
State of Minnesota
County of Hennepin

Zoning Jurisdiction under the MSP
Zoning Ordinance

MSP Zoning Ordinance Board of Adjustment

In the Matter of the Application/Petition
for Variance of Height Restrictions for
Construction of the Cambria Suites Hotel

After considering the request and the evidence presented, the MSP Zoning Ordinance Board of Adjustment makes the following findings and conclusions:

Findings

1. On April 30, 2018, Orlean Company on behalf of C&O Bloomington LLC, re-submitted a request for a variance from the strict application of the Minneapolis-St. Paul International Airport (Wold Chamberlain Field) Zoning Ordinance for construction of the proposed Cambria Suites hotel in Bloomington, Minnesota.
2. The proposed development is located south of American Boulevard East and east of 28th Avenue South in the City of Bloomington.
3. The MSP Zoning Ordinance establishes height restrictions, one of which is the Precision Instrument Approach Surface for Runway 35. This surfaces extends over the Cambria Suites hotel construction site.
4. The proposed maximum height of the permanent structural elements associated with the Cambria Suites hotel as proposed do not exceed the maximum airspace zone heights and therefore do not require a zoning variance (Aeronautical Studies 2017-AGL-18235 through -18246-OE).
5. Construction of the proposed development requires the use of a temporary crane with a maximum height of 100 feet AGL/913 feet AMSL. The crane operational period will be approximately nine months between December 2018 and September 2019.
6. The Precision Instrument Approach Surface for Runway 35 would be penetrated by as much as 20 feet by the temporary construction crane.

7. This penetration of the Precision Instrument Approach Surface for Runway 35 by the temporary construction crane has been reviewed by the FAA and found not to constitute a hazard to air navigation. A revised "Determination of No Hazard to Air Navigation for Temporary Structure" was issued by FAA on April 17, 2018 (Aeronautical Study 2018-AGL-1048 -OE).
8. The FAA's findings are subject to strict compliance with the specific conditions listed in the determination letters, including the following:
 - The FAA ATCT Manager will be notified three business days prior to the temporary crane being erected and again when the crane is removed from the site;
 - MAC Airport Management will be notified three days prior to the temporary crane being erected and again when the crane is removed from the site; and,
 - The temporary crane is marked and lighted according to FAA Advisory Circular 70/7460-1L, Change 1, Obstruction Marking and Lighting, Flags/Red Lights, Chapters 3, 4, 5 & 12.

The applicant acknowledges, accepts, and agrees to strictly abide by the conditions. Failure to strictly comply with the FAA's stated conditions will void this determination.

9. These determinations are based, in part, on the foregoing description which includes specific coordinates and heights, as provided by the Applicant. Any changes in coordinates and/or heights will void these determinations. Any future construction or alteration, including increase to maximum heights, requires separate notice to the FAA.
10. The FAA determination for use of the temporary construction crane expires on September 22, 2019 unless otherwise extended, revised or terminated.

Conclusions

1. The variance request, as submitted by the applicant, is a complete application for a variance from strict application of the MSP Zoning Ordinance. Any deviation from the description provided would require an additional zoning variance request.
2. A literal application or enforcement of the Precision Instrument Approach Surface height restrictions in Sections IV.A.7 of the MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship to Orlean Company on behalf of C&O Bloomington LLC, due to the need for these cranes to construct the project.
3. Granting the requested variance extension will have minimal, if any, effect on aircraft activity to and from Runway 17-35 at MSP.
4. Granting the requested variance extension would not be contrary to the public interest and would be in accordance with the spirit of the MSP Zoning Ordinance.

Approval of Variance with Conditions

Based on the Findings and Conclusions, the Board hereby approves the variance for the location and height of a temporary construction crane inherently necessary for the construction of the Cambria Suites hotel, located in accordance with the application details, subject to the following conditions:

1. All conditions of approval contained in the FAA's revised Determination of No Hazard to Air Navigation for Temporary Structure (Aeronautical Study 2018-AGL-1048-OE) are complied with.
2. The applicant shall provide surveyed certification that the temporary construction crane complies with the approved height limitations upon completion of crane installation.
3. The variance shall terminate upon completion of project construction, or upon expiration or revocation of current or subsequent FAA airspace determinations, whichever occurs first.

Adopted this 4th day of June, 2018 by:

<u>Clark Sieben</u>	:	<u>Aye</u>
<u>Cramer</u>	:	<u>Aye</u>
<u>Ginsberg</u>	:	<u>Aye</u>
<u>Mohamed</u>	:	<u>Absent</u>
<u>Prosser</u>	:	<u>Absent</u>

Attested to by , Secretary

MSP Zoning Ordinance – Board of Adjustment

Commissioner Steve Cramer
Commissioner Katie Clark Sieben
Commissioner Richard Ginsberg
Commissioner Ibrahim Mohamed
Erica Prosser

**MSP ZONING ORDINANCE
BOARD OF ADJUSTMENT MEETING**

**Monday, June 4, 2018
11:45 a.m.**

**Room LT-3048A – Terminal 1 - Lindbergh
Minneapolis-St. Paul International Airport**

AGENDA

1. Selection of Chair

2. Variance Request:

Cambria Suites Hotel Project

Application for variance from the height limitations of the MSP Zoning Ordinance for construction of the project.

Materials for this meeting are available at the following website:

<http://metroairports.org/Airport-Authority/Metropolitan-Airports-Commission/Public-Meetings/Other-MAC-Meetings.aspx>

Attending a Board Meeting

Commission Board Meetings are held within the secure area at the Minneapolis-St. Paul International Airport's Terminal 1-Lindbergh. Follow these instructions to attend:

- Park in the Daily Parking at Terminal 1. (Parking is FREE. Please pull a ticket and bring it with you to have it validated at the meeting.)
- Present a government-issued photo ID (driver's license) to the personnel at the information booth on Level T. They will prepare a security pass for you and direct you to the Ticketing level.
- Use the employee lane at the South Security Checkpoint on the Ticketing Level to pass through security. You will be asked to show your ID and security pass at that time.
- Once through security, proceed to the right. The commission chambers is located in the Airport Conference Center on the mezzanine level above the Delta Air Lines Sky Club.
- Use the stairs or elevator to go up one level.

MEMORANDUM

TO: MSP Zoning Ordinance Board of Adjustment

FROM: Neil Ralston, Airport Planner

**SUBJECT: CAMBRIA SUITES
BLOOMINGTON, MINNESOTA
VARIANCE REQUEST**

DATE: May 14, 2018

Background

Attached for your review is a request for a zoning variance submitted by the Orlean Company on behalf of C&O Bloomington LLC for construction of a Cambria Suites hotel. The Cambria Suites is proposed to be located south of American Boulevard East and east of 28th Avenue South in the City of Bloomington. The parcel is owned by C&O Bloomington LLC and is currently vacant. The location of the Cambria Suites in relation to the Runway 35 end at MSP is shown below.



The proposed hotel will be a maximum of 71 feet (five stories) tall and have 164 rooms, a restaurant, and banquet space.

The applicant is seeking a variance under provisions of the Minneapolis-St. Paul International Airport (Wold-Chamberlain Field) Zoning Ordinance for relief from the height restrictions imposed in Section IV: Airspace Obstruction Zoning. Specifically, the request is for a variance to allow use of a fixed-position construction crane at the site, up to a height of 100 feet Above Ground Level (AGL) /913 feet Above Mean Sea Level (AMSL).

