



# AVIATION AUTHORITY

## \* PERMIT APPLICATION \*

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

Scope/Nature of Request: Provide summary of request, activities involved and any other required or pertinent information to fully describe scope, submit drawings and specification if needed. Additional pages may be used if necessary. The application must also contain (1) an FAA Determination of No Hazard if the duration is greater than 72 hrs. (2) site survey with an FAA accuracy code of 1A, if requested (3) a Variance application, if applicable (4) site plan with a building layout, if requested (5) building elevation plan, if requested (6) any additional information requested by the Airport Zoning Director to determine whether or not the proposal will comply with the Airport Zoning Regulations.

Project Name \ Description:  
New SFR

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

Permanent (Height Zoning)  Check type of permit being requested  
Temporary (Crane/Equip.)

This application is required to be attached to the supplemental data form for Permit request (see on-line application process).

Name/Company/Organization: Forge Building Company

Contact Person for Requested Activity: Erik Hughes Phone: 8133731836

Project Location: 107 Martinique Ave Email: erik@forgebuildingco.com

**Under penalty of perjury, I hereby certify that the above statements and supplemental data are true and correct and I have full power and authority to act on behalf of the above named firm, corporation or organization in the submission of this application.**

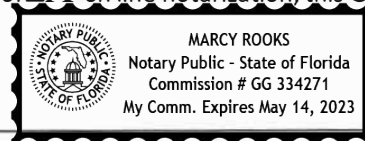
Printed Name of Authorized Representative: Erik Hughes

Signature of Authorized Representative: [Signature] Date: 6/8/22

STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of  physical presence or  on line notarization, this 8th day of June, 20 22, by Marcy Rooks

(NOTARY SEAL)



Notary Signature Marcy Rooks

Personally Known  OR Produced  Type of Id Produced \_\_\_\_\_  
Identification

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

### THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. \_\_\_\_\_

Variance Required: \_\_\_\_\_

FAA Study Number \_\_\_\_\_

Recommend Approval: \_\_\_\_\_

Associated FAA Study Numbers \_\_\_\_\_

Coordinate with Airport Operations: \_\_\_\_\_

Reviewed By: \_\_\_\_\_

Coordinate with ATCT: \_\_\_\_\_

Approved by Zoning Director \_\_\_\_\_

Date \_\_\_\_\_



# AVIATION AUTHORITY

## \* PETITION FOR VARIANCE \*

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

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

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

Due to proximity to KTPF, confirming with all height zoning requirements without a variance would prevent construction of a two-story home on the property. With the variance, a home can be built with a partial second floor. I received FAA Determination of No Hazard letters for the original design that is taller than what is currently proposed and have also completed the Navigation Easement agreement per the request of the HCAA.

Applicant acknowledges receipt of the applicable procedures and/or provisions pertaining to the above request and agrees that in consideration of issuance of this variance to be bound by the terms and conditions of such documents and all other applicable laws, rules, regulations, procedures and laws. The petitioner must forward to FDOT by certified mail, return receipt requested, a copy of the permit package and petition for comment. The review of this petition for variance and variance process will proceed only upon the receipt of FDOT's comments or waiver of that right. Include a copy of the certified mail receipt with the petition.

Date: 6/8/22 Nearest Airport: Peter O Knight (KTPF) Overall Height (AMSL): 36'

Under penalty of perjury, I hereby certify that the above statements are true and correct and I have full power and authority to act on behalf of the Applicant's named firm, corporation or organization in the submission of this variance request.

Printed Name of Authorized Representative: Erik Hughes

Signature of Authorized Representative: [Signature] Date: 6/8/22

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

STATE OF FLORIDA, COUNTY OF Hillsborough  
Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 8th day of June, 20 22, by Marcy Rooks

(NOTARY SEAL)



Notary Signature Marcy Rooks  
Personally Known  OR Produced Identification  Type of Id Produced \_\_\_\_\_

### THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2022-83

FAA Study Number: 2021-ASO-34724-OE

Associated Aeronautical Study Numbers: 2021-ASO-34725-34727-OE

FDOT Concurrence: Yes  No  Waived  in accordance with Resolution No. \_\_\_\_\_

Approved by Board of Adjustment Chairman \_\_\_\_\_

Date \_\_\_\_\_

# Review Summary

**Airport Study Number**

2022-83

**Permit Number**

2283

**Maximum Height - AMSL**

36

**Approval Date**

**Expires**

9/21/2023,

**Permit Type**

Height Zoning

## Review

**77.9 Review**

Required Notice

**77.17 Review**

Obstruction

**77.19 Review**

Within Height Limits

**TERPS**

Exceeds Height Limits

**OEI (62.5:1)**

N/A

### Analysis Summary

Structure penetrates RW 22 Departure surface with no impact to the utility or operations of the airport. No impact to departure rate of climb. Departure note required. No penetrations to Part 77 Surfaces. No penetration to the approach obstacle clearance surface to RW 4. No hazards as long as conditions are followed. No IFR or Navaid impacts identified.

**Coordination with ATCT**

No

**Coordination with Operations**

Yes

**Emergency Use**

No

**Hazard Marking and/or Lighting**

Yes

**Objects affecting Navigable Airspace**

Yes

**Exceeds Supportive Screening Criteria**

No

### Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA and Airport at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.Occupants and/or owner must be informed that the structure considered under this variance lies in the approach and departure path of Peter O Knight Airport and occupants may be subjected to noise and/or light from aircraft.The Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.The Petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 30' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.The Aviation Authority requires a survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.In the event that any proposed elevation is exceeded the applicant acknowledges that it will modify the building to remove any feature or portion of the building exceeding the permitted elevations with all due haste.

**Recommended Approval**

Yes  No



**Airport Study Number:**  
**2022-83**

**CONDITIONS**

Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.

E-File FAA form 7460-2 with the FAA and Airport at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.

Occupants and/or owner must be informed that the structure considered under this variance lies in the approach and departure path of Peter O Knight Airport and occupants may be subjected to noise and/or light from aircraft.

The Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.

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

Installation equipment (Crane) exceeding 30' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

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

The Aviation Authority requires a survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.

In the event that any proposed elevation is exceeded the applicant acknowledges that it will modify the building to remove any feature or portion of the building exceeding the permitted elevations with all due haste.

Associated Point Data Report Created on											
Point	Structure	Latitude	Longitude	X	Y	Site Elev.	Struct Height	Overall Height	Dist. From RW end		
Number	Name					(MSL)	(AGL)	(AMSL)	RWY	Down/out	Over
1	2021-ASO-34724-OE	27.90975833	-82.45630278	508,799.01	1,300,170.73	8	28	36.00	TPF-4	763+	329+
2	2021-ASO-34725-OE	27.90988056	-82.45610556	508,862.87	1,300,214.93	8	22	30.00			
3	2021-ASO-34726-OE	27.909575	-82.45621944	508,825.67	1,300,103.98	8	22	30.00			
4	2021-ASO-34727-OE	27.90967222	-82.45598889	508,900.26	1,300,139.04	8	24	32.00	TPF-4	727+	229+
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
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0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			
0	0	0	0	49,174,770.89	(8,832,169.02)	0	0	0.00			

