230 Ft

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 Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 06/01/2027 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 31, 2025. 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, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 10, 2026 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.

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

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

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

If we can be of further assistance, please contact Darin Clipper, at 1-404-305-6531, or darin.clipper@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASO-12476-OE.

Signature Control No: 662859842-685583176

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-ASO-12476-OE

The project consultant, Capitol Airspace Group, e-filed four (4) aeronautical studies consisting of twenty (20) multi-use building study points (with 1A survey data) on behalf of Lifsey Trust Funds for property located at 2425 N. Rocky Point Drive, Tampa, FL.

The proposed locations are located approximately 2.07 - 2.13 nautical miles (NM) southwest/west of the Tampa INTL Airport's (TPA), Airport Reference Point (ARP).

Each boundary point was studied separately at the noted above ground level (AGL) / above mean sea level (AMSL) heights and locations:

2025-ASO-12909-OE

1. 27-57-45.95N / 82-34-13.19W / 225 ft. AGL / 230 ft. AMSL (Label 1)
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3. 27-57-45.27N / 82-34-11.77W / 225 ft. AGL / 230 ft. AMSL (Label 3)
4. 27-57-45.45N / 82-34-11.67W / 224 ft. AGL / 230 ft. AMSL (Label 4)
5. 27-57-45.60N / 82-34-09.77W / 226 ft. AGL / 230 ft. AMSL (Label 5)
6. 27-57-44.29N / 82-34-09.96W / 226 ft. AGL / 230 ft. AMSL (Label 6)

2025-ASO-12475-OE

7. 27-57-43.94N / 82-34-09.18W / 225 ft. AGL / 230 ft. AMSL (Label 7)
8. 27-57-43.50N / 82-34-09.43W / 227 ft. AGL / 230 ft. AMSL (Label 8)
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2025-ASO-12476-OE

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14. 27-57-43.81N / 82-34-12.73W / 227 ft. AGL / 230 ft. AMSL (Label 14)
15. 27-57-43.98N / 82-34-13.11W / 227 ft. AGL / 230 ft. AMSL (Label 15)
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2025-ASO-12477-OE

17. 27-57-44.21N / 82-34-14.06W / 226 ft. AGL / 230 ft. AMSL (Label 17)
18. 27-57-45.68N / 82-34-13.23W / 226 ft. AGL / 230 ft. AMSL (Label 18)
19. 27-57-45.71N / 82-34-13.32W / 225 ft. AGL / 230 ft. AMSL (Label 19)
20. 27-57-44.26N / 82-34-10.28W / 226 ft. AGL / 230 ft. AMSL (Label 20)

The proposal exceeds the following Title 14 CFR Part 77 obstruction standards as applied to TPA:

Section 77.17 (a) (2): A height that is 200 ft. AGL, or above the established airport elevation, whichever is higher, within 3 NM of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional NM from the airport up to a maximum of 499 ft. The proposal would exceed by up to 6 ft.

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): Horizontal Surface. A horizontal plane 150 ft. above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposal exceeds by 56 ft.

No impact on the Visual Flight Rule traffic pattern at TPA.

In response to Notice of Preliminary Finding letters issued on September 4, 2025 to the project sponsor, a request for circularization was received on September 22, 2025. For the sake of efficiency, all adverse effects related to the proposal were outlined and circularized under aeronautical study number, 2025-ASO-12475-OE. No comments were received from the public, Department of Defense (DOD), or from other federal, state, or local agencies because of circularization.

The prime objective of the Federal Aviation Administration in conducting aeronautical studies is to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft.

Aeronautical study disclosed that the proposal would have no substantial adverse effect on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or on any other aeronautical operation, procedure or aeronautical facilities. The proposal would also have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures at any other planned or existing public use or military airfield operated by a Federal/DOD agency or at a private airport or heliport with at least one FAA-approved instrument approach procedure. Information on the proposal will be forwarded to the appropriate aeronautical charting office for review/action.

