



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

PL202300113

Aeronautical Study No.
2023-AGL-19271-OE

Issued Date: 12/06/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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 Point 12
Location:	Bloomington, MN
Latitude:	44-51-25.32N NAD 83
Longitude:	93-14-06.18W
Heights:	809 feet site elevation (SE) 117 feet above ground level (AGL) 926 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, 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 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.

PL202300113
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 Air Missions (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 2023-AGL-19271-OE

Signature Control No: 599061802-606498434

(TMP)

Fred Souchet
Specialist

Proposal: To construct and/or operate a(n) Crane to a height of 135 feet above ground level, 944 feet above mean sea level.

Location: The structure will be located 1.6 nautical miles south of MSP Airport reference point.

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

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) MINNEAPOLIS, MN. Obstacle penetrates RWY 17 40:1 departure surface.

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 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

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 AIR MISSIONS (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 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 06/06/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

PL202300113

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

PL202300113

Aeronautical Study No.
2024-AGL-752-OE

Issued Date: 02/15/2024

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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:	Tower Crane 12A
Location:	Bloomington, MN
Latitude:	44-51-27.07N NAD 83
Longitude:	93-14-06.61W
Heights:	811 feet site elevation (SE) 101 feet above ground level (AGL) 912 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, 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.

PL202300113
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 Air Missions (NOTAM).

If you have any questions, please contact our office at (817) 222-4848, or Brian.Oliver@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-752-OE

Signature Control No: 609878658-612801433

(TMP)

Brian Oliver
Specialist

Proposal: To construct and/or operate a(n) Tower Crane to a height of 115 feet above ground level, 926 feet above mean sea level.

Location: The structure will be located 1.57 nautical miles south of MSP Airport reference point.

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

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 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

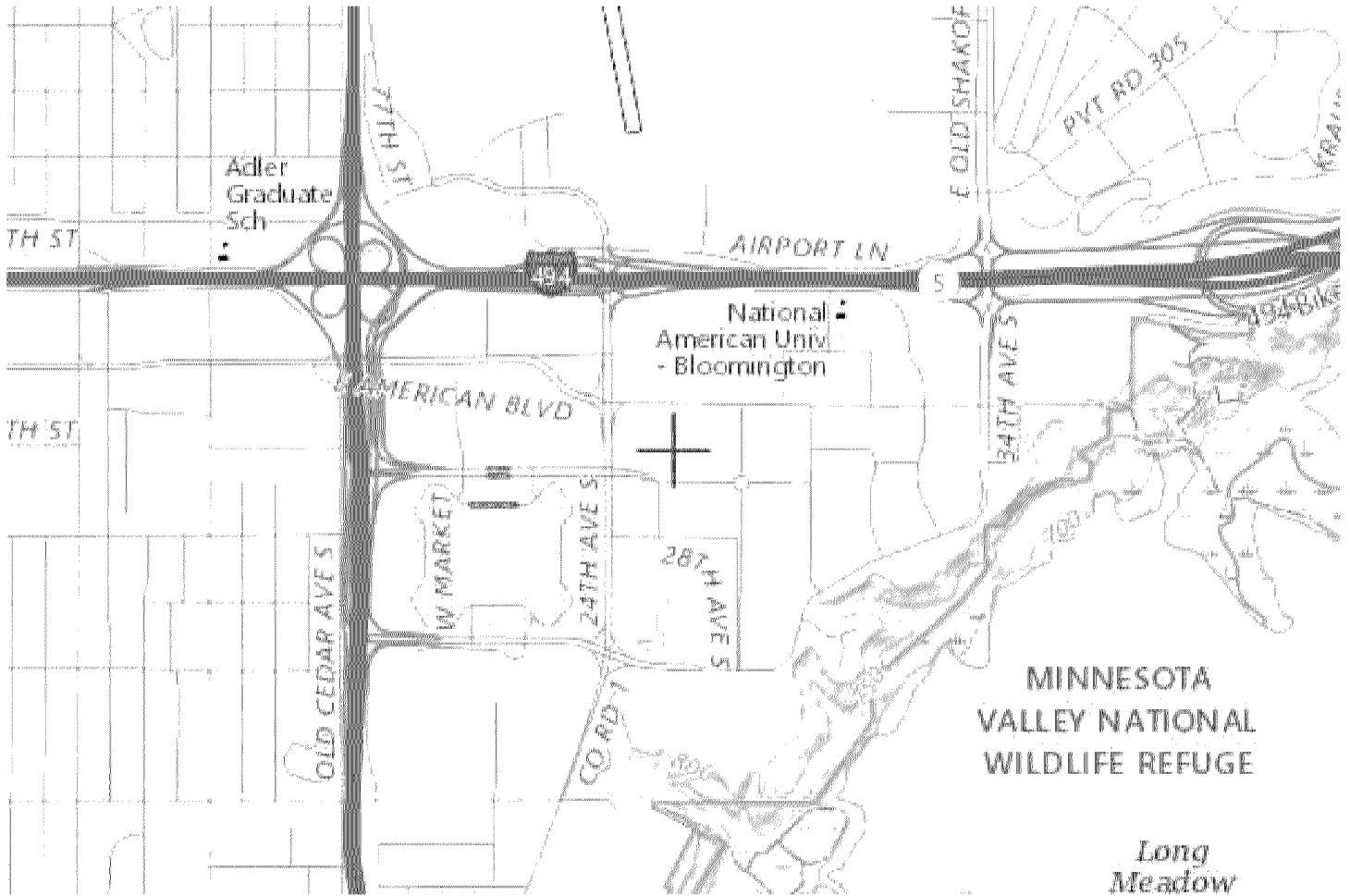
It is required that the manager of St. Paul Air Traffic, 651-312-8840/8858 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

Any height exceeding 101 feet above ground level (912 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 08/15/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

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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Aeronautical Study No.
2023-AGL-19272-OE

Issued Date: 12/06/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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 Point 13
Location:	Bloomington, MN
Latitude:	44-51-25.64N NAD 83
Longitude:	93-13-59.89W
Heights:	810 feet site elevation (SE) 117 feet above ground level (AGL) 927 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, 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 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.