Facts

The proposed development site is located approximately 3,300 feet southeast of the Runway 35 end. The peak elevations of the permanent hotel structure are outlined below:

Hotel Structural Element	Height Above Ground Level (AGL)	Height Above Mean Sea Level (AMSL)	Exceeds Obstruction Standards?
Northwest corner	60	873	No
Northeast corner	60	873	No
Southeast corner	60	873	No
Southwest corner	71	884	No

No element of the hotel structure exceeds the height of a protected airspace surface to Runway 35 as established in the MSP Zoning Ordinance. A zoning variance is not required for the permanent hotel structure because no elements associated with it penetrate a protected airspace surface.

Final "Determinations of No Hazard to Air Navigation" (DNH) were issued by the Federal Aviation Administration (FAA) for the hotel structure on December 14, 2017 (Aeronautical Studies 2017-AGL-18235 through -18246-OE). Based on FAA's evaluation, the hotel structure does not exceed obstruction standards and marking/lighting are not necessary for aviation safety.

For construction of the permanent hotel structure, the applicant is proposing to use a fixed position temporary crane. The maximum crane height is outlined below:

Construction Crane	Height Above Ground Level (AGL)	Height Above Mean Sea Level (AMSL)	Exceeds Obstruction Standards?
Fixed position crane	100	913	Yes

The applicant indicates that activity with the temporary crane will begin in December 2018 and continue through the FAA's airspace determination expiration date of September 22, 2019.

A revised Final "Determination of No Hazard to Air Navigation for Temporary Structure" (DNH) was issued by the Federal Aviation Administration (FAA) for the temporary crane location on April 17, 2018 (Aeronautical Study 2018-AGL-1048). Based on FAA's evaluation, the temporary crane structure does exceed obstruction standards but would not be a hazard to air navigation provided that certain conditions are met, as described below.

Analysis

Variances from the Zoning Ordinance shall be granted "where it is found that a literal application or enforcement of the provisions of [the] MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship and relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of this MSP Zoning Ordinance and Minnesota Statutes Chapter 360. Any variance granted may be granted subject to any reasonable

conditions that the Board of Adjustment, or the Commissioner [of Transportation] acting under Section IX.B., may deem necessary to effectuate the purpose of this MSP Zoning Ordinance" (MSP Zoning Ordinance, Section IX).

The proposal for construction of the Cambria Suites hotel calls for use of a temporary construction crane with a maximum height of 100 feet AGL/913 feet AMSL. The crane exceeds the following MSP Zoning Ordinance Airspace Surface:

- **Runway 35 Precision Instrument Approach Surface:** The temporary construction cranes will penetrate the Precision Instrument Approach Surface by as much as 20 feet for approximately nine months, beginning in December 2018.

The FAA has issued a revised "Determination of No Hazard to Air Navigation For Temporary Structure" for the temporary construction crane subject to the following conditions:

- The FAA ATCT Manager will be notified three business days prior to the temporary crane being erected and again when the crane is removed from the site;
- MAC Airport Management will be notified three days prior to the temporary crane being erected and again when the crane is removed from the site; and,
- The temporary crane is marked and lighted according to FAA Advisory Circular 70/7460-1L, Change 1, Obstruction Marking and Lighting, Flags/Red Lights, Chapters 3, 4, 5 & 12.

The applicant acknowledges, accepts, and agrees to strictly abide by these conditions. Failure to strictly comply with the FAA's stated conditions will void this determination.

In light of the foregoing, it is staff's conclusion that granting the requested variance is allowable and consistent with the variance provisions, Section IX, C. of the MSP Zoning Ordinance because the temporary construction crane impacts are temporary and are necessary for the construction of approved development within the MSP Zoning District.

Staff therefore recommends that the MSP Zoning Ordinance Board of Adjustment grant a variance for construction purposes only, as requested by the Orlean Company on behalf of C&O Bloomington LLC. Staff also recommends that such a variance be subject to all conditions as stated in the attached FAA "Determination of No Hazard to Air Navigation for Temporary Structure" letter associated with Aeronautical Study 2018-AGL-1048-OE for the proposed temporary construction crane.

BOARD ACTION REQUESTED

GRANT THE VARIANCE AMENDMENT REQUESTED BY THE ORLEAN COMPANY ON BEHALF OF C&O BLOOMINGTON LLC FOR CONSTRUCTION OF THE CAMBRIA SUITES HOTEL IN BLOOMINGTON, MINNESOTA, AND ADOPT THE ATTACHED FINDINGS, CONCLUSIONS AND APPROVAL OF VARIANCE WITH CONDITIONS.

FURTHER, THE VARIANCE SHALL REMAIN IN EFFECT UNTIL COMPLETION OF THE CONSTRUCTION OF THE CAMBRIA SUITES HOTEL PROJECT CONSTRUCTION, OR UPON EXPIRATION OR REVOCATION OF CURRENT OR SUBSEQUENT FAA AIRSPACE DETERMINATIONS; WHICHEVER OCCURS FIRST.

State of Minnesota
County of Hennepin

Zoning Jurisdiction under the MSP
Zoning Ordinance

MSP Zoning Ordinance Board of Adjustment

In the Matter of the Application/Petition
for Variance of Height Restrictions for
Construction of the Cambria Suites Hotel

After considering the request and the evidence presented, the MSP Zoning Ordinance Board of Adjustment makes the following findings and conclusions:

Findings

1. On April 30, 2018, Orlean Company on behalf of C&O Bloomington LLC, re-submitted a request for a variance from the strict application of the Minneapolis-St. Paul International Airport (Wold Chamberlain Field) Zoning Ordinance for construction of the proposed Cambria Suites hotel in Bloomington, Minnesota.
2. The proposed development is located south of American Boulevard East and east of 28th Avenue South in the City of Bloomington.
3. The MSP Zoning Ordinance establishes height restrictions, one of which is the Precision Instrument Approach Surface for Runway 35. This surfaces extends over the Cambria Suites hotel construction site.
4. The proposed maximum height of the permanent structural elements associated with the Cambria Suites hotel as proposed do not exceed the maximum airspace zone heights and therefore do not require a zoning variance (Aeronautical Studies 2017-AGL-18235 through -18246-OE).
5. Construction of the proposed development requires the use of a temporary crane with a maximum height of 100 feet AGL/913 feet AMSL. The crane operational period will be approximately nine months between December 2018 and September 2019.
6. The Precision Instrument Approach Surface for Runway 35 would be penetrated by as much as 20 feet by the temporary construction crane.
7. This penetration of the Precision Instrument Approach Surface for Runway 35 by the temporary construction crane has been reviewed by the FAA and found not to constitute a hazard to air navigation. A revised "Determination of No Hazard to Air Navigation for Temporary Structure" was issued by FAA on April 17, 2018 (Aeronautical Study 2018-AGL-1048 -OE).