329.0907834 Over

229.2572344 Over

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

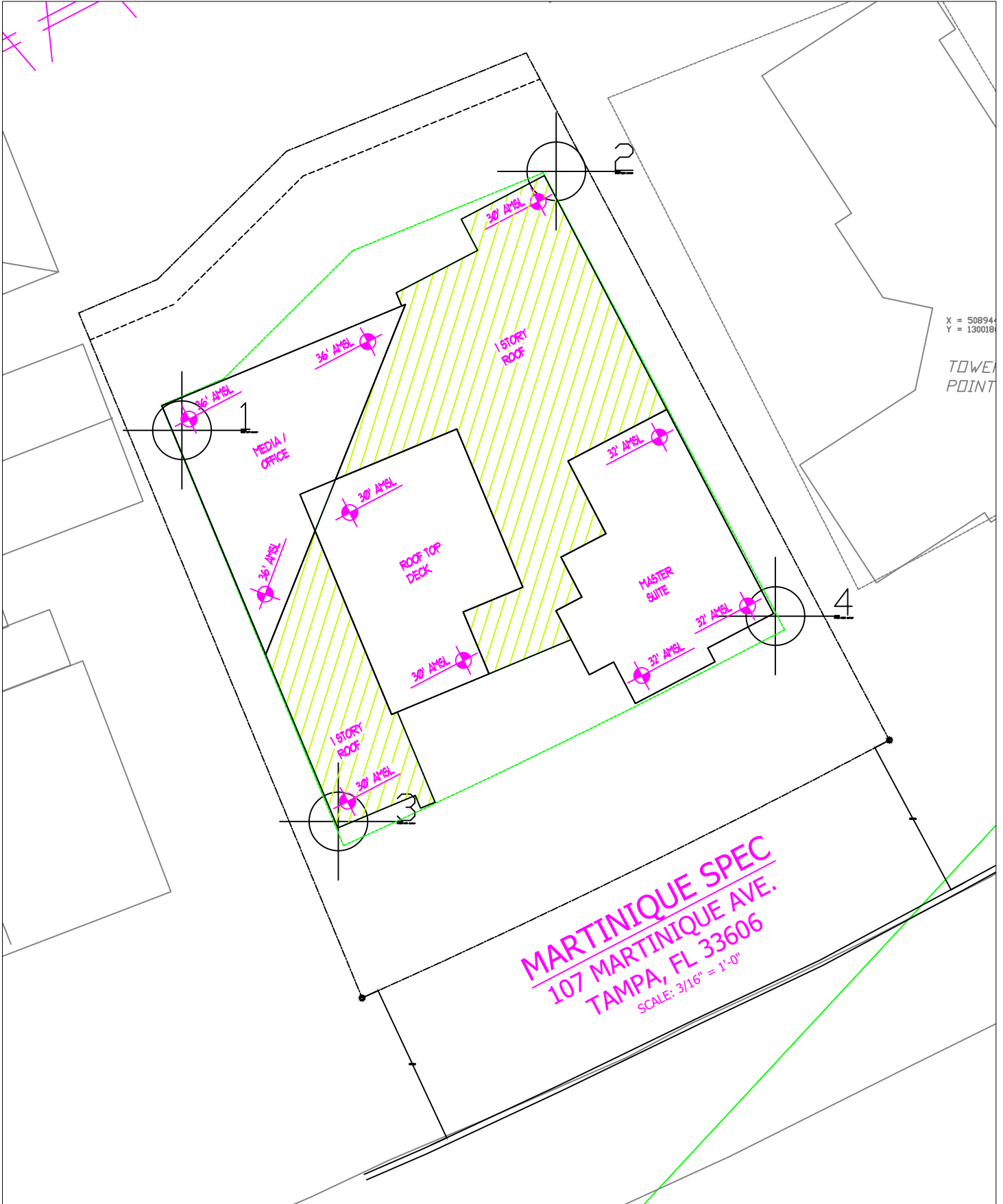
763.006773 Down/Out

727.0907306 Down/Out

Down = (-) down RW (+) outward

Over = (-) Left (+) Right

# Point Locations









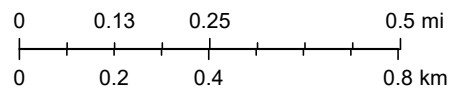
# Distance from TPF ARP



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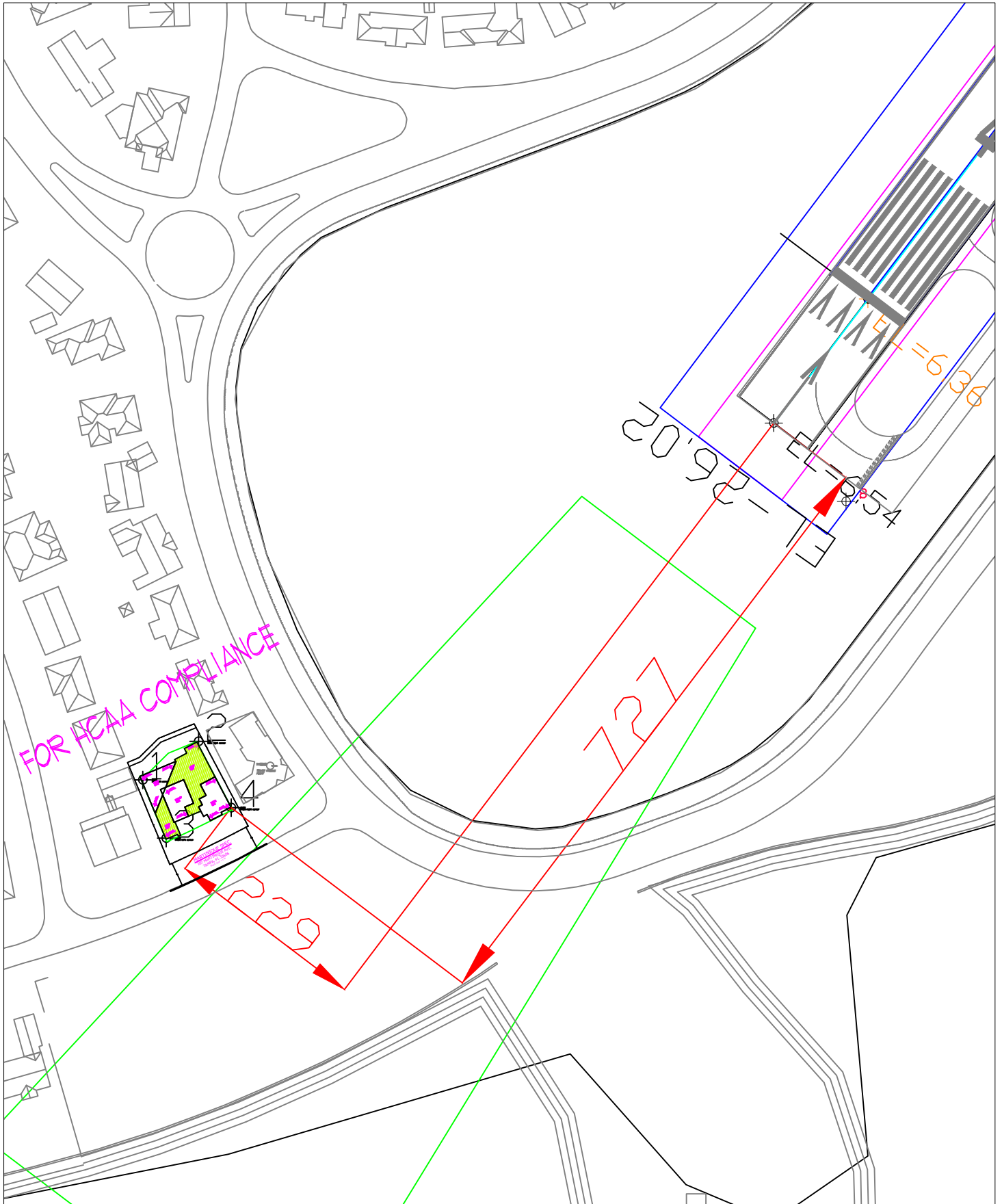
1:18,056

-  Override 1
-  Override 1
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Tony Mantegna

# Distance from RW 04 End










# Runway 22 Departure

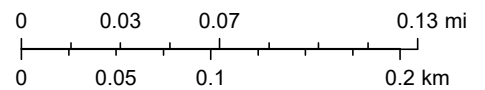


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1:4,514

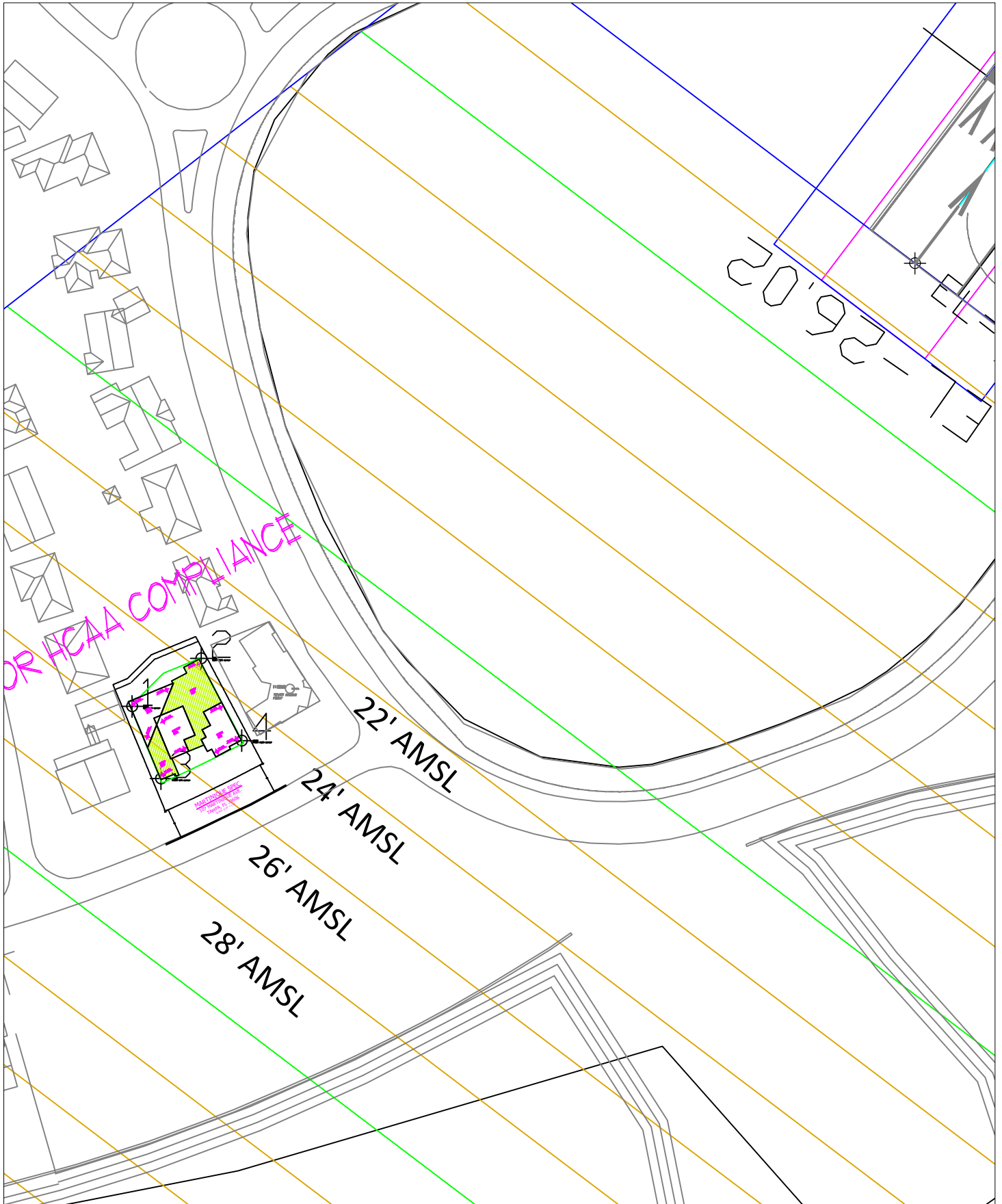
-  Override 1
-  Airspace - TPF\_DEP
-  TPA Height and Zoning