PL202300113
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 Air Missions (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 2023-AGL-19272-OE

Signature Control No: 599061803-606498433

(TMP)

Fred Souchet
Specialist

Proposal: To construct and/or operate a(n) Crane to a height of 135 feet above ground level, 945 feet above mean sea level.

Location: The structure will be located 1.57 nautical miles south of MSP Airport reference point.

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

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) MINNEAPOLIS, MN. Obstacle penetrates RWY 17 40:1 departure surface.

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 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

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 AIR MISSIONS (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 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 06/06/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

PL202300113

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
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Fort Worth, TX 76177

PL202300113

Aeronautical Study No.
2024-AGL-751-OE

Issued Date: 02/15/2024

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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:	Tower Crane 13A
Location:	Bloomington, MN
Latitude:	44-51-27.55N NAD 83
Longitude:	93-14-00.37W
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, 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.

PL202300113
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 Air Missions (NOTAM).

If you have any questions, please contact our office at (817) 222-4848, or Brian.Oliver@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-751-OE

Signature Control No: 609878527-612801432

(TMP)

Brian Oliver
Specialist

Proposal: To construct and/or operate a(n) Tower Crane to a height of 114 feet above ground level, 927 feet above mean sea level.

Location: The structure will be located 1.54 nautical miles south of MSP Airport reference point.

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

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 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 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 St. Paul Air Traffic, 651-312-8840/8858 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.

Any height exceeding 100 feet above ground level (913 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 08/15/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

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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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

PL202300113

Aeronautical Study No.
2023-AGL-19260-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 1
Location:	Bloomington, MN
Latitude:	44-51-26.13N NAD 83
Longitude:	93-14-01.25W
Heights:	810 feet site elevation (SE) 63 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

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 2023-AGL-19260-OE.

Signature Control No: 599061791-600991951

(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

PL202300113

Aeronautical Study No.
2023-AGL-19261-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 2
Location:	Bloomington, MN
Latitude:	44-51-26.66N NAD 83
Longitude:	93-13-58.12W
Heights:	812 feet site elevation (SE)
	22 feet above ground level (AGL)
	834 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

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 2023-AGL-19261-OE.

Signature Control No: 599061792-600991941

(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

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Aeronautical Study No.
2023-AGL-19262-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 3
Location:	Bloomington, MN
Latitude:	44-51-26.05N NAD 83
Longitude:	93-13-58.47W
Heights:	810 feet site elevation (SE) 63 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

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 2023-AGL-19262-OE.

Signature Control No: 599061793-600991945

(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

PL202300113

Aeronautical Study No.
2023-AGL-19263-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 4
Location:	Bloomington, MN
Latitude:	44-51-24.28N NAD 83
Longitude:	93-13-58.48W
Heights:	810 feet site elevation (SE) 63 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

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 2023-AGL-19263-OE.

Signature Control No: 599061794-600991943

(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

PL202300113

Aeronautical Study No.
2023-AGL-19264-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 5
Location:	Bloomington, MN
Latitude:	44-51-24.29N NAD 83
Longitude:	93-14-01.27W
Heights:	810 feet site elevation (SE) 63 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

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 2023-AGL-19264-OE.

Signature Control No: 599061795-600991942

(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

PL202300113

Aeronautical Study No.
2023-AGL-19265-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** 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:	Point 6
Location:	Bloomington, MN
Latitude:	44-51-25.85N NAD 83
Longitude:	93-13-59.53W
Heights:	810 feet site elevation (SE) 70 feet above ground level (AGL) 880 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

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 2023-AGL-19265-OE.

Signature Control No: 599061796-600991944

(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

PL202300113

Aeronautical Study No.
2023-AGL-19266-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 7
Location:	Bloomington, MN
Latitude:	44-51-26.74N NAD 83
Longitude:	93-14-04.35W
Heights:	810 feet site elevation (SE) 68 feet above ground level (AGL) 878 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)
__X__ 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