Study for possible visual flight rule (VFR) effect disclosed that the proposal would have an adverse effect of Section 77.17 (a) (2) and Section 77.19 (a) but would not have substantial adverse effect on any existing or proposed arrival, departure or en route VFR operations procedures or minimum flight altitudes. The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at TPA, or any other known public use or military airports. At a height up to 230 ft. AMSL, the proposal would not have a substantial adverse effect on VFR en route flight operations or helicopter traffic in the area.

It is recommended the proposal be lit with red obstruction lighting at designated locations to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth within this determination are met.

Note 1. 1A survey on file with the FAA.

Note 2. Cautionary Advisory: The proposal lies in proximity to an airport, and occupants may be subjected to noise from aircraft operating to and from the airport.





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

Aeronautical Study No.
2025-ASO-12477-OE

Issued Date: 12/01/2025

LIFSEY TRUST FUNDS #1 AND #4
STAN LIFSEY
324 S Hyde Park Ave
Suite 375
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: Multi-purpose Building Rocky Point
County, State: Hillsborough, Florida

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
17	27-57-44.21N	82-34-14.06W	4 Ft	226 Ft	230 Ft
18	27-57-45.68N	82-34-13.23W	4 Ft	226 Ft	230 Ft
19	27-57-45.71N	82-34-13.32W	5 Ft	225 Ft	230 Ft
26	27-57-44.26N	82-34-10.28W	4 Ft	226 Ft	230 Ft

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 Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 06/01/2027 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 31, 2025. 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, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on January 10, 2026 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 Darin Clipper, at 1-404-305-6531, or darin.clipper@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASO-12477-OE.

Signature Control No: 662860788-685583174

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-ASO-12477-OE

The project consultant, Capitol Airspace Group, e-filed four (4) aeronautical studies consisting of twenty (20) multi-use building study points (with 1A survey data) on behalf of Lifsey Trust Funds for property located at 2425 N. Rocky Point Drive, Tampa, FL.

The proposed locations are located approximately 2.07 - 2.13 nautical miles (NM) southwest/west of the Tampa INTL Airport's (TPA), Airport Reference Point (ARP).

Each boundary point was studied separately at the noted above ground level (AGL) / above mean sea level (AMSL) heights and locations:

2025-ASO-12909-OE

1. 27-57-45.95N / 82-34-13.19W / 225 ft. AGL / 230 ft. AMSL (Label 1)
2. 27-57-45.86N / 82-34-13.00W / 225 ft. AGL / 230 ft. AMSL (Label 2)
3. 27-57-45.27N / 82-34-11.77W / 225 ft. AGL / 230 ft. AMSL (Label 3)
4. 27-57-45.45N / 82-34-11.67W / 224 ft. AGL / 230 ft. AMSL (Label 4)
5. 27-57-45.60N / 82-34-09.77W / 226 ft. AGL / 230 ft. AMSL (Label 5)
6. 27-57-44.29N / 82-34-09.96W / 226 ft. AGL / 230 ft. AMSL (Label 6)

2025-ASO-12475-OE

7. 27-57-43.94N / 82-34-09.18W / 225 ft. AGL / 230 ft. AMSL (Label 7)
8. 27-57-43.50N / 82-34-09.43W / 227 ft. AGL / 230 ft. AMSL (Label 8)
9. 27-57-43.59N / 82-34-09.74W / 227 ft. AGL / 230 ft. AMSL (Label 9)
10. 27-57-43.98N / 82-34-10.63W / 225 ft. AGL / 230 ft. AMSL (Label 10)
11. 27-57-44.20N / 82-34-10.51W / 225 ft. AGL / 230 ft. AMSL (Label 11)
12. 27-57-44.86N / 82-34-12.00W / 226 ft. AGL / 230 ft. AMSL (Label 12)