-  TPA Height and Zoning
-  TPA Height and Zoning

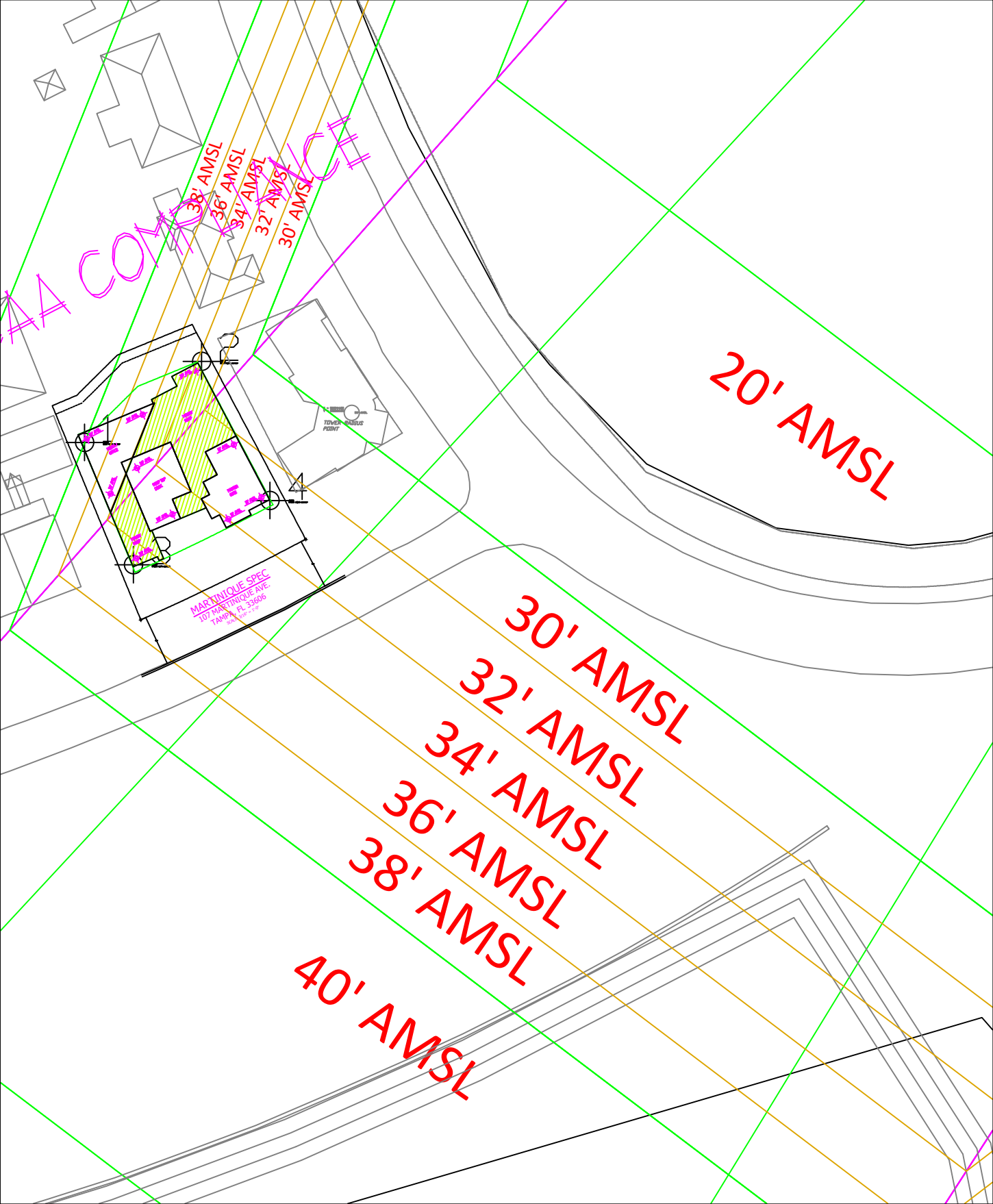


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Tony Mantegna

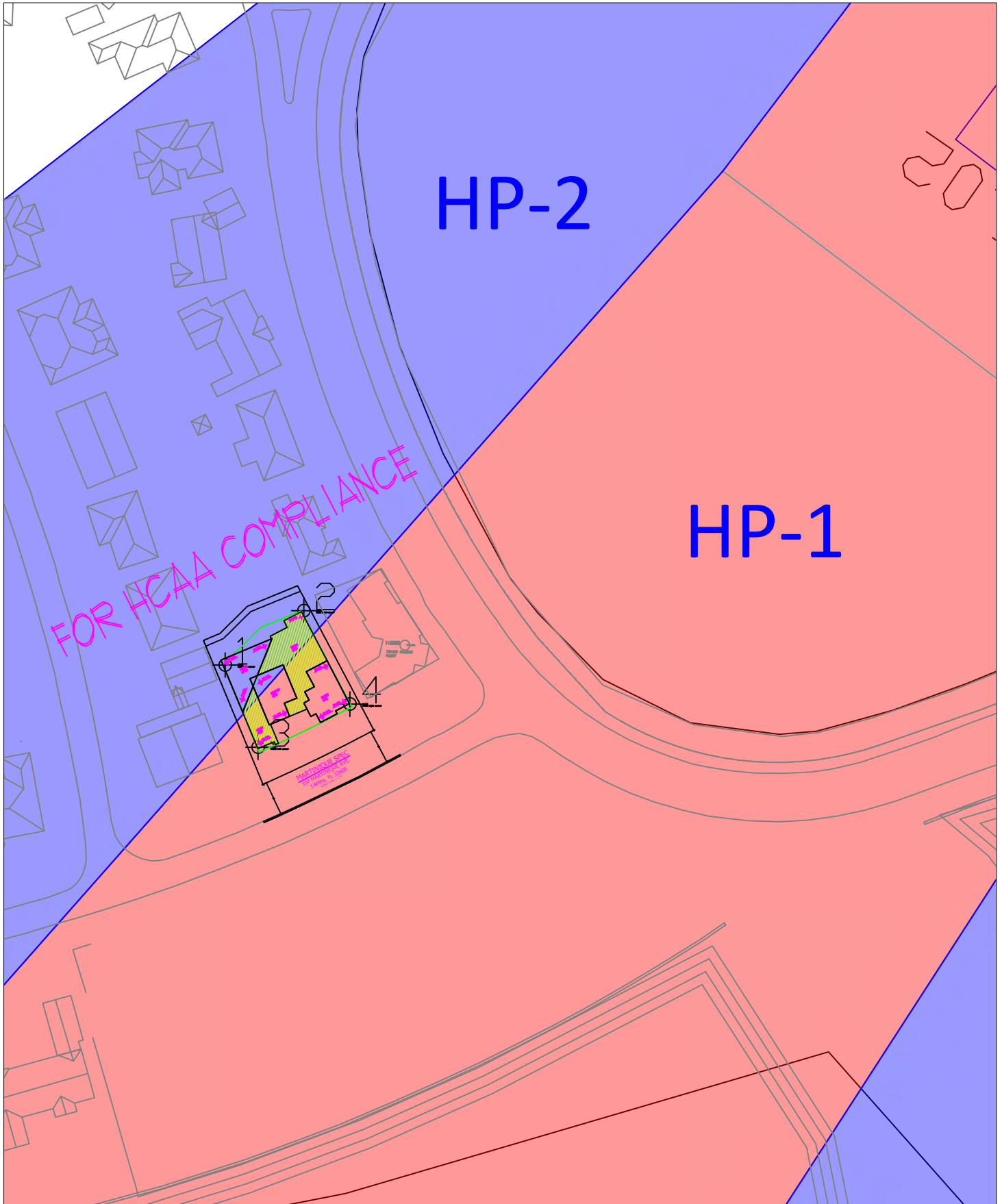
# Departure



# Part 77- App & Trans

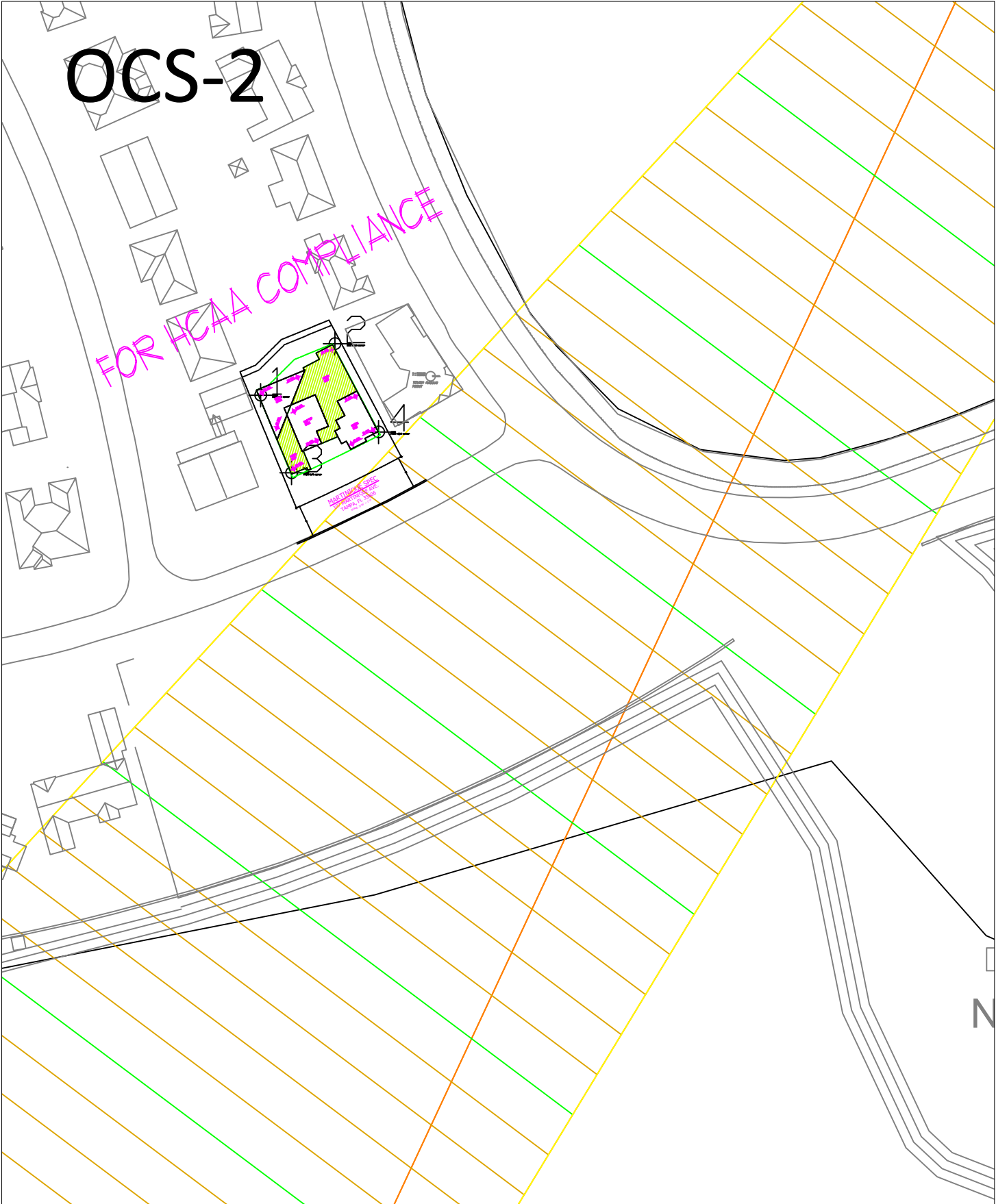


# HP - Zones





# Threshold Sitting Surface





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

Aeronautical Study No.  
 2021-ASO-34724-OE

Issued Date: 03/21/2022

Erik Hughes  
 Forge Building Company  
 301 W Platt St #515  
 Tampa, FL 33606

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

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

Structure:	Building Back Left Building Corner
Location:	Tampa, FL
Latitude:	27-54-35.13N NAD 83
Longitude:	82-27-22.69W
Heights:	8 feet site elevation (SE)
	32 feet above ground level (AGL)
	40 feet above mean sea level (AMSL) <span style="border: 1px solid red; padding: 2px;">Reduced to 36' AMSL</span>

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

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

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

See attachment for additional condition(s) or information.

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.

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

This determination expires on 09/21/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 20, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on April 30, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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.