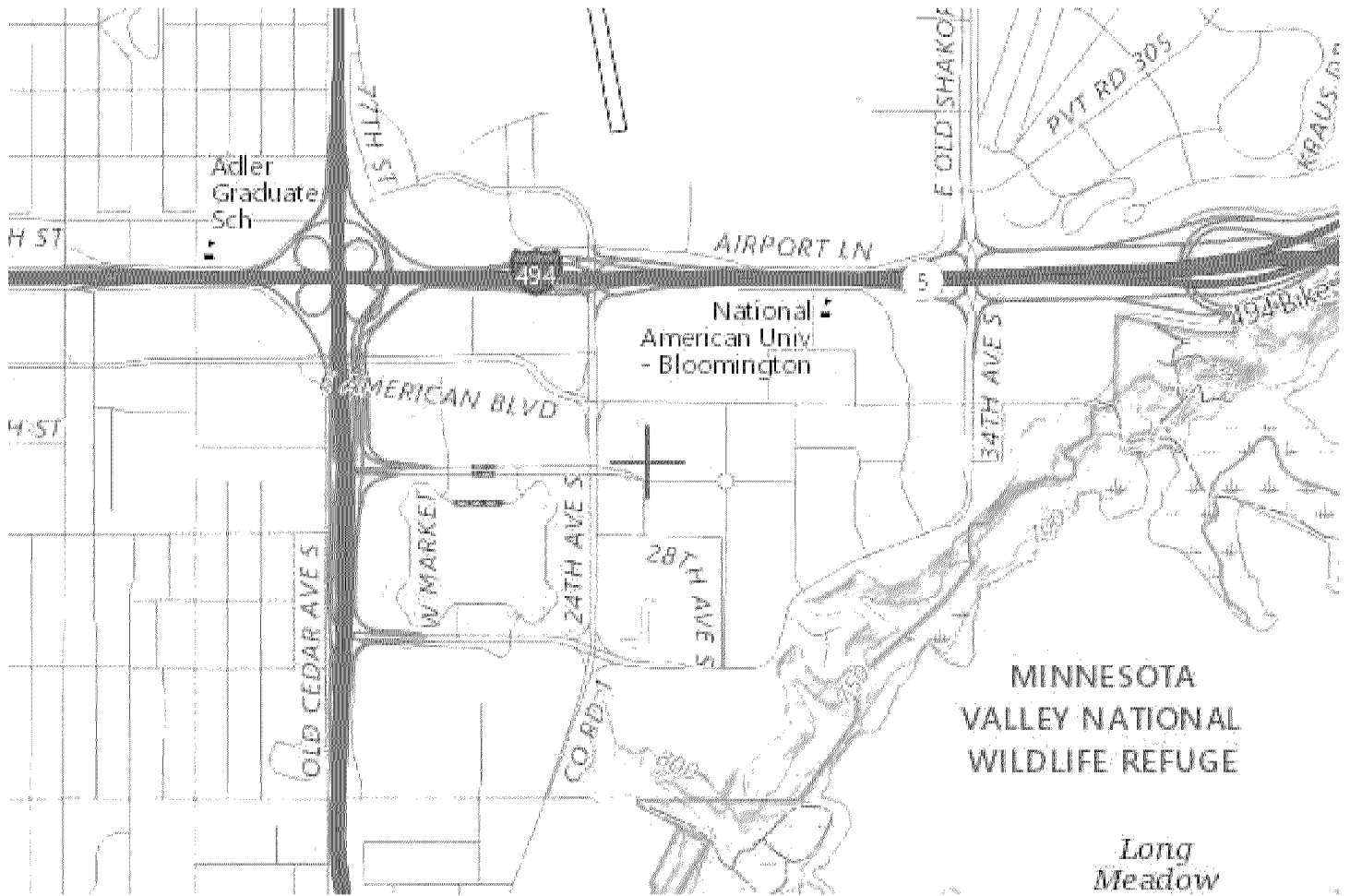
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19266-OE.

Signature Control No: 599061797-600991946

(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

PL202300113

Aeronautical Study No.
2023-AGL-19267-OE

Issued Date: 10/04/2023

Dave McGinty
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6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 8
Location:	Bloomington, MN
Latitude:	44-51-25.52N NAD 83
Longitude:	93-14-04.35W
Heights:	809 feet site elevation (SE) 65 feet above ground level (AGL) 874 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

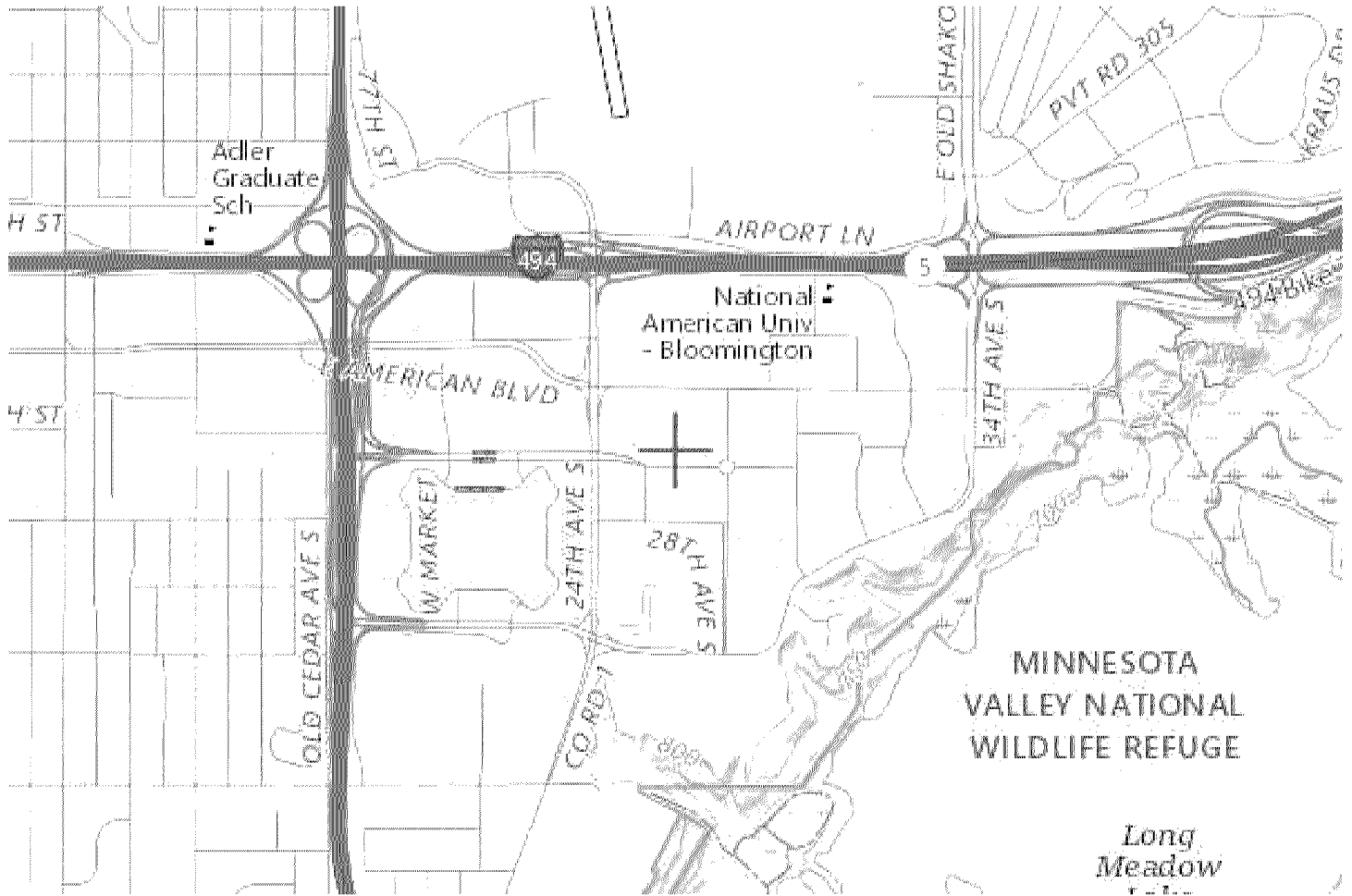
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19267-OE.