8. The FAA's findings are subject to strict compliance with the specific conditions listed in the determination letters, including the following:
 - The FAA ATCT Manager will be notified three business days prior to the temporary crane being erected and again when the crane is removed from the site;
 - MAC Airport Management will be notified three days prior to the temporary crane being erected and again when the crane is removed from the site; and,
 - The temporary crane is marked and lighted according to FAA Advisory Circular 70/7460-1L, Change 1, Obstruction Marking and Lighting, Flags/Red Lights, Chapters 3, 4, 5 & 12.
- The applicant acknowledges, accepts, and agrees to strictly abide by the conditions. Failure to strictly comply with the FAA's stated conditions will void this determination.
9. These determinations are based, in part, on the foregoing description which includes specific coordinates and heights, as provided by the Applicant. Any changes in coordinates and/or heights will void these determinations. Any future construction or alteration, including increase to maximum heights, requires separate notice to the FAA.
10. The FAA determination for use of the temporary construction crane expires on September 22, 2019 unless otherwise extended, revised or terminated.

Conclusions

1. The variance request, as submitted by the applicant, is a complete application for a variance from strict application of the MSP Zoning Ordinance. Any deviation from the description provided would require an additional zoning variance request.
2. A literal application or enforcement of the Precision Instrument Approach Surface height restrictions in Sections IV.A.7 of the MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship to Orlean Company on behalf of C&O Bloomington LLC, due to the need for these cranes to construct the project.
3. Granting the requested variance extension will have minimal, if any, effect on aircraft activity to and from Runway 17-35 at MSP.
4. Granting the requested variance extension would not be contrary to the public interest and would be in accordance with the spirit of the MSP Zoning Ordinance.

Approval of Variance with Conditions

Based on the Findings and Conclusions, the Board hereby approves the variance for the location and height of a temporary construction crane inherently necessary for the construction of the Cambria Suites hotel, located in accordance with the application details, subject to the following conditions:

1. All conditions of approval contained in the FAA's revised Determination of No Hazard to Air Navigation for Temporary Structure (Aeronautical Study 2018-AGL-1048-OE) are complied with.
2. The applicant shall provide surveyed certification that the temporary construction crane complies with the approved height limitations upon completion of crane installation.
3. The variance shall terminate upon completion of project construction, or upon expiration or revocation of current or subsequent FAA airspace determinations, whichever occurs first.

Adopted this _____ day of _____, 2018 by:

_____:	_____
_____:	_____
_____:	_____
_____:	_____
_____:	_____

Attested to by _____, Secretary

APPLICATION INFORMATION

Please provide the following information:

1. Applicant's Identification

NAME FRIEDMAN STU (M.I.)
(LAST) (FIRST)
ADDRESS 6000 NOB HILL DRIVE #205
CITY CHAGRIN Falls STATE OH ZIP 44022
HOME PHONE () -
BUSINESS/MOBILE PHONE (216) 298-3529
EMAIL (if available) sfriedman.sdc@roadrunner.com

2. Fee Owner's Identification

NAME C&O Bloomington LLC (M.I.)
(LAST) (FIRST)
ADDRESS (if different) 835 SHARON DRIVE, SUITE #400
CITY WESTLAKE STATE OH ZIP 44145
DAYTIME PHONE (440) 617-9385
SIGNATURE SEA A-H DATE 2/27/18

3. Legal Description of Site (attach survey, if possible)

Lot 2, Block 1, 28th Ave LRT Station, Hennepin County, Minnesota

4. Property Identification Number 01-027-24-14-0015

5. Zoning Classification

CO-1 - Commercial Office

SZ-21-B - Safety Zone Beyond Airport Boundary - B

6. Present Use(s)

The current site is vacant. The property has been previously cleared of native vegetation
and now consists mostly of grassed areas.

7. Attach site plan, drawn to scale, showing all existing conditions and proposed improvements, if any (including construction start and end dates).

8. Please provide the dates and descriptions of any preliminary and final approvals regarding your property given by the municipality in which your property lies, and attach copies of such approvals.

City of Bloomington City Council approval was given on 12-22-2015. Final Building Permit
approval is currently pending.

9. List the provisions and cite to sections of the MSP Zoning Ordinance from which variance is requested.

We request variance from MSP Zoning Ordinance IV.B - Height Restrictions. Consulting
MSP Zoning Map Airspace Zones, Plate A-21, it is shown that the PIA surface & zone
elevation is 890 ft above mean sea level. Construction of the proposed project requires
a temporary crane that would reach an elevation of 913 ft.

10. Provide cost estimates for compliance with the Ordinance and describe changes that would be made to the land, structure or construction plan to gain compliance.

Changes to the construction plan are not feasible. After review by the FAA, the proposed
maximum crane height was reduced from 944 ft to its current 913 ft. This represents the
minimum crane height that would allow construction of the proposed building.

11. State the age and condition of the portions of the land or structure(s) that currently obstruct airspace, if any.

N/A

12. State the impact on the operation of the land or structure(s) from which an airspace obstruction must be removed to gain compliance with the Ordinance.

N/A

13. On a separate page, please state the reasons why this variance is in accordance with the MSP Zoning Ordinance Section IX (Variances). In doing so, explain why: 1) literal enforcement of the Zoning Ordinance would result in practical difficulty or unnecessary hardship; and 2) a grant of the variance would be consistent with the public interest, do substantial justice and be in accordance with the spirit of the MSP Zoning Ordinance.

14. Please attach any correspondence with the Federal Aviation Administration (FAA) regarding the land or structure(s) and its/their impact on airport operations.

15. Please attach a certified list of the names and addresses of the owners of property located within 100 feet.

MSP Zoning Board of Adjustment – Variance Application Form

Item #13 -

It is requested that a variance to MSP Zoning Ordinance Section IV-B – Height Restrictions be granted for use of a temporary crane, proposed to be utilized in construction of a hotel facility. As stated in MSP Zoning Ordinance section IV – Variances, “a variance shall be granted where it is found that a literal application or enforcement of the MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship and relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of this MSP Zoning Ordinance and Minnesota Statutes Chapter 360.

In this case, it is indeed true that a literal application or enforcement of the MSP Zoning Ordinance Section IV-B would result in a practical difficulty or unnecessary hardship. The proposed hotel will reach a maximum height of 71 feet above ground level or 884 feet above mean sea level. In order to construct this building, a crane is necessary to convey materials and construction equipment from the ground to the top of the building.

Additionally, granting of the variance would not be contrary to the public interest, and would in fact do substantial justice. There is demonstrated market driven need for hotel facilities in vicinity to the MSP Airport. The public is well served by these facilities and it would be contrary to the public interest to prohibit construction of this hotel via literal application and enforcement of the Zoning Ordinance.

Section I – Purpose and Authority of the MSP Zoning Ordinance outlines the purpose of the entirety of the MSP zoning regulations. Chief among them is the idea that Airport Hazards endanger the lives and property of users of the airport and the surrounding community, along with reducing the utility of the airport. In the case of this request, this is not the case as the proposed crane is a temporary use and will be removed upon completion of the construction project. Additionally, the crane will not serve as a public nuisance or injury to the region for the same reasons. Finally, Section I – D states that the economic costs of disrupting land uses around the airport can outweigh the benefits of a reduction in Airport Hazards. This is indeed one of those cases as the allowed use of the proposed (temporary) crane will allow for development of an empty lot, thereby providing economic benefit to the region.

Client

**THE ORLEAN
 COMPANY**

2825 COMMERCE PARK DRIVE
 #140
 BEACHWOOD, OH 44122

Project

**CAMBRIA
 SUITES**

Location

**BLOOMINGTON,
 MN**
 8001 28TH AVENUE SOUTH

**PL201800019
 PL201800019**

Certification
 I hereby certify that the information contained herein was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of Minnesota.