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-34724-OE.

**Signature Control No: 493175729-518999124**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)



## Additional information for ASN 2021-ASO-34724-OE

TPF = Peter O Knight Airport  
AGL = Above Ground Level  
AMSL = Above Mean Sea Level  
NM = Nautical Miles  
ARP = Airport Reference Point  
ASN = Aeronautical Study Number  
RWY = Runway  
IFR = Instrument Flight Rule  
DER = Departure End of Runway

The proposed building project consists of four points, represented by ASNs 2021-ASO-34724-OE through 34727. The project points were submitted at a height of 30 through 32 feet AGL, 38 through 40 feet AMSL. The building points are located approximately 0.49 to 0.51 NM southwest of the TPF ARP and from 225.45 degrees azimuth clockwise to 227.21 degrees azimuth from TPF.

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

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

Building points penetrate RWY 22 40:1 Departure Surface by 13 or 15 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 22, building points from 689 to 800 feet from DER, and from 228 to 328 feet right of centerline (4 out of 4 building points).

Section 77.19 (d) TPF: Approach Surface. A surface horizontally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. The proposal would exceed the RWY 04 Approach Surface by 4 and 5 feet (2 out of 4 building points).

Section 77.19 (e) TPF: 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 04/22 Transition Surface by 6 feet (1 out of 4 building points).