2025-ASO-12476-OE

13. 27-57-44.97N / 82-34-12.08W / 225 ft. AGL / 230 ft. AMSL (Label 13)
14. 27-57-43.81N / 82-34-12.73W / 227 ft. AGL / 230 ft. AMSL (Label 14)
15. 27-57-43.98N / 82-34-13.11W / 227 ft. AGL / 230 ft. AMSL (Label 15)
16. 27-57-43.82N / 82-34-13.20W / 226 ft. AGL / 230 ft. AMSL (Label 16)

2025-ASO-12477-OE

17. 27-57-44.21N / 82-34-14.06W / 226 ft. AGL / 230 ft. AMSL (Label 17)
18. 27-57-45.68N / 82-34-13.23W / 226 ft. AGL / 230 ft. AMSL (Label 18)
19. 27-57-45.71N / 82-34-13.32W / 225 ft. AGL / 230 ft. AMSL (Label 19)
20. 27-57-44.26N / 82-34-10.28W / 226 ft. AGL / 230 ft. AMSL (Label 20)

The proposal exceeds the following Title 14 CFR Part 77 obstruction standards as applied to TPA:

Section 77.17 (a) (2): A height that is 200 ft. AGL, or above the established airport elevation, whichever is higher, within 3 NM of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional NM from the airport up to a maximum of 499 ft. The proposal would exceed by up to 6 ft.

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): Horizontal Surface. A horizontal plane 150 ft. above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposal exceeds by 56 ft.

No impact on the Visual Flight Rule traffic pattern at TPA.

In response to Notice of Preliminary Finding letters issued on September 4, 2025 to the project sponsor, a request for circularization was received on September 22, 2025. For the sake of efficiency, all adverse effects related to the proposal were outlined and circularized under aeronautical study number, 2025-ASO-12475-OE. No comments were received from the public, Department of Defense (DOD), or from other federal, state, or local agencies because of circularization.

The prime objective of the Federal Aviation Administration in conducting aeronautical studies is to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft.

Aeronautical study disclosed that the proposal would have no substantial adverse effect on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or on any other aeronautical operation, procedure or aeronautical facilities. The proposal would also have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures at any other planned or existing public use or military airfield operated by a Federal/DOD agency or at a private airport or heliport with at least one FAA-approved instrument approach procedure. Information on the proposal will be forwarded to the appropriate aeronautical charting office for review/action.

Study for possible visual flight rule (VFR) effect disclosed that the proposal would have an adverse effect of Section 77.17 (a) (2) and Section 77.19 (a) but would not have substantial adverse effect on any existing or proposed arrival, departure or en route VFR operations procedures or minimum flight altitudes. The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at TPA, or any other known public use or military airports. At a height up to 230 ft. AMSL, the proposal would not have a substantial adverse effect on VFR en route flight operations or helicopter traffic in the area.

It is recommended the proposal be lit with red obstruction lighting at designated locations to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth within this determination are met.

Note 1. 1A survey on file with the FAA.

Note 2. Cautionary Advisory: The proposal lies in proximity to an airport, and occupants may be subjected to noise from aircraft operating to and from the airport.







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

Aeronautical Study No.
2025-ASO-12909-OE

Issued Date: 12/01/2025

LIFSEY TRUST FUNDS #1 AND #4
STAN LIFSEY
324 S Hyde Park Ave
Suite 375
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: Multi-purpose Building Rocky Point
County, State: Hillsborough, Florida

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
1	27-57-45.95N	82-34-13.19W	5 Ft	225 Ft	230 Ft
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6	27-57-44.29N	82-34-09.96W	4 Ft	226 Ft	230 Ft

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 Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 06/01/2027 unless:

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

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

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This 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 Darin Clipper, at 1-404-305-6531, or darin.clipper@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASO-12909-OE.