Signature Control No: 599061798-600991949

(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

PL202300113

Aeronautical Study No.
2023-AGL-19268-OE

Issued Date: 10/04/2023

Dave McGinty
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6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 9
Location:	Bloomington, MN
Latitude:	44-51-25.54N NAD 83
Longitude:	93-14-07.91W
Heights:	810 feet site elevation (SE) 72 feet above ground level (AGL) 882 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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.

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 2023-AGL-19268-OE.

Signature Control No: 599061799-600991950

(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

PL202300113

Aeronautical Study No.
2023-AGL-19269-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

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

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

Structure:	Building Point 10
Location:	Bloomington, MN
Latitude:	44-51-26.75N NAD 83
Longitude:	93-14-07.90W
Heights:	810 feet site elevation (SE)
	64 feet above ground level (AGL)
	874 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 M.

This determination expires on 04/04/2025 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.

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.

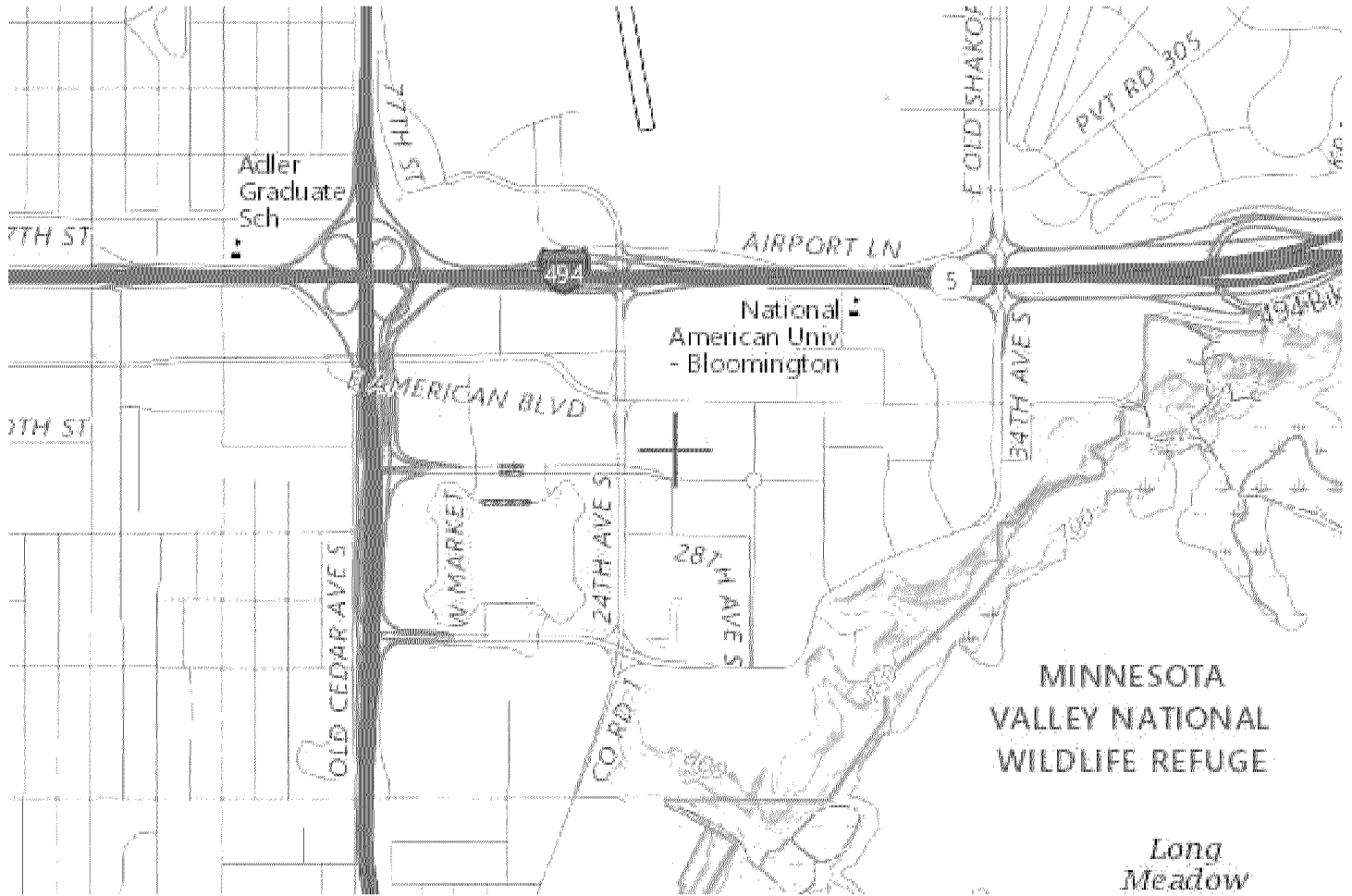
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19269-OE.