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

No Approach or Transitional  
penetrations at 40' AMSL

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

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

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

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

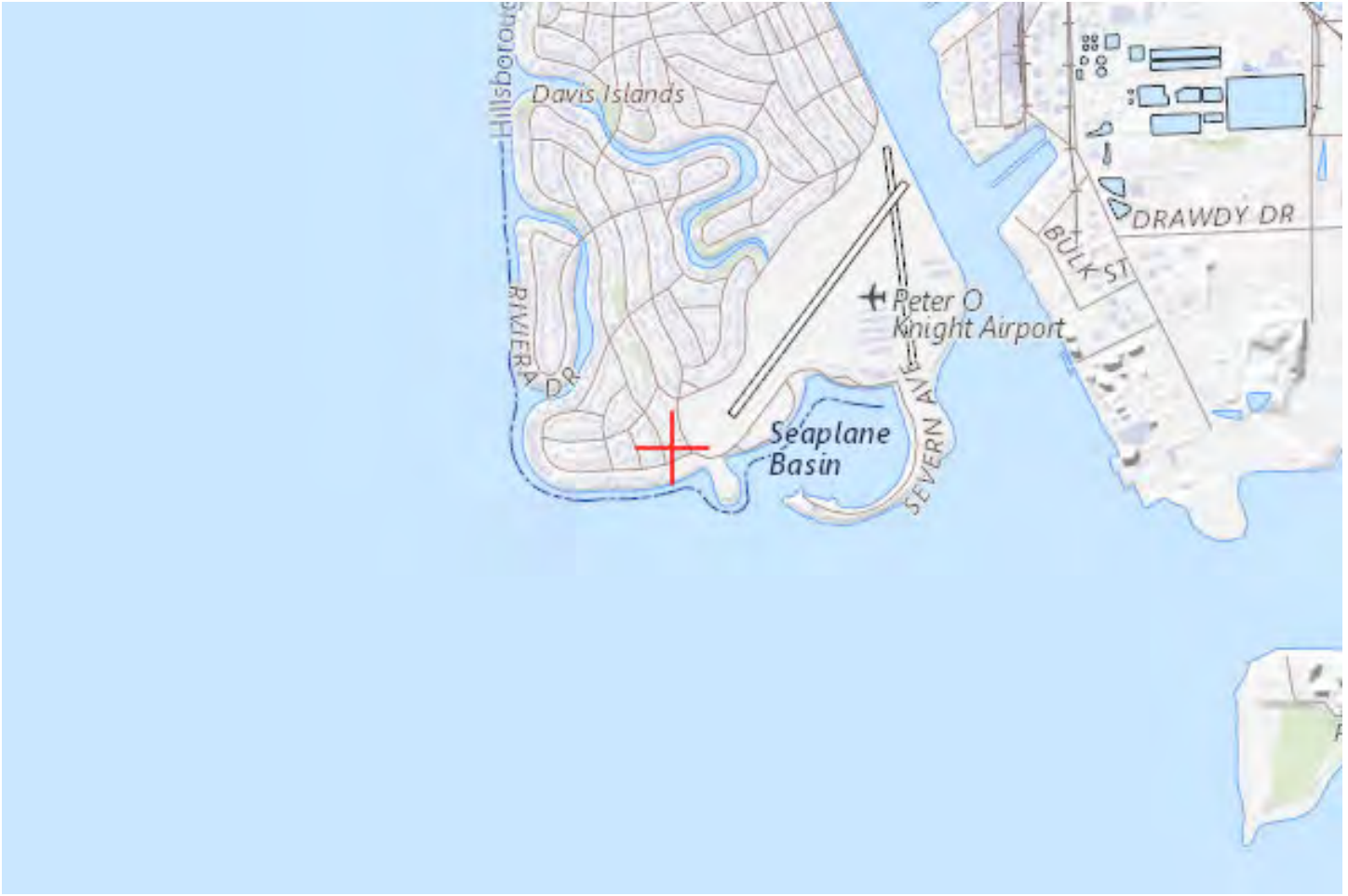
> The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

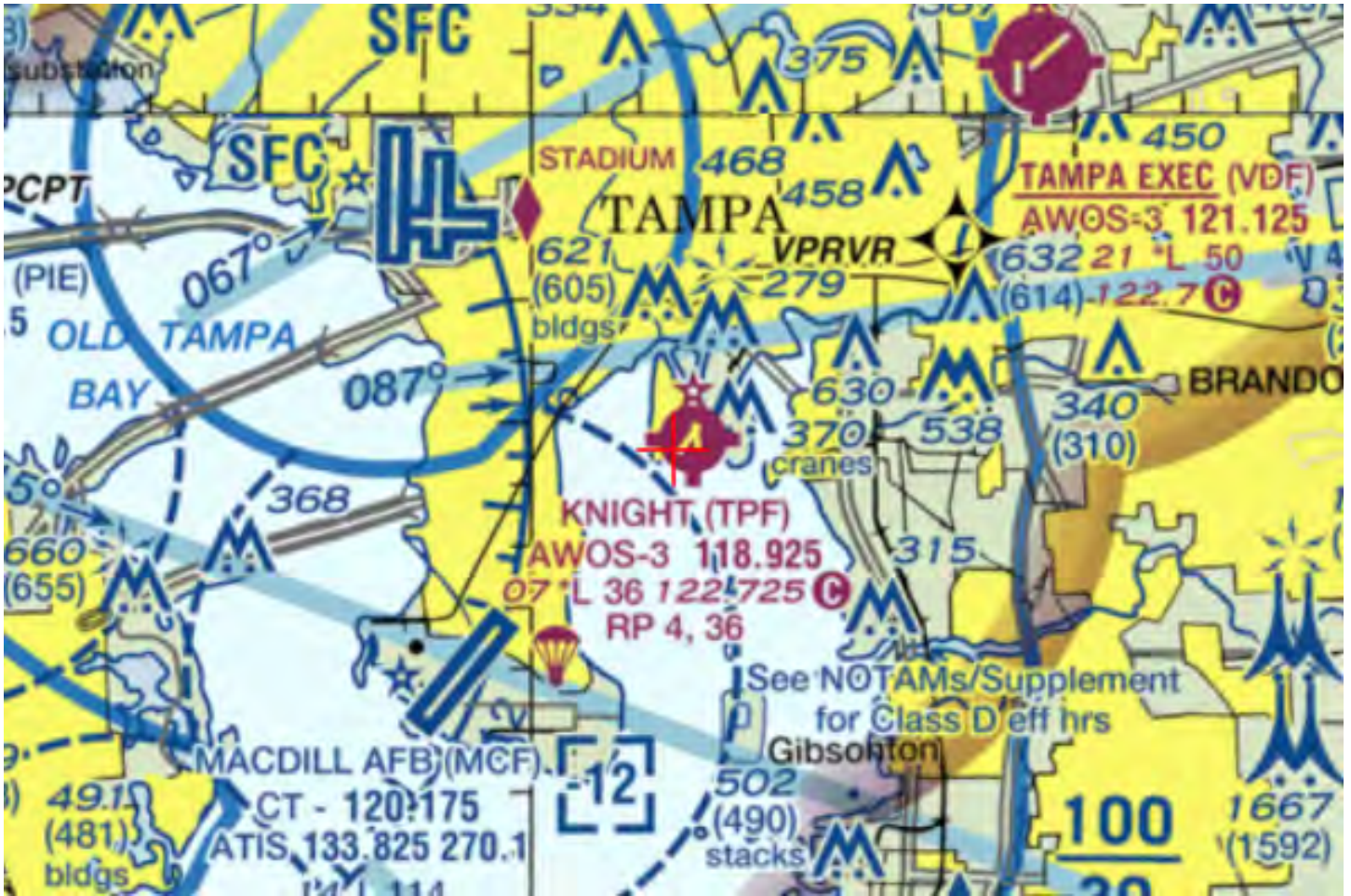
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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









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

Aeronautical Study No.  
 2021-ASO-34725-OE

Issued Date: 03/21/2022

Erik Hughes  
 Forge Building Company  
 301 W Platt St #515  
 Tampa, FL 33606

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

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Latitude:	27-54-35.57N NAD 83
Longitude:	82-27-21.98W
Heights:	8 feet site elevation (SE)
	31 feet above ground level (AGL)
	39 feet above mean sea level (AMSL) <span style="border: 1px solid red; padding: 2px;">Reduced to 30' AMSL</span>

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

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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.

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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.

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 20, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on April 30, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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.

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-34725-OE.

**Signature Control No: 493175730-518994939**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2021-ASO-34725-OE

TPF = Peter O Knight Airport  
AGL = Above Ground Level  
AMSL = Above Mean Sea Level  
NM = Nautical Miles  
ARP = Airport Reference Point  
ASN = Aeronautical Study Number  
RWY = Runway  
IFR = Instrument Flight Rule  
DER = Departure End of Runway

The proposed building project consists of four points, represented by ASNs 2021-ASO-34724-OE through 34727. The project points were submitted at a height of 30 through 32 feet AGL, 38 through 40 feet AMSL. The building points are located approximately 0.49 to 0.51 NM southwest of the TPF ARP and from 225.45 degrees azimuth clockwise to 227.21 degrees azimuth from TPF.

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

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

Building points penetrate RWY 22 40:1 Departure Surface by 13 or 15 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 22, building points from 689 to 800 feet from DER, and from 228 to 328 feet right of centerline (4 out of 4 building points).

Section 77.19 (d) TPF: Approach Surface. A surface horizontally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. The proposal would exceed the RWY 04 Approach Surface by 4 and 5 feet (2 out of 4 building points).

Section 77.19 (e) TPF: 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 04/22 Transition Surface by 6 feet (1 out of 4 building points).