Signature Control No: 663355364-685583175

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-ASO-12909-OE

The project consultant, Capitol Airspace Group, e-filed four (4) aeronautical studies consisting of twenty (20) multi-use building study points (with 1A survey data) on behalf of Lifsey Trust Funds for property located at 2425 N. Rocky Point Drive, Tampa, FL.

The proposed locations are located approximately 2.07 - 2.13 nautical miles (NM) southwest/west of the Tampa INTL Airport's (TPA), Airport Reference Point (ARP).

Each boundary point was studied separately at the noted above ground level (AGL) / above mean sea level (AMSL) heights and locations:

2025-ASO-12909-OE

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2025-ASO-12475-OE

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2025-ASO-12476-OE

13. 27-57-44.97N / 82-34-12.08W / 225 ft. AGL / 230 ft. AMSL (Label 13)
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2025-ASO-12477-OE

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The proposal exceeds the following Title 14 CFR Part 77 obstruction standards as applied to TPA:

Section 77.17 (a) (2): A height that is 200 ft. AGL, or above the established airport elevation, whichever is higher, within 3 NM of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional NM from the airport up to a maximum of 499 ft. The proposal would exceed by up to 6 ft.

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No impact on the Visual Flight Rule traffic pattern at TPA.

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The prime objective of the Federal Aviation Administration in conducting aeronautical studies is to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft.

Aeronautical study disclosed that the proposal would have no substantial adverse effect on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), or on any other aeronautical operation, procedure or aeronautical facilities. The proposal would also have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures at any other planned or existing public use or military airfield operated by a Federal/DOD agency or at a private airport or heliport with at least one FAA-approved instrument approach procedure. Information on the proposal will be forwarded to the appropriate aeronautical charting office for review/action.

Study for possible visual flight rule (VFR) effect disclosed that the proposal would have an adverse effect of Section 77.17 (a) (2) and Section 77.19 (a) but would not have substantial adverse effect on any existing or proposed arrival, departure or en route VFR operations procedures or minimum flight altitudes. The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at TPA, or any other known public use or military airports. At a height up to 230 ft. AMSL, the proposal would not have a substantial adverse effect on VFR en route flight operations or helicopter traffic in the area.