Signature Control No: 599061800-600991948

(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

PL202300113

Aeronautical Study No.
2023-AGL-19270-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** 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:	Light Pole Point 11
Location:	Bloomington, MN
Latitude:	44-51-26.15N NAD 83
Longitude:	93-14-07.27W
Heights:	810 feet site elevation (SE)
	78 feet above ground level (AGL)
	888 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 M.

This determination expires on 04/04/2025 unless:

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

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

This determination is 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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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 2023-AGL-19270-OE.

Signature Control No: 599061801-600991947

(DNE)

Fred Souchet
Specialist

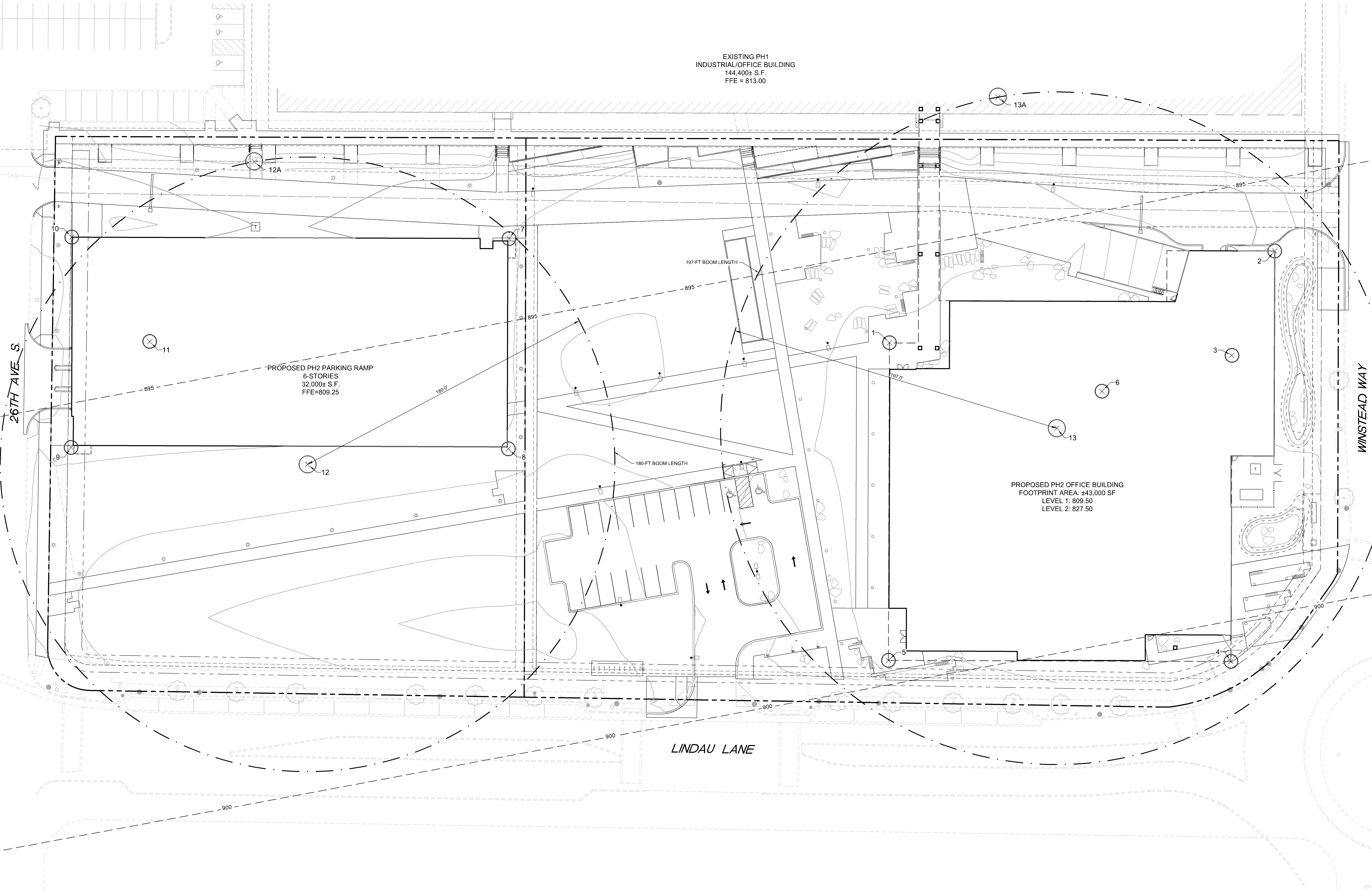
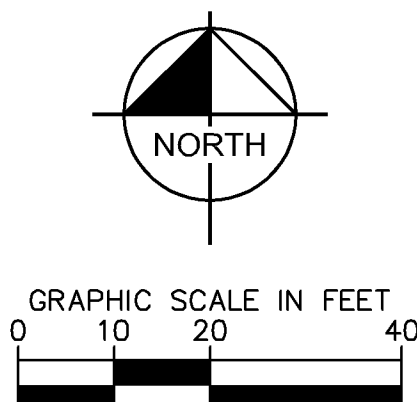
Attachment(s)
Map(s)