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

No Approach Surface  
penetration at 33' AMSL

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

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

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

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

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

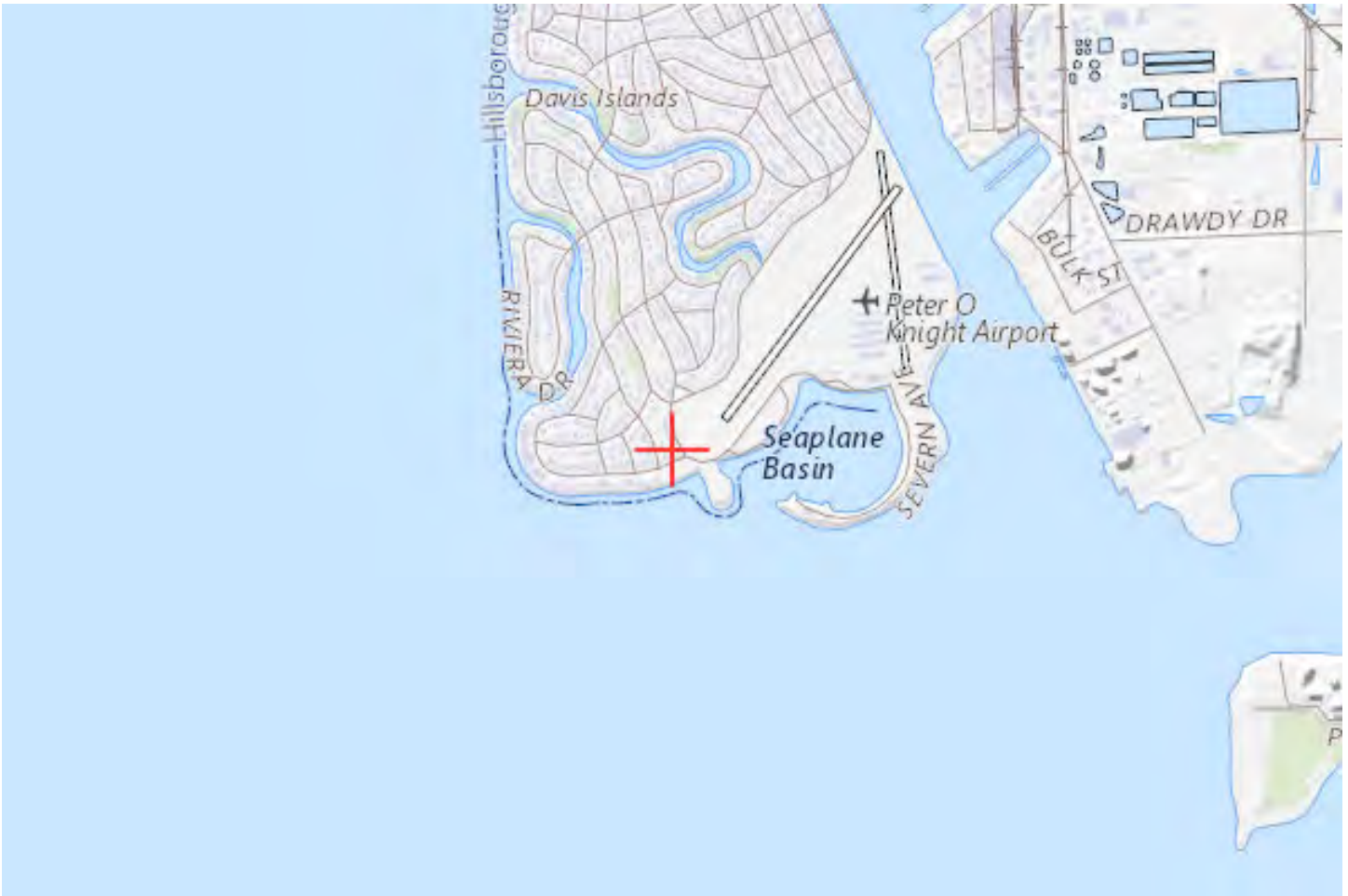
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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









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

Aeronautical Study No.  
 2021-ASO-34726-OE

Issued Date: 03/21/2022

Erik Hughes  
 Forge Building Company  
 301 W Platt St #515  
 Tampa, FL 33606

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

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

Structure:	Building Front Left Building Corner
Location:	Tampa, FL
Latitude:	27-54-34.47N NAD 83
Longitude:	82-27-22.39W
Heights:	8 feet site elevation (SE)
	32 feet above ground level (AGL)
	40 feet above mean sea level (AMSL) <span style="border: 1px solid red; padding: 2px;">Reduced to 30' AMSL</span>

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

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

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

See attachment for additional condition(s) or information.

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.

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

This determination expires on 09/21/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 20, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on April 30, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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.

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-34726-OE.

**Signature Control No: 493175731-518999123**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)



## Additional information for ASN 2021-ASO-34726-OE

TPF = Peter O Knight Airport  
AGL = Above Ground Level  
AMSL = Above Mean Sea Level  
NM = Nautical Miles  
ARP = Airport Reference Point  
ASN = Aeronautical Study Number  
RWY = Runway  
IFR = Instrument Flight Rule  
DER = Departure End of Runway

The proposed building project consists of four points, represented by ASNs 2021-ASO-34724-OE through 34727. The project points were submitted at a height of 30 through 32 feet AGL, 38 through 40 feet AMSL. The building points are located approximately 0.49 to 0.51 NM southwest of the TPF ARP and from 225.45 degrees azimuth clockwise to 227.21 degrees azimuth from TPF.

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

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

Building points penetrate RWY 22 40:1 Departure Surface by 13 or 15 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 22, building points from 689 to 800 feet from DER, and from 228 to 328 feet right of centerline (4 out of 4 building points).

**Section 77.19 (d) TPF: Approach Surface.** A surface horizontally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. **The proposal would exceed the RWY 04 Approach Surface by 4 and 5 feet (2 out of 4 building points).**

Section 77.19 (e) TPF: 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 04/22 Transition Surface by 6 feet (1 out of 4 building points).

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

No Approach Surface  
penetration at 36' AMSL

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

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

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

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

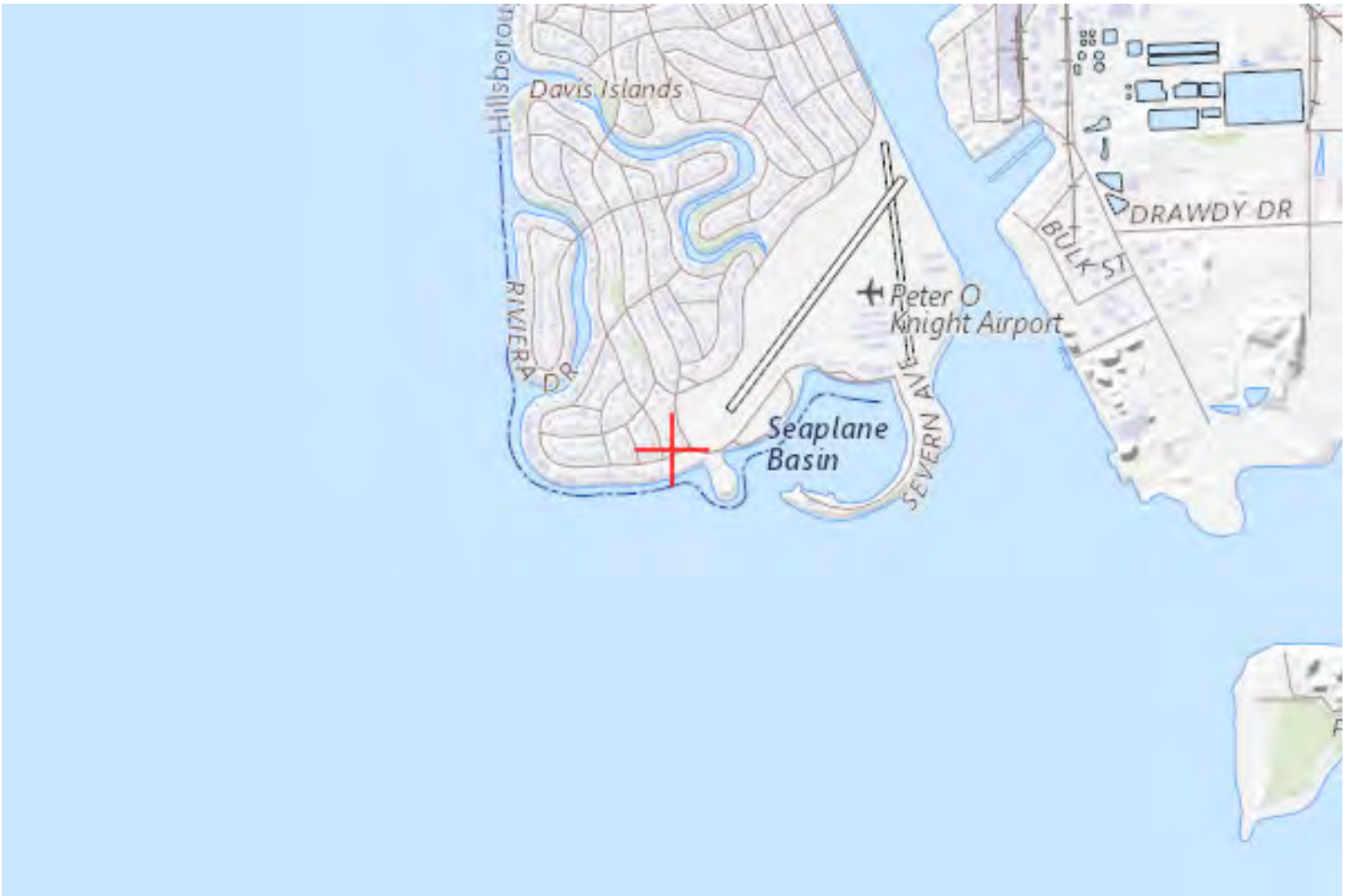
> The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