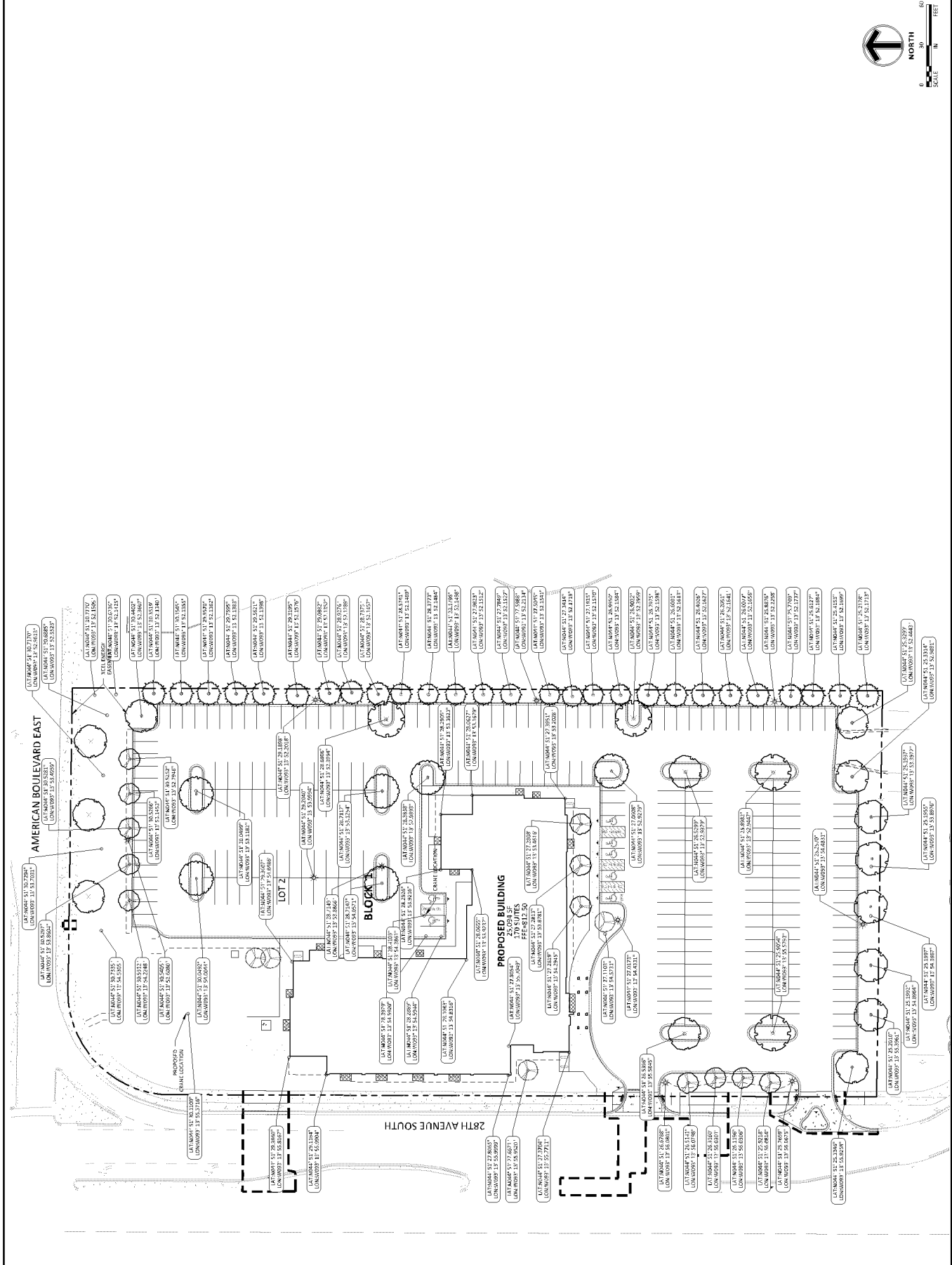
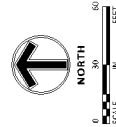
Summary
 This summary sheet provides a brief overview of the project and the services provided by Sambatek. It is intended to be used in conjunction with the other sheets in this set of drawings.

Revision History
 No. Date By Submitter / Revision

Sheet Title
FAA EXHIBIT

Sheet No. Revision
A

Project No. CH020236-01





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

PL201800219
PL2018-219

Aeronautical Study No.
2018-AGL-1048-OE

Issued Date: 04/17/2018

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION
FOR TEMPORARY STRUCTURE** (REVISED)**

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:	Crane Cambria Crane New
Location:	Bloomington, MN
Latitude:	44-51-28.41N NAD 83
Longitude:	93-13-54.38W
Heights:	813 feet site elevation (SE) 100 feet above ground level (AGL) 913 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

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

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

PL 2018-219
PL 2018-219
This determination concerns the effect of this temporary 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.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AGL-1048-OE

Signature Control No: 353099232-362831819

(TMP)

Fred Souchet
Specialist

Proposal: To construct and/or operate a(n) Crane to a height of 100 feet above ground level, 913 feet above mean sea level.

Location: The structure will be located 1.51 nautical miles south of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (d) Approach Surface by 20 feet as applied to MSP.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

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

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, 612-725-6464 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager: 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 09/22/2019 unless extended, revised, or terminated by the issuing office.

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.



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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18235-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 1
Location:	Bloomington, MN
Latitude:	44-51-29.36N NAD 83
Longitude:	93-13-54.85W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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

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

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.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18235-OE.

Signature Control No: 346814271-351251126

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18236-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 2
Location:	Bloomington, MN
Latitude:	44-51-28.11N NAD 83
Longitude:	93-13-54.83W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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

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

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.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18236-OE.

Signature Control No: 346814272-351251128

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18237-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 3
Location:	Bloomington, MN
Latitude:	44-51-28.07N NAD 83
Longitude:	93-13-53.92W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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

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This determination 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.