LEGEND

- 890 MSP PART 77 CONTOURS
- BUILDING LOCATION
- CRANE LOCATION

Point Table								
STRUCTURE NAME	DESCRIPTION	LATITUDE	LONGITUDE	NORTHING	EASTING	GROUND ELEVATION (MSL)	OBJECT HEIGHT (AGL)	CONSTRUCTION OBJECT ELEVATION (AMSL)
1	BUILDING PARAPET	N044° 51' 26.13"	W083° 14' 01.25"	124154.0357	538810.1341	810.00	63	873.00
2	BUILDING PARAPET	N044° 51' 26.66"	W083° 13' 58.12"	124207.7511	538035.7630	812.00	22	834.00
3	BUILDING PARAPET	N044° 51' 26.05"	W083° 13' 58.47"	124146.5828	539010.6714	810.00	63	873.00
4	BUILDING PARAPET	N044° 51' 24.28"	W083° 13' 58.48"	123967.3081	539010.1935	810.00	63	873.00
5	BUILDING PARAPET	N044° 51' 24.29"	W083° 14' 01.27"	123967.9702	538809.5383	810.00	63	873.00
6	ROOFTOP MECHANICAL	N044° 51' 25.95"	W083° 13' 59.53"	124125.5294	538934.6201	810.00	70	880.00
7	BUILDING PARAPET	N044° 51' 26.74"	W083° 14' 04.35"	124215.0434	538587.3038	810.00	68	878.00
8	BUILDING PARAPET	N044° 51' 25.52"	W083° 14' 04.35"	124081.8774	538586.9103	809.00	65	874.00
9	BUILDING PARAPET	N044° 51' 25.54"	W083° 14' 07.91"	124092.6968	538330.7449	810.00	72	882.00
10	BUILDING PARAPET	N044° 51' 26.75"	W083° 14' 07.90"	124215.8619	538331.1384	810.00	64	874.00
11	LIGHT POLE	N044° 51' 26.15"	W083° 14' 07.27"	124154.6916	538376.8243	810.00	78	888.00
12	CRANE LOCATION	N044° 51' 25.43"	W083° 14' 05.99"	124082.7823	538469.2972	809.00	104	913.00
13	CRANE LOCATION	N044° 51' 25.64"	W083° 13' 59.89"	124103.9318	538908.1818	810.00	103	913.00
12A	CRANE BOOM EXTENT	N044° 51' 27.19"	W083° 14' 06.42"	124280.0464	538438.0334	811.00	101	912.00
13A	CRANE BOOM EXTENT	N044° 51' 27.55"	W083° 14' 00.37"	124297.8858	538873.6721	813.00	100	913.00



CONSULTANT:

Kimley»Horn
2024 KIMLEY-HORN AND ASSOCIATES, INC.
707 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4187
WWW.KIMLEY-HORN.COM