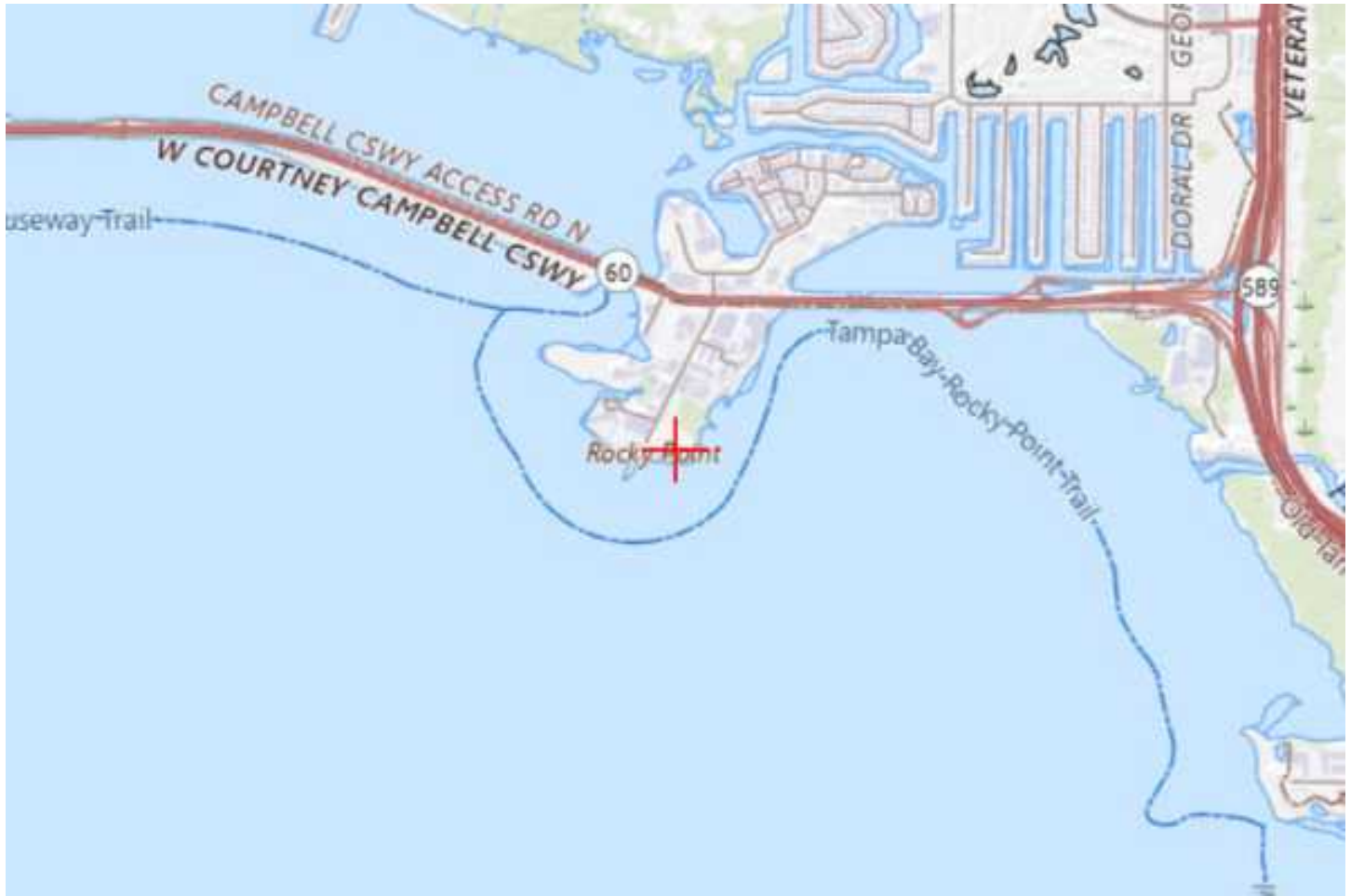
It is recommended the proposal be lit with red obstruction lighting at designated locations to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth within this determination are met.

Note 1. 1A survey on file with the FAA.

Note 2. Cautionary Advisory: The proposal lies in proximity to an airport, and occupants may be subjected to noise from aircraft operating to and from the airport.



Jazmond Gamble

From: Durwin, James <James.Durwin@dot.state.fl.us>
Sent: Friday, May 22, 2026 1:44 PM
To: Jazmond Gamble
Cc: Jeff Siddle; Michael Kamprath; Sierra LePore; Seagraves, Diamond; Roberts, David
Subject: FW: Permit Request in Accordance with Chapter 333
Attachments: Airport Study No. 2026-52_FDOT.pdf

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

Hello Jaz,

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

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

Political Subdivision: Hillsborough County Aviation Authority

FAA Study: 2025-ASO-12475-OE
Airport Study Number: 2026-52
Project: Multi-Purpose Building
Location: 2425 N Rocky Point Drive, Tampa, Florida
Date of Receipt: May 19, 2026 (by email)
Date Comments Sent: May 22, 2026 (by email)

Political Subdivision Representative: Jazmond Gamble
Applicant: Lifsey Trust and ALV
RE: Mixed use residential and commercial located at 2425 N Rocky Point Drive, Tampa, Florida

FAA Determination(s): 2025-ASO-12475-OE (submitted with application).

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

REVIEW REQUIREMENT: Upon receipt of a complete permit application, the local government shall provide a copy of the application to the Department's Aviation Office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. Section 333.025(4), Florida Statutes (F.S.), provides the Department a 15-day review period, following receipt of a complete permit application from the local government by certified mail, for the construction or alteration of an obstruction which must run

concurrently with the local government's permitting process, to evaluate technical consistency with s. 333.025(4), F.S. The following Comments are intended to comply with this requirement.