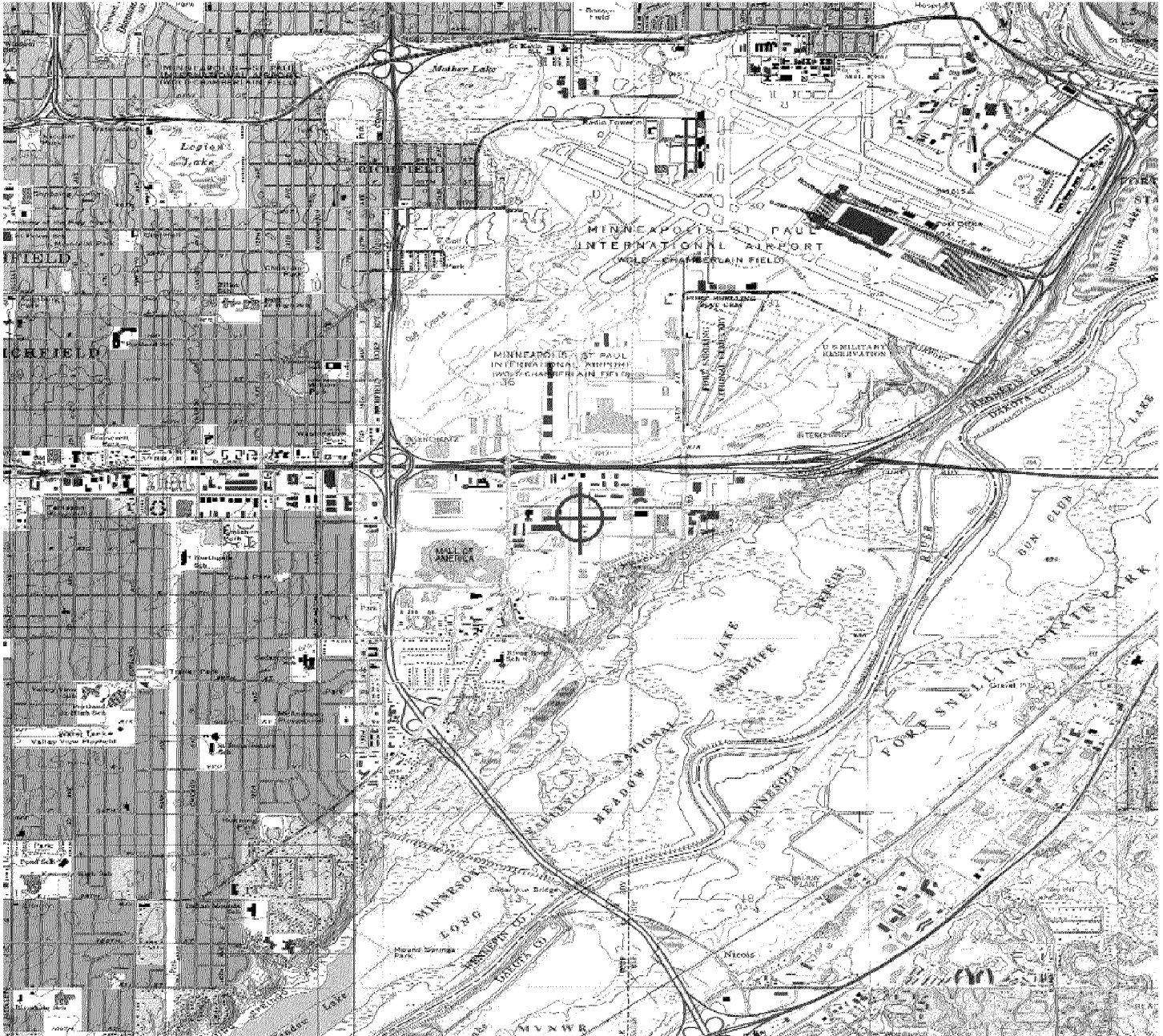
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18237-OE.

Signature Control No: 346814273-351251134

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18238-OE

Issued Date: 12/14/2017

Eric Vogel
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12800 Whitewater Dr.
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Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 4
Location:	Bloomington, MN
Latitude:	44-51-28.29N NAD 83
Longitude:	93-13-53.92W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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

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

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

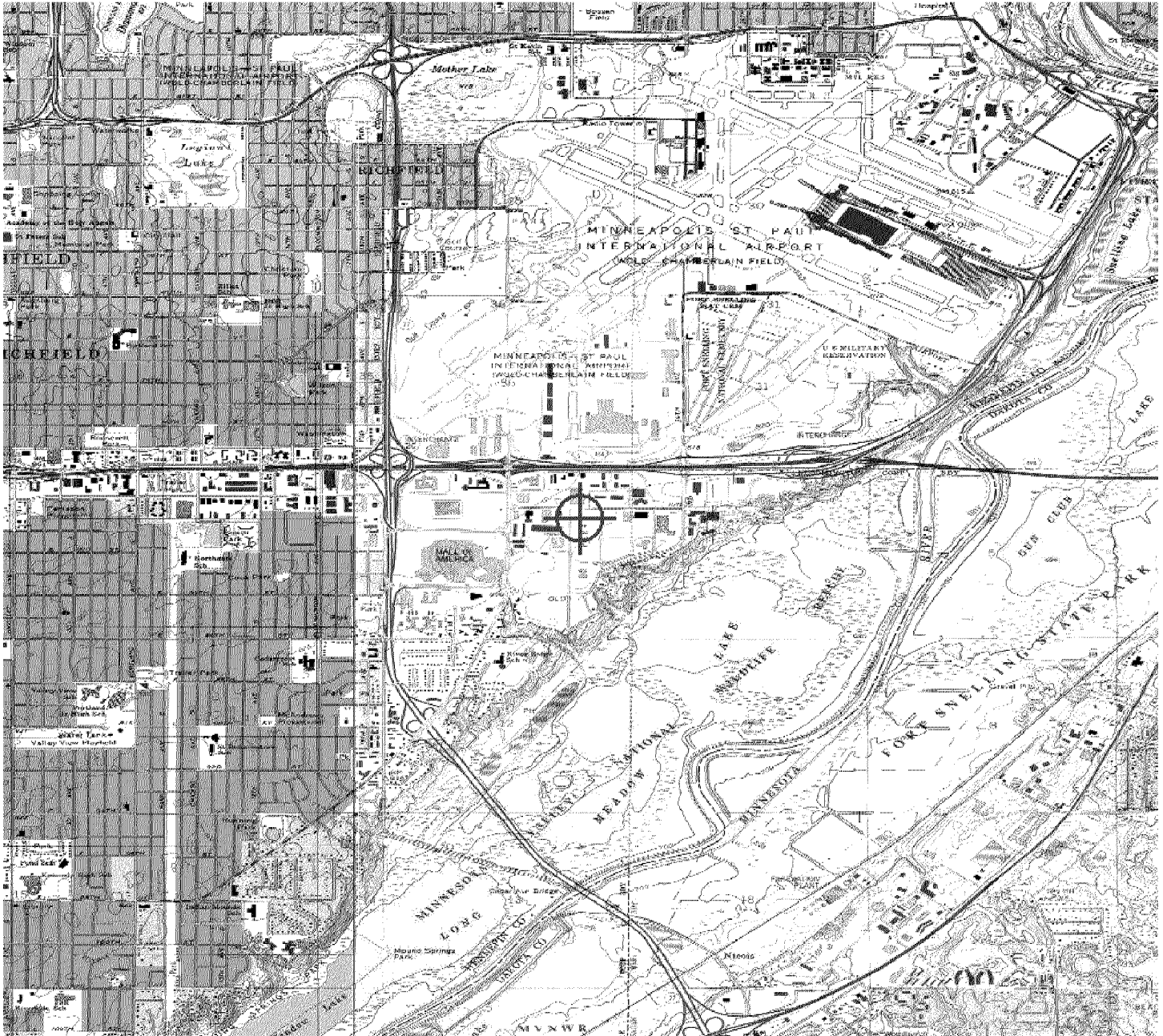
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18238-OE.

Signature Control No: 346814274-351251131

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18239-OE

Issued Date: 12/14/2017

Eric Vogel
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12800 Whitewater Dr.
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Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 5
Location:	Bloomington, MN
Latitude:	44-51-28.29N NAD 83
Longitude:	93-13-53.36W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18239-OE.

Signature Control No: 346814275-351251133

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18240-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 6
Location:	Bloomington, MN
Latitude:	44-51-28.06N NAD 83
Longitude:	93-13-53.17W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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

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This determination 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.