DRAWING ISSUES / REVISIONS
NO. DATE DESCRIPTION

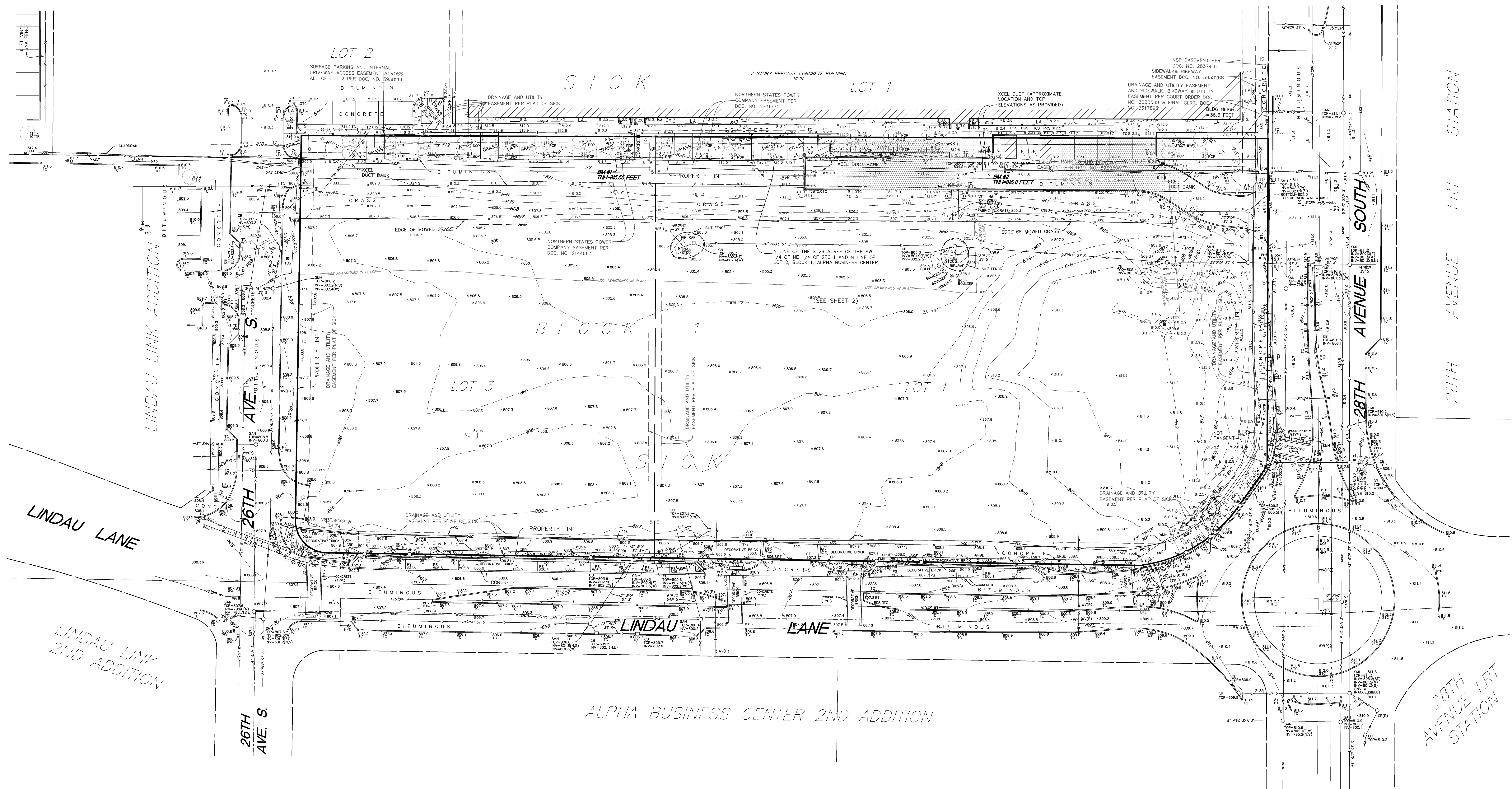
NOT FOR
CONSTRUCTION
90% CD SET

phase 90% CD PROGRESS SET
date 02/01/2024
checked by EIS
drawn by CWE
project number
project name

SICK
Minneapolis Campus
Phase 2
Office/Resource
Center

AIRPORT ZONING PLAN

C800



BENCHMARKS (BM) (NGVD 29)

1. Top of top nut of first fire hydrant east of the southwest corner of SICK building, 25% feet south of building.
Elevation = 815.55 feet
2. Top of top nut of first fire hydrant west of 28th Ave. S, 25% feet south of SICK building.
Elevation = 816.11 feet
3. Top of top nut of fire hydrant 50% feet north of the northwest corner of the SICK building. (Not shown on survey)
Elevation = 813.54 feet

LEGEND

BE	Denotes building entrance	RC	Denotes ribbon curb
BM	Denotes benchmark	RCP	Denotes reinforced concrete pipe
BTC	Denotes top of bituminous curb	RD	Denotes roof drain
BTL	Denotes beaver tail curb	SAN	Denotes sanitary manhole
CB	Denotes catch basin	SAN S	Denotes sanitary sewer
CBX	Denotes control box	SMH	Denotes storm manhole
CBX	Denotes communication box	ST S	Denotes storm sewer
CMH	Denotes communication manhole	STC	Denotes top of surmountable curb
CS	Denotes curb stop	STCO	Denotes storm cleanout
DIP	Denotes ductile iron pipe	TAD	Denotes truncated dome plate
EB	Denotes electric box	TC	Denotes top of concrete curb
EMH	Denotes electric manhole	TCS	Denotes traffic control sign
EO	Denotes top of top nut of fire hydrant	TNH	Denotes electric outlet
FVG	Denotes fire hydrant	TR	Denotes deciduous tree
FOL	Denotes fiber optic line	TRANS	Denotes transformer box
GRDL	Denotes ground light	UGC	Denotes underground communication line
HCR	Denotes disabled ramp	UGE	Denotes underground electric line
HCS	Denotes disabled sign	W	Denotes water line
HDPE	Denotes High-density polyethylene pipe	WMH	Denotes water manhole
HHC	Denotes communication handhole	WV	Denotes water valve
HHE	Denotes electric handhole		
HYD	Denotes fire hydrant		
INV	Denotes structure invert		
LA	Denotes landscaped area		
LP	Denotes light pole		
LOC	Denotes Locust tree		
INV	Denotes structure invert		
LP	Denotes light pole		
(P)	Denotes per plan/not field verified		
PKS	Denotes parking sign		
PVC	Denotes polyvinyl chloride pipe		
POP	Denotes Poplar tree		
PS	Denotes parking stripe		

Dated this 31st day of August, 2022

Certified by: *Arlene J. Carlson*
Arlene J. Carlson, P.L.S., Minn. Lic. No. 44900SEE SHEET I FOR BOUNDARY
AND EASEMENT DETAIL

Revision		By	Date
Drawing Title: BOUNDARY, TOPOGRAPHIC, LOCATION AND UTILITY SURVEY FOR: SICK, Inc.			
SUNDE LAND SURVEYING www.sunde.com		Main Office: 8001 East Bloomington Freeway (35W) • Suite 118 Bloomington, Minnesota 55420-3423 952-881-2455 (Fax: 952-888-9526)	
Project: 2019-014-B	Blk/Pg: 258/35	Date:	08/31/2022
Township: 27	Range: 24	Section: 01	
Draw: 2019014001-01.dwg			Sheet: 2 of 2

**MSP ZONING ORDINANCE
BOARD OF ADJUSTMENT MEETING**

Monday, April 15, 2024

CALL TO ORDER

A meeting of the MSP Zoning Ordinance Board of Adjustment, having been duly called, was held Monday, April 15, 2024, in Room LT-3048A, Terminal 1, Minneapolis-St. Paul International Airport. Chair Ginsberg called the meeting to order at 12:30 p.m. The following were in attendance:

BOARD MEMBERS PRESENT:

Ginsberg, Koliso, Lawrence, Schubring

BOARD MEMBERS ABSENT:

Baylor

STAFF PRESENT:

B. Anderson, G. Ballweber, J. Felger, E. Gilles, A. Hanson, M. Kilian, K. Megarry, B. Rief, E. Valencia

OTHERS PRESENT:

Chair King, Metropolitan Airports Commission; D. McGinty, SICK Product & Competence Center Americas, LLC; E. Amel, Clow Berg, Inc.; J. Rose, N. Weingart, Ancoats

1. VARIANCE REQUEST

Chair Ginsberg stated the case to be heard is an application for variance from the height limitations of the Minneapolis-St. Paul International Airport Zoning Ordinance by Kimley-Horn on behalf of SICK Product & Competence Center Americas, LLC, to allow use of temporary construction cranes in Phase 2 construction of the SICK facility.