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

EVALUATION

Section 333.025(4) provides, in part, that if political subdivisions have, in compliance with this chapter, adopted adequate airport protection zoning regulations, placed such regulations on file with the Department's Aviation Office, and established a permitting process, a permit for the construction or alteration of an obstruction is not required from the Department.

COMMENTS

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

1. The Political Subdivision is in compliance with Chapter 333 [Whether the Political Subdivision has complied with Chapter 333 requires a legal evaluation beyond the scope of this Comment and it is left to the determination of the Political Subdivision]; and
2. The Political Subdivision has adopted adequate airport protection zoning regulations [Whether the political subdivision has adopted adequate airport protection zoning regulations is a legal determination beyond the scope of this Comment and is left to compliance by the Political Subdivision]; and
3. The Political Subdivision has placed such regulations on file with the Department's Aviation Office [The Department's records reflect that the Political Subdivision has placed certain airport protection zoning regulations on file with Department's Aviation Office however it is undetermined if such regulations are in compliance with Chapter 333]; and
4. The Political Subdivision has established a permitting process [Submission of an airport obstruction zoning permit application reflects the existence of a permitting process – it is noted that the application required appropriate information and documents for evaluation of a permit application including documentation showing compliance with the federal requirement for notification of proposed construction or alteration of structures and valid aeronautical studies. The adequacy of the permitting process is beyond the scope of these Comments and is left to compliance by the Political Subdivision. The intent of the Comments is to evaluate the Political Subdivision's compliance with the requirements of s. 333.025(4). Whether the compliance is legally adequate is the responsibility of the Political Subdivision].

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

- Upon receipt of a complete permit application, the local government shall provide a copy of the application to the Department's Aviation Office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. [The Department notes receipt of the permit application by email on May 19, 2026].
- To evaluate technical consistency with this subsection, the Department shall have a 15-day review period following receipt of the application by certified mail, which must run concurrently with the local government permitting process. [The Aviation Office has received the permit application, evaluated technical consistency as set forth herein and provided its Comments within 15 days after receipt of the permit application by email].

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

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

If there are any questions regarding the foregoing, please contact:

Jim Durwin
Aviation Operations Administrator
Florida Department of Transportation
Office: (850) 414-4502
E-mail: James.Durwin@dot.state.fl.us

Thank you, please advise if any additional information or assistance is needed.

Kind Regards,

Jim Durwin, C.M.

Aviation Operations Administrator
Florida Department of Transportation | Aviation Office
Office: 850-414-4502 | E-mail: James.Durwin@dot.state.fl.us
fdot.gov/aviation | <https://www.florida-aviation-database.com/>



From: Jazmond Gamble <JGamble@TampaAirport.com>

Sent: Tuesday, May 19, 2026 5:07 PM

To: Durwin, James <James.Durwin@dot.state.fl.us>

Cc: Jeff Siddle <JSiddle@TampaAirport.com>; Michael Kamprath <mkamprath@TampaAirport.com>; Sierra LePore <SLePore@TampaAirport.com>

Subject: Permit Request in Accordance with Chapter 333

EXTERNAL SENDER: Use caution with links and attachments.

Hi Jim,

I wanted to briefly introduce myself-my name is Jaz Gamble, and I've recently taken over for Tony as the Height Zoning Manager here at HCAA. I look forward to working with you and getting up to speed.

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

Hearing is scheduled for July 9, 2026.

FAA ASN: 2025-ASO-12475-OE
Airport Study Number: 2025-52
Project: Multi-Purpose Building
Location: 2425 N East Rocky Point Drive, Tampa FL.

Jazmond Gamble, CM | Tampa International Airport | Height Zoning Manager
Phone: (813) 781-8289 | Email: jgamble@tampaairport.com

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

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

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