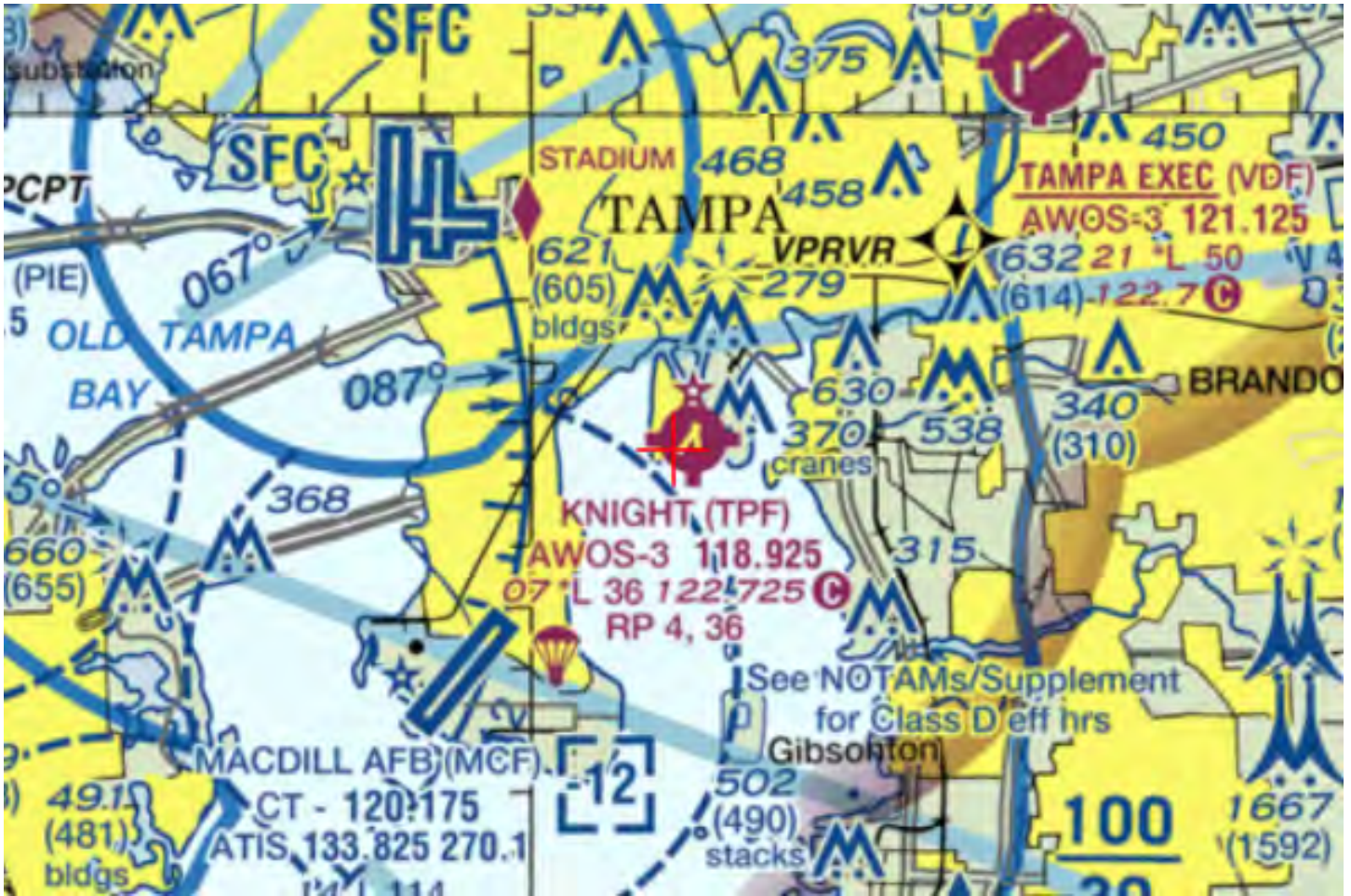
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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







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

Aeronautical Study No.  
 2021-ASO-34727-OE

Issued Date: 03/21/2022

Erik Hughes  
 Forge Building Company  
 301 W Platt St #515  
 Tampa, FL 33606

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

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

Structure:	Building Front Right Building Corner
Location:	Tampa, FL
Latitude:	27-54-34.82N NAD 83
Longitude:	82-27-21.56W
Heights:	8 feet site elevation (SE)
	30 feet above ground level (AGL)
	38 feet above mean sea level (AMSL) <span style="border: 1px solid red; padding: 2px;">Reduced to 32' AMSL</span>

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

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

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

See attachment for additional condition(s) or information.

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.

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

This determination expires on 09/21/2023 unless:



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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed



structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-34727-OE.

**Signature Control No: 493175732-518999125**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2021-ASO-34727-OE

TPF = Peter O Knight Airport  
AGL = Above Ground Level  
AMSL = Above Mean Sea Level  
NM = Nautical Miles  
ARP = Airport Reference Point  
ASN = Aeronautical Study Number  
RWY = Runway  
IFR = Instrument Flight Rule  
DER = Departure End of Runway

The proposed building project consists of four points, represented by ASNs 2021-ASO-34724-OE through 34727. The project points were submitted at a height of 30 through 32 feet AGL, 38 through 40 feet AMSL. The building points are located approximately 0.49 to 0.51 NM southwest of the TPF ARP and from 225.45 degrees azimuth clockwise to 227.21 degrees azimuth from TPF.

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

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

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**Section 77.19 (d) TPF: Approach Surface.** A surface horizontally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. **The proposal would exceed the RWY 04 Approach Surface by 4 and 5 feet (2 out of 4 building points).**

Section 77.19 (e) TPF: 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 04/22 Transition Surface by 6 feet (1 out of 4 building points).

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

No Approach Surface  
penetration at 33' AMSL

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

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

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

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

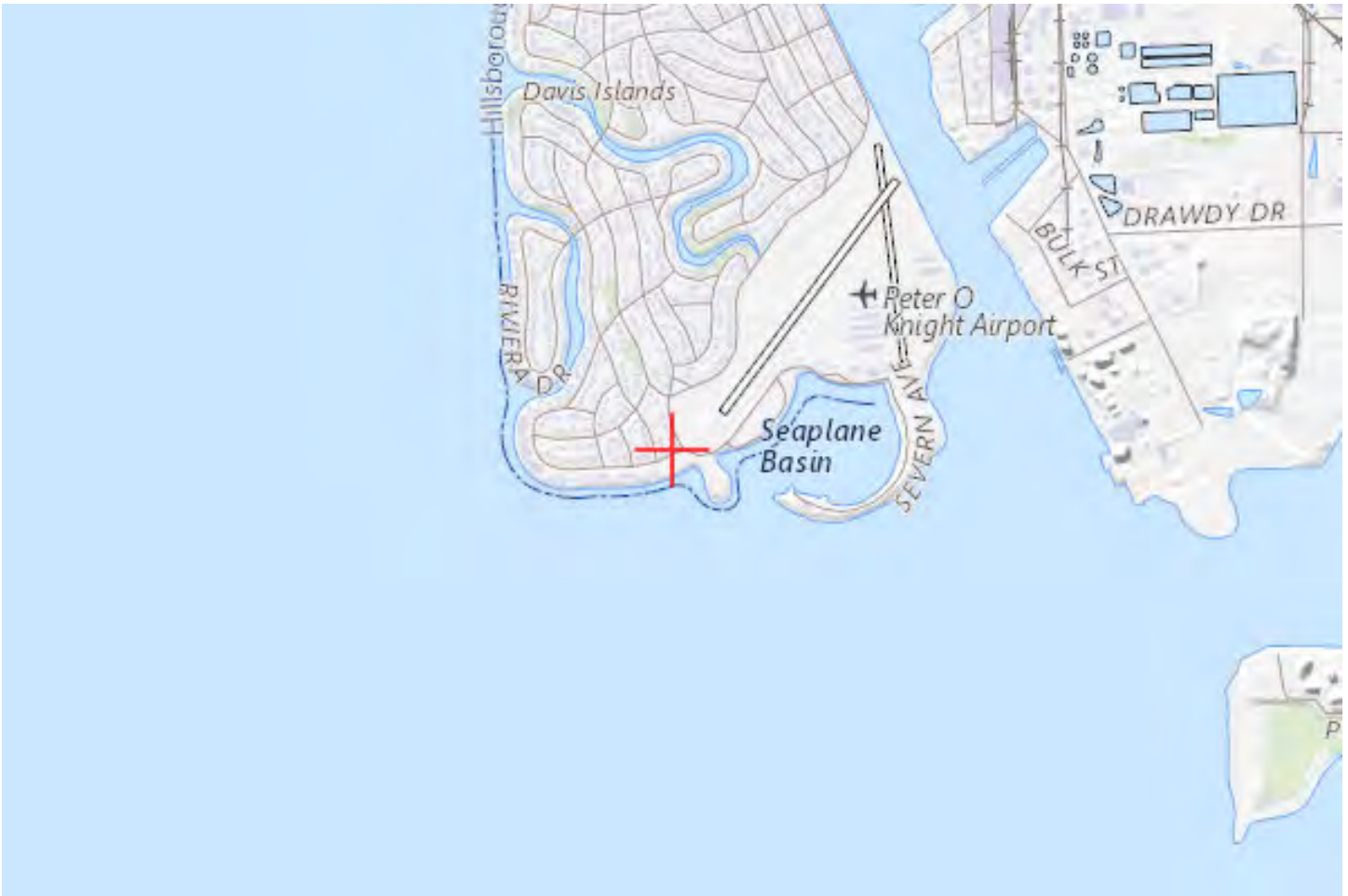
> The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