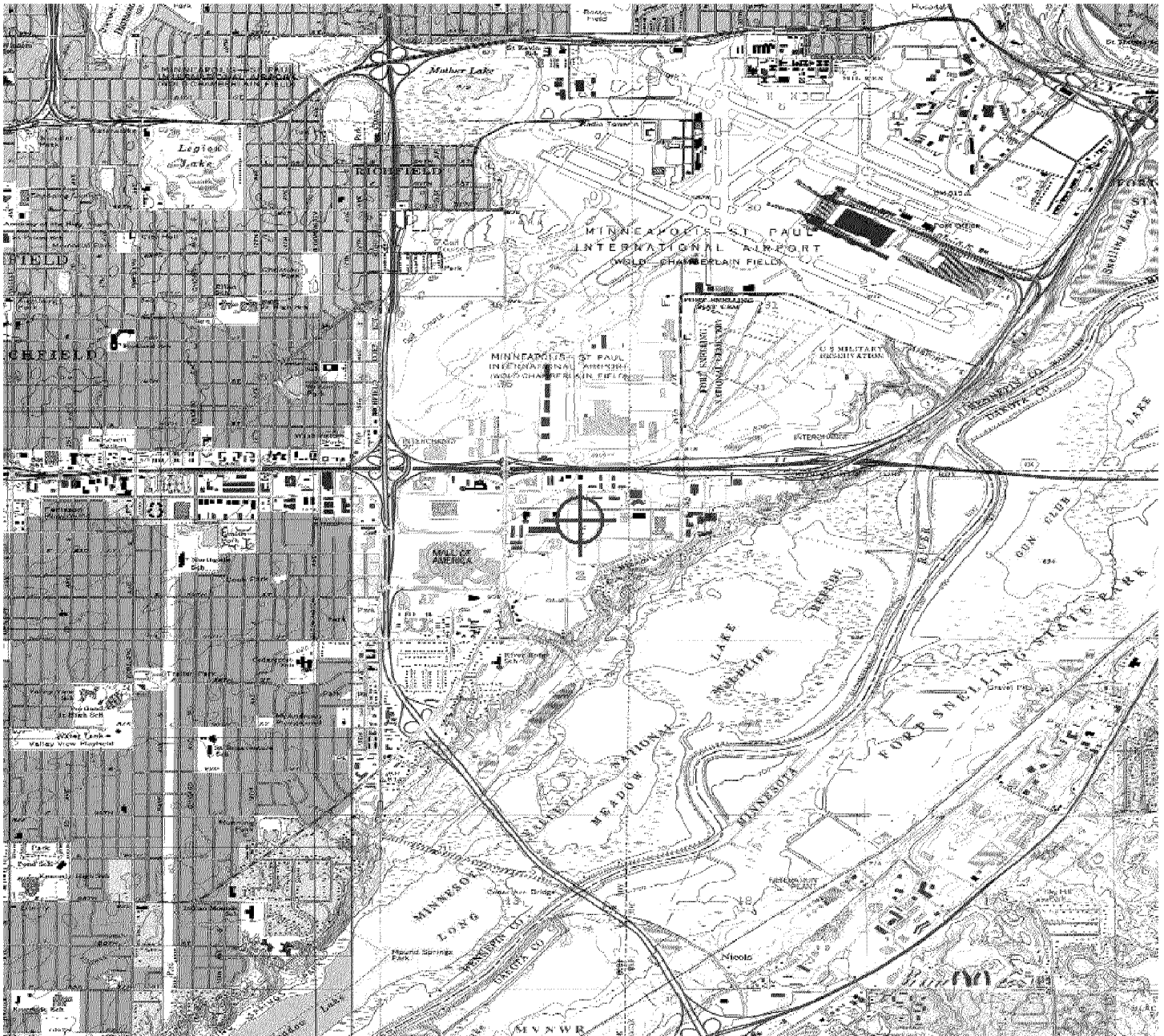
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18240-OE.

Signature Control No: 346814276-351251135

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
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PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18241-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
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Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 7
Location:	Bloomington, MN
Latitude:	44-51-27.40N NAD 83
Longitude:	93-13-53.20W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18241-OE.

Signature Control No: 346814277-351251127

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18242-OE

Issued Date: 12/14/2017

Eric Vogel
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12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 8
Location:	Bloomington, MN
Latitude:	44-51-27.37N NAD 83
Longitude:	93-13-55.77W
Heights:	813 feet site elevation (SE) 71 feet above ground level (AGL) 884 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18242-OE.

Signature Control No: 346814279-351251130

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18243-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 9
Location:	Bloomington, MN
Latitude:	44-51-27.81N NAD 83
Longitude:	93-13-55.70W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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

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

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.

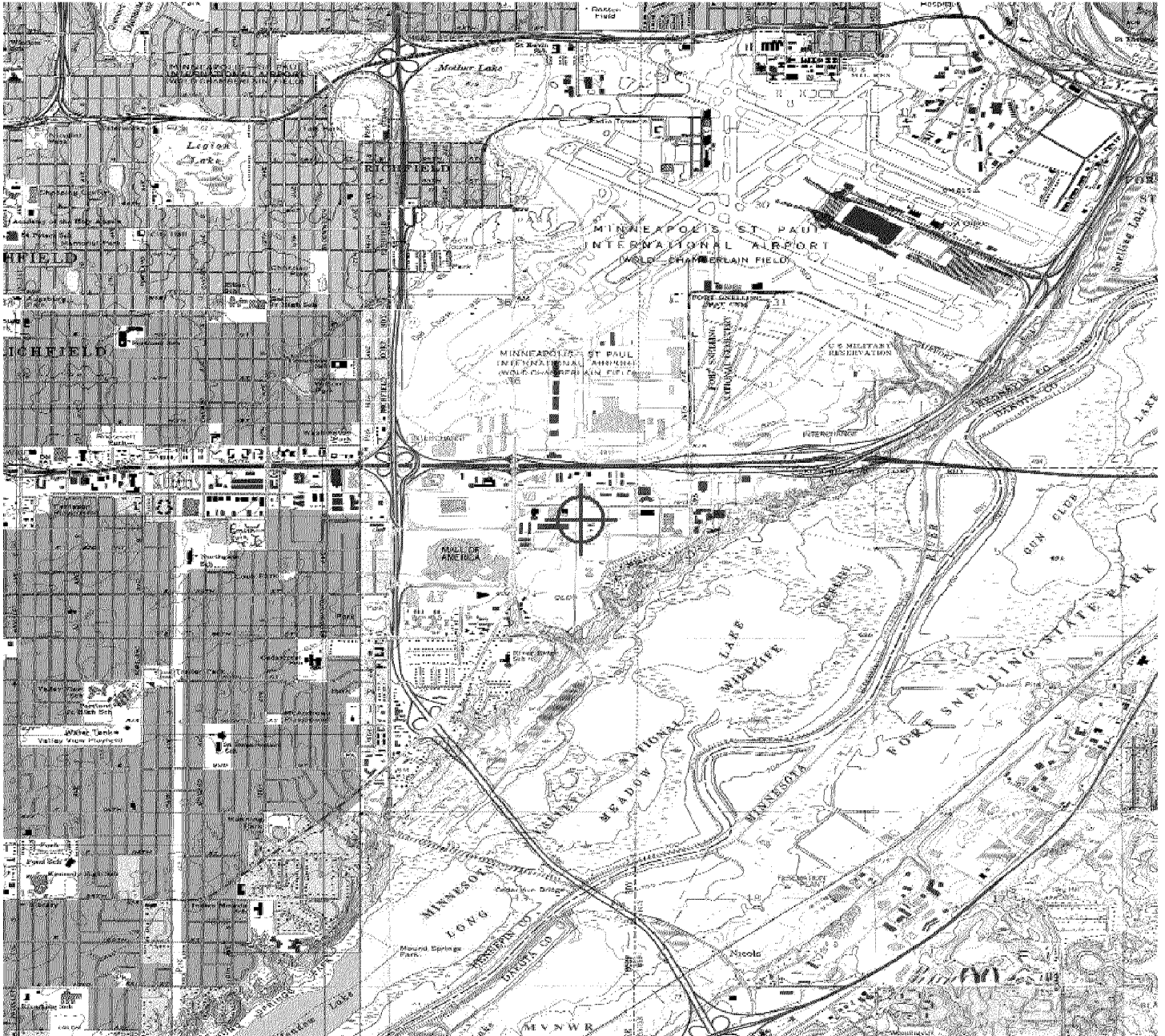
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18243-OE.

