



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

Aeronautical Study No.
2022-ASO-36103-OE

Issued Date: 10/28/2022

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**** NOTICE OF PRELIMINARY FINDINGS ****

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: | Commercial Use Building Hilton Homewood Suites |
| Location: | Pompano Beach, FL |
| Latitude: | 26-14-13.70N NAD 83 |
| Longitude: | 80-06-11.70W |
| Heights: | 9 feet site elevation (SE) |
| | 110 feet above ground level (AGL) |
| | 119 feet above mean sea level (AMSL) |

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 64 feet above ground level (73 feet above mean sea level), it would not create a substantial adverse effect and a favorable determination could subsequently be issued.

To pursue a favorable determination at the originally submitted height, further study would be necessary. Further study may include distribution to the public for comment, and may extend the study period up to 120 days. The outcome cannot be predicted prior to public circularization.

If you would like the FAA to conduct further study, you must make the request within 60 days from the date of issuance of this letter.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

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IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-36103-OE.

Signature Control No: 553773792-559457828

(NPF)

Michael Blaich
Specialist

Attachment(s)
Additional Information
Map(s)

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Additional information for ASN 2022-ASO-36103-OE

PMP = Pompano Beach Airpark
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
DER = Departure End of Runway

The proposed building at a height of 110 AGL, 119 AMSL.

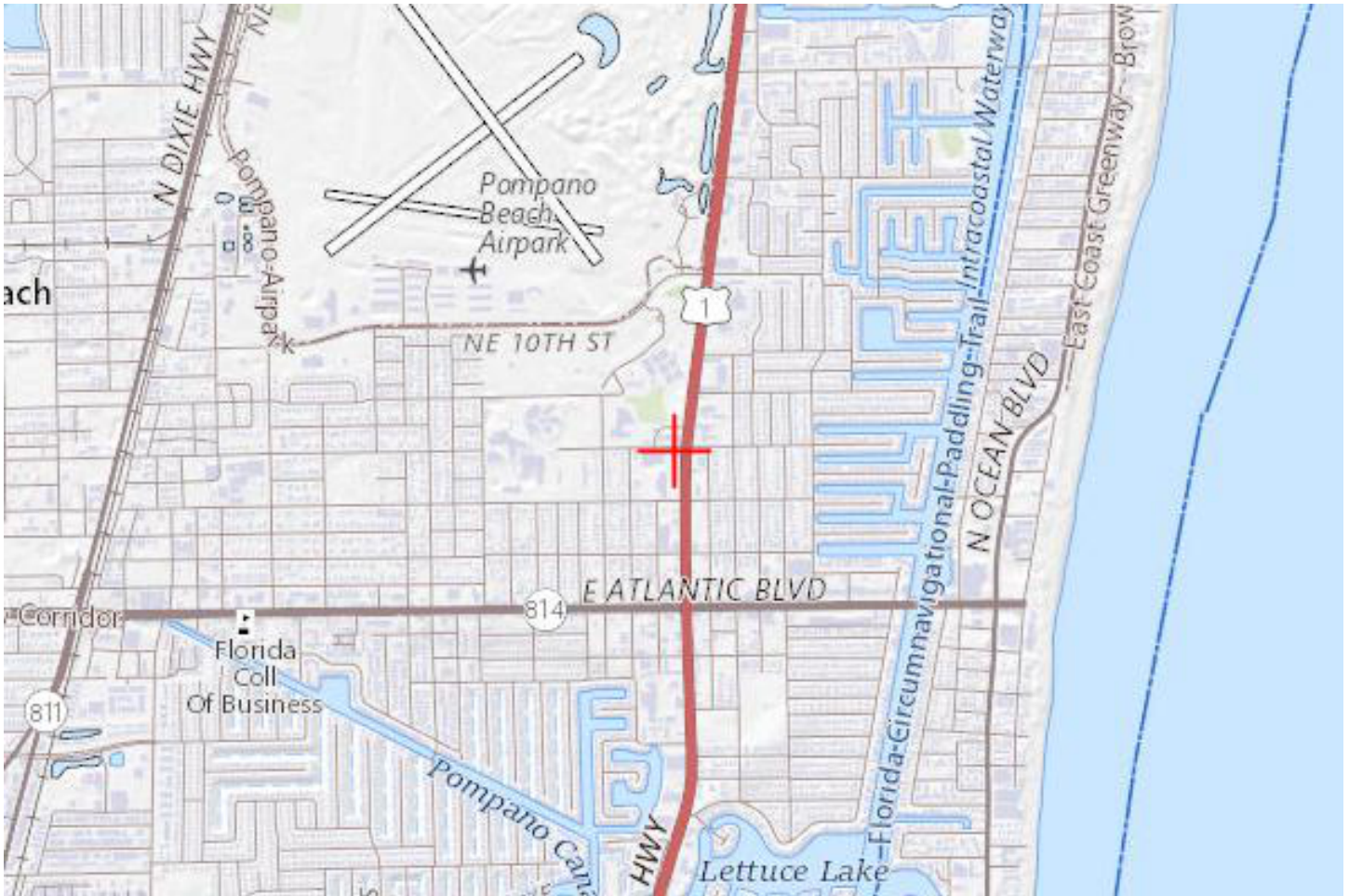
The building would be located 2,535 feet from RWY 33 and approximately 0.75 NM southeast of the PMP ARP, Pompano Beach, FL.

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

Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria).

Obstacle penetrates RWY 15 40:1 Departure Surface by 46 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5, TAKE-OFF OBSTACLE NOTES: RWY 15, building 2447 feet from DER, 660 feet right of centerline, NEH: 73 AMSL.

Section 77.19 (e) PMP: Transition Surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. The proposal will exceed Runway 15/33 Transition Surface by 30 feet.





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