Eric Gilles, Senior Airport Planner, reviewed the background information provided in the Staff Report regarding the variance request. Mr. Gilles reviewed the facts of the case, the analysis that was completed, and a list of conditions recommended for granting the variance as outlined in the Findings, Conclusions and Approval of Variance with Conditions contained in the Staff Report.

David McGinty, SICK Product & Competence Center Americas, LLC, thanked the Board for reviewing their application.

Chair Ginsberg provided an opportunity for any interested parties to address the Board. There were no comments.

Chair Ginsberg closed the hearing and invited any discussion by Board members.

IT WAS MOVED BY COMMISSIONER LAWRENCE, SECONDED BY COMMISSIONER KOLISO, TO GRANT THE VARIANCE REQUESTED BY KIMLEY-HORN AND ASSOCIATES ON BEHALF OF SICK PRODUCT & COMPETENCE CENTER AMERICAS, LLC, FOR THE SICK CAMPUS PHASE 2 CONSTRUCTION IN BLOOMINGTON, MINNESOTA, AND ADOPT THE ATTACHED FINDINGS, CONCLUSIONS AND APPROVAL OF VARIANCE WITH CONDITIONS.

THE MOTION CARRIED ON THE FOLLOWING ROLL-CALL VOTE:

BAYLOR:	ABSENT
GINSBERG:	AYE
KOLISO:	AYE
LAWRENCE:	AYE
SCHUBRING:	AYE

The meeting was adjourned at 12:37 p.m.

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 Runway 35 Zone B Restrictions for
the SICK Campus Phase 2 Project

Findings, Conclusions and Approval of Variance with Conditions

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

Findings

1. On January 19, 2024, Kimley-Horn and Associates, on behalf of SICK Product and Competence Center Americas, LLC, submitted a request for variance from the strict application of the Minneapolis-St. Paul International Airport (Wold Chamberlain Field) Zoning Ordinance for the construction of the proposed SICK Campus – Phase 2 in Bloomington, MN.
2. The proposed development is located north of Lindau Lane, south of American Boulevard East, east of 24th Avenue South, and west of 28th Avenue South in the City of Bloomington. The SICK Campus Phase 2 building construction will occur on a previously-vacant property where now SICK Campus Phase 1 has since been completed. The proposed development lies within, and is considered an approved use within, MSP Zoning Ordinance Zone B and the Runway 35 Precision Instrument Approach surface.
3. The MSP Zoning Ordinance establishes height restrictions. The maximum height allowed without an Airport Permit above proposed Phase 2 work varies between 80 and 90 feet depending on the site location. The proposed permanent structures are designed to be up to 78 feet and 70 feet for the six-story parking ramp and four-story office building, respectively. The structures as proposed do not exceed the maximum zoning height therefore do not require a zoning variance.

4. FAA Determinations with Findings of No Hazard were received by the applicant for the permanent structures, which are attached in the application (Aeronautical Study Nos. 2023-AGL-19260-OE through 2023-AGL-19270-OE).
5. FAA Determinations with Findings of No Hazard were received by the applicant for the temporary structures, which are attached in the application (Aeronautical Study Nos. 2023-AGL-19260-OE through 2023-AGL-19272-OE, and 2024-AGL-751-OE through 2024-AGL-752-OE).
6. The FAA "Determinations of No Hazard" for the SICK Campus Phase 2 include conditions that the two temporary cranes shall be marked and lighted as outlined in FAA Advisory Circular 70/7460-1M Obstruction Marking and Lighting, flags/red lights-Chapters 3 (Marked), 4, 5 (Red), 14 (Temporary), & 15.
7. The applicant has indicated the temporary cranes are proposed to operate at a height not to exceed 104 and 103 feet with maximum crane boom heights of 101 and 100 feet, respectively. If the cranes need to exceed these heights or location, new aeronautical studies will be required.
8. The FAA determinations for the permanent structure expire on April 4, 2025 unless construction has started, or the determination is extended, revised, or terminated by issuing the issuing FAA office.
9. The FAA determinations for the temporary cranes expire on August 15, 2025 unless construction has started, or the determination is extended, revised, or terminated by issuing the issuing FAA office.

Conclusions

1. The variance request, as clarified, 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. The temporary cranes will not adversely affect airport or aircraft operations.
3. A literal application of enforcement of the MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship to the applicant.
4. Granting the requested variance will, if all conditions are followed, have no adverse effect on MSP airport or aircraft activity to and from MSP airport.
5. Granting the requested variance 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 a variance for the SICK Campus – Phase 2 project as described in the application, subject to the following conditions:

1. All conditions of approval contained in the FAA Determination of No Hazard to Air Navigation for Temporary Cranes are complied with.
2. The variance for the temporary cranes shall terminate at the completion of project construction, or in the event that the Determination of No Hazard expires or is revoked by the FAA.
3. FAA Determinations with Findings of No Hazard, related to the temporary cranes, shall be marked and lighted as outlined in FAA Advisory Circular 70/7460-1M, Obstruction Marking and Lighting, flags/red lights-Chapters 3 (Marked), 4, 5 (Red), 14 (Temporary), & 15.

Adopted this 15th day of April, 2024 by:

Ginsberg: Aye

Baylor: Absent

Koliso: Aye

Lawrence: Aye

Schubring: Aye

Attested to by Jenn Gulger, Secretary