Signature Control No: 346814280-351251132

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
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Aeronautical Study No.
2017-AGL-18244-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 10
Location:	Bloomington, MN
Latitude:	44-51-27.81N NAD 83
Longitude:	93-13-56.00W
Heights:	813 feet site elevation (SE) 16 feet above ground level (AGL) 829 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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

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

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.

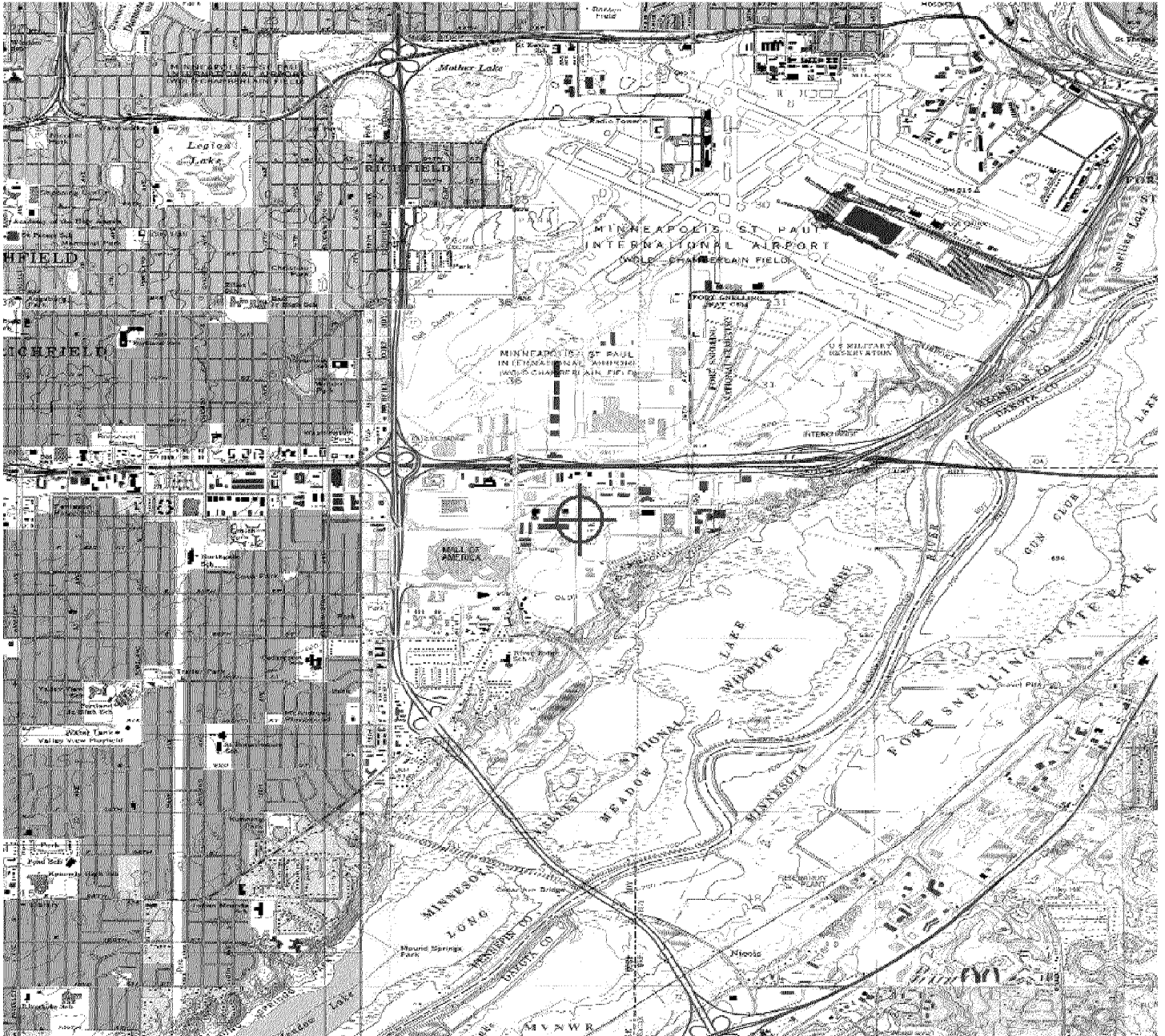
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18244-OE.

Signature Control No: 346814281-351251129

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18245-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 11
Location:	Bloomington, MN
Latitude:	44-51-29.12N NAD 83
Longitude:	93-13-55.99W
Heights:	813 feet site elevation (SE) 16 feet above ground level (AGL) 829 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2019 unless:

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- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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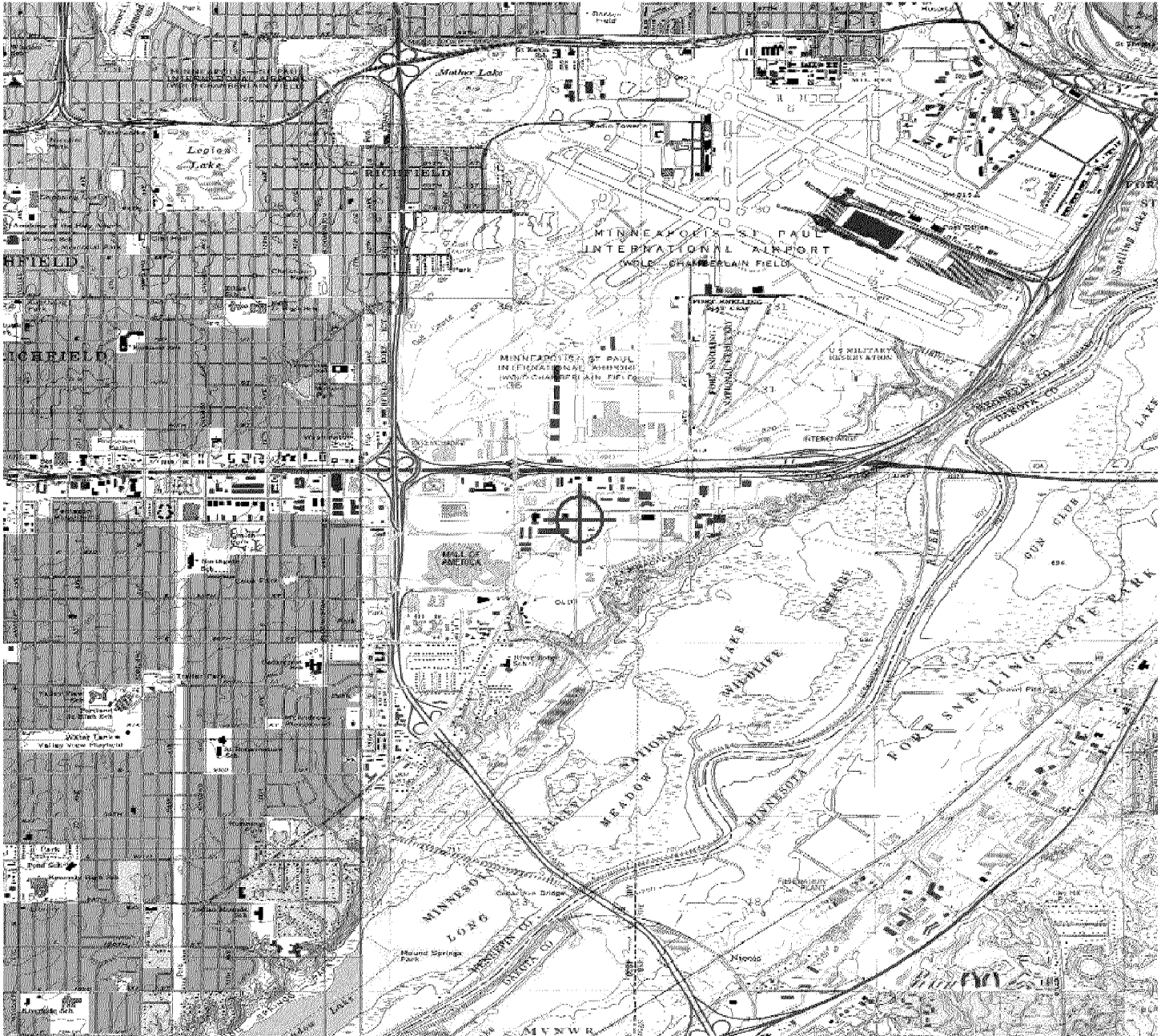
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18245-OE.

Signature Control No: 346814282-351251645

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





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

PL201800219
PL2018-219

Aeronautical Study No.
2017-AGL-18246-OE

Issued Date: 12/14/2017

Eric Vogel
Sambatek Inc.
12800 Whitewater Dr.
Suite 300
Minnetonka, MN 55343

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

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

Structure:	Building Bloomington Cambria 12
Location:	Bloomington, MN
Latitude:	44-51-29.39N NAD 83
Longitude:	93-13-55.82W
Heights:	813 feet site elevation (SE) 60 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-18246-OE.

Signature Control No: 346814283-351251640

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)



20 01-027-24 11 0013
DRFC METRO LLC
2901 METRO DR
BLOOMINGTON MN 55425
DRFC METRO LLC
7101 78TH ST W #100
BLOOMINGTON MN 55439

20 01-027-24 11 0017
METROPOLITAN AIRPORTS COMM
2800 AMERICAN BLVD E
BLOOMINGTON MN 55425
METROPOLITAN AIRPORTS COMM
6040 28TH AVE S
MINNEAPOLIS MN 55450

20 01-027-24 11 0019
SUMMIT HOSPITALITY VI LLC
2850 METRO DR
BLOOMINGTON MN 55425
SUMMIT HOTEL PROPERTIES
12600 HILL COUNTRY BLVD
STE R 100
AUSTIN TX 78738

20 01-027-24 12 0010
METROPOLITAN AIRPORTS COMM
2700 AMERICAN BLVD E
BLOOMINGTON MN 55425
METROPOLITAN AIRPORTS COMM
2211 YORK RD #300
OAK BROOK ILL 60523

20 01-027-24 13 0003
CITY OF BLOOMINGTON
2701 AMERICAN BLVD E
BLOOMINGTON MN 55425
CITY OF BLOOMINGTON
1800 WEST OLD SHAKOPEE RD
BLOOMINGTON MN 55431

20 01-027-24 13 0009
CITY OF BLOOMINGTON
2600 LINDAU LA
BLOOMINGTON MN 55425
CITY OF BLOOMINGTON
1800 WEST OLD SHAKOPEE RD
BLOOMINGTON MN 55431

20 01-027-24 14 0005
NORTHERN STATES POWER CO
2901 AMERICAN BLVD E
BLOOMINGTON MN 55425
NORTHERN STATES POWER CO
ATTN TAX SERVICES
414 NICOLLET MALL
MPLS MN 55401

20 01-027-24 14 0014
METROPOLITAN COUNCIL
8101 28TH AVE S
BLOOMINGTON MN 55425
METROPOLITAN COUNCIL
ATTN METRO TRANSIT FINANCE
560 6TH AVE N
MINNEAPOLIS MN 55411

20 01-027-24 14 0015
CERES DEVELOPMENT LLC
8001 28TH AVE S
BLOOMINGTON MN 55425
CERES DEVELOPMENT LLC
835 SHARON DR #400
WESTLAKE OH 44145

Hennepin County has developed electronic forms of certain property information databases. Hennepin County makes reasonable efforts to produce and publish the most current property information available. The viewer should understand, however, that Hennepin County makes no representation or warranties, either express or implied, or as to merchantability or fitness for a particular purpose regarding the accuracy and/or completeness of the information contained herein.

Ralston, Neil

From: Josh McKinney, PLA (MN, ND) <JMcKinney@sambatek.com>
Sent: Thursday, May 3, 2018 9:45 AM
To: Ralston, Neil
Cc: Felger, Jenn; Kevin Duffy
Subject: RE: Revised FAA Determination- Cambria Suites

Neil-

I can confirm that the applicant understands and intends to comply with the FAA Conditions to mark and light the crane and provide the required notifications per the revised determination letter.

Thanks,

Josh

Josh McKinney, PLA (MN, ND)
Project Manager
763.259.6676 JMcKinney@sambatek.com



Engineering | Surveying | Planning | Environmental



CONFIDENTIALITY NOTICE: This e-mail and the documents accompanying this e-mail contain confidential information. The information is solely for the use of the intended recipient(s) named above. If you are not the intended recipient, please notify us immediately by phone and delete it from your system.

From: Ralston, Neil [mailto:Neil.Ralston@mspmac.org]
Sent: Thursday, May 3, 2018 9:41 AM
To: Josh McKinney, PLA (MN, ND)
Cc: Felger, Jenn
Subject: RE: Revised FAA Determination- Cambria Suites

Josh:

Thank you.

Can you confirm that the applicant understands and intends to comply with the FAA conditions for the crane to mark/light it, and to provide the proper notifications per the revised determination letter?

Neil

NEIL RALSTON, A.A.E. | *Airport Planner* | **O:** 612-726-8129 **M:** 612-263-1096 **F:** 612-794-4407 |
www.MetroAirports.org
Metropolitan Airports Commission | 6040 28th Avenue South, Minneapolis, MN 55450 [facebook](#) [twitter](#)

From: Josh McKinney, PLA (MN, ND) [mailto:JMcKinney@sambatek.com]
Sent: Wednesday, May 2, 2018 10:12 AM
To: Ralston, Neil <Neil.Ralston@mspmac.org>