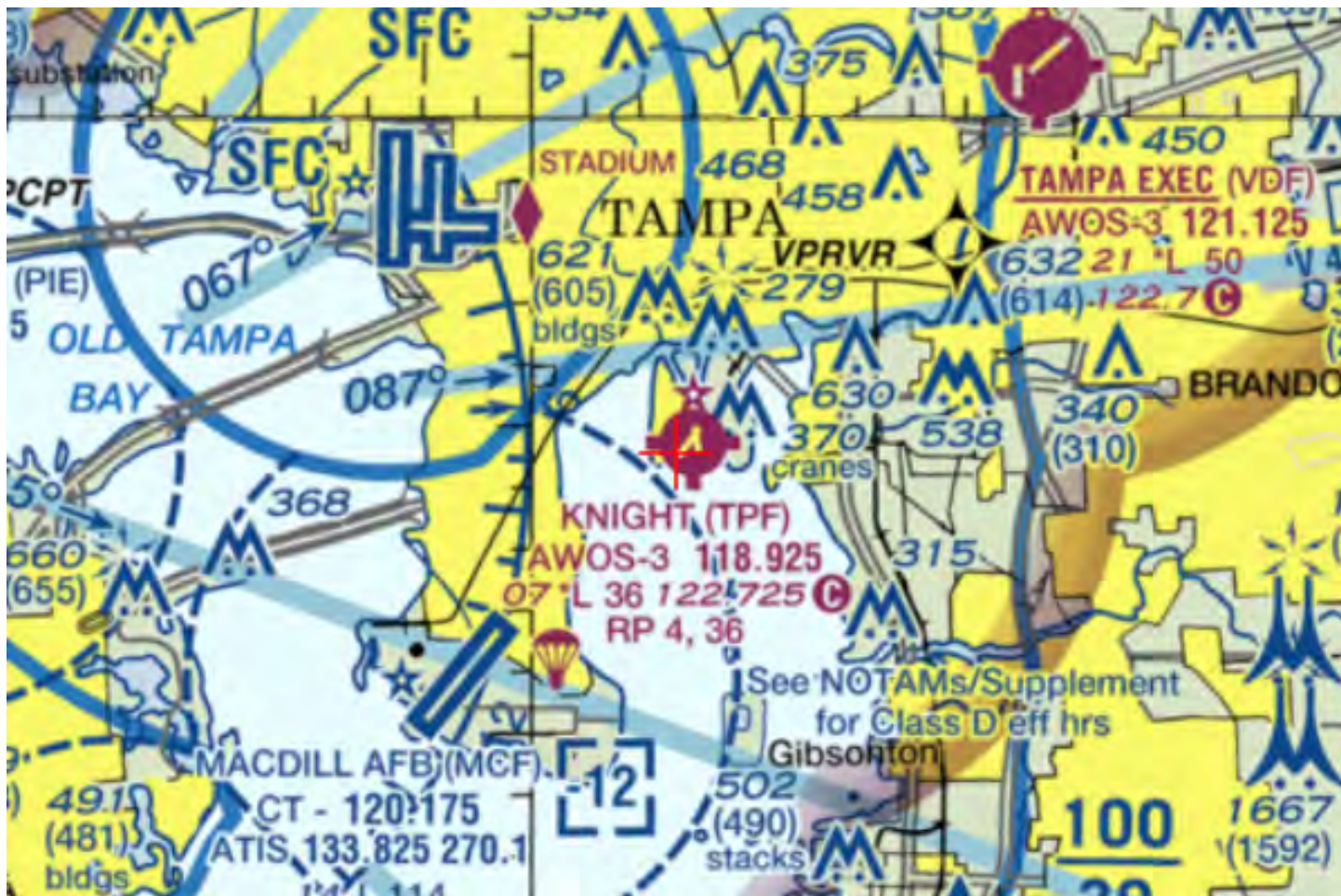
The proposed structures' proximity to the airport was considered and found to be acceptable.

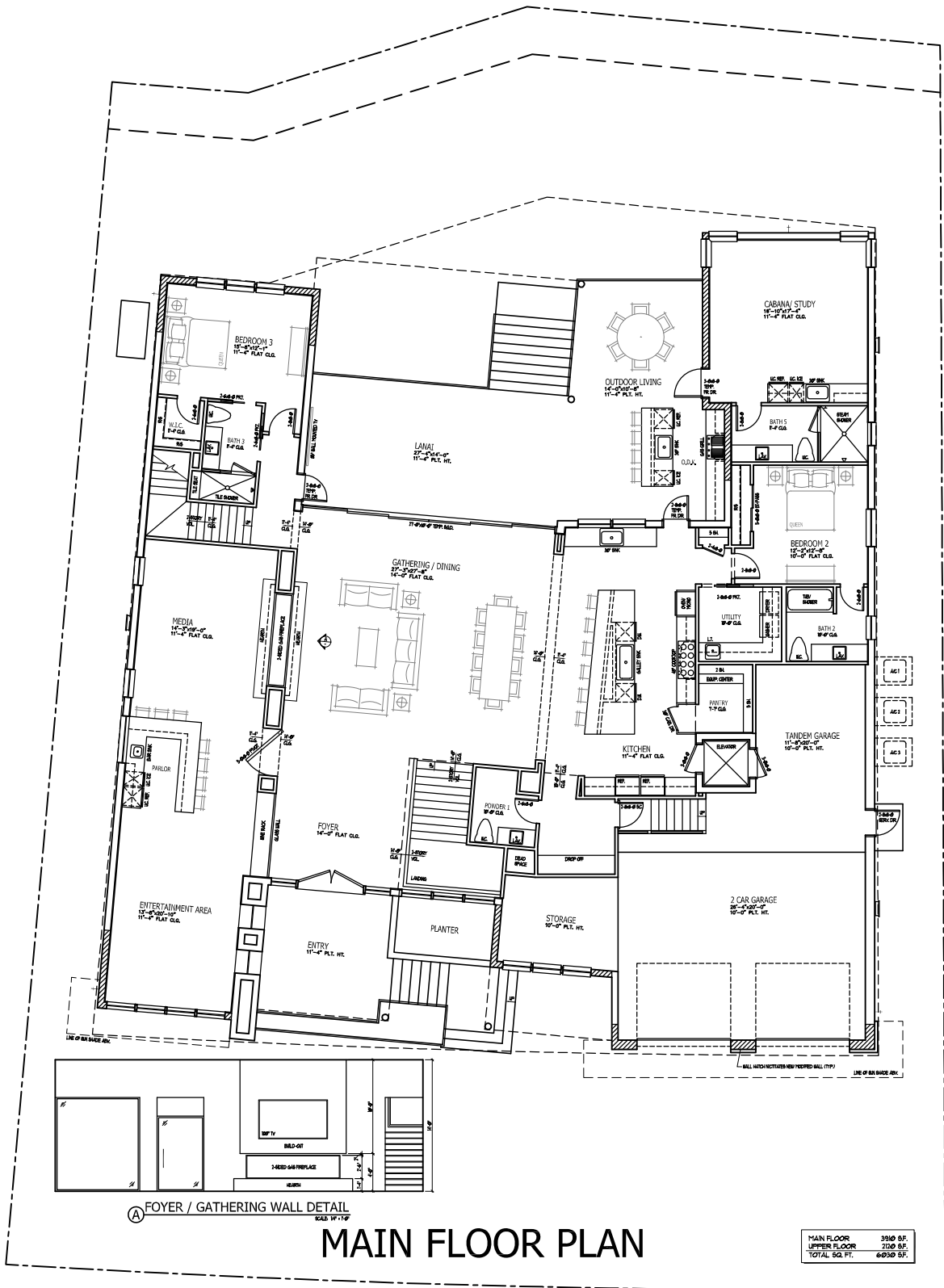
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

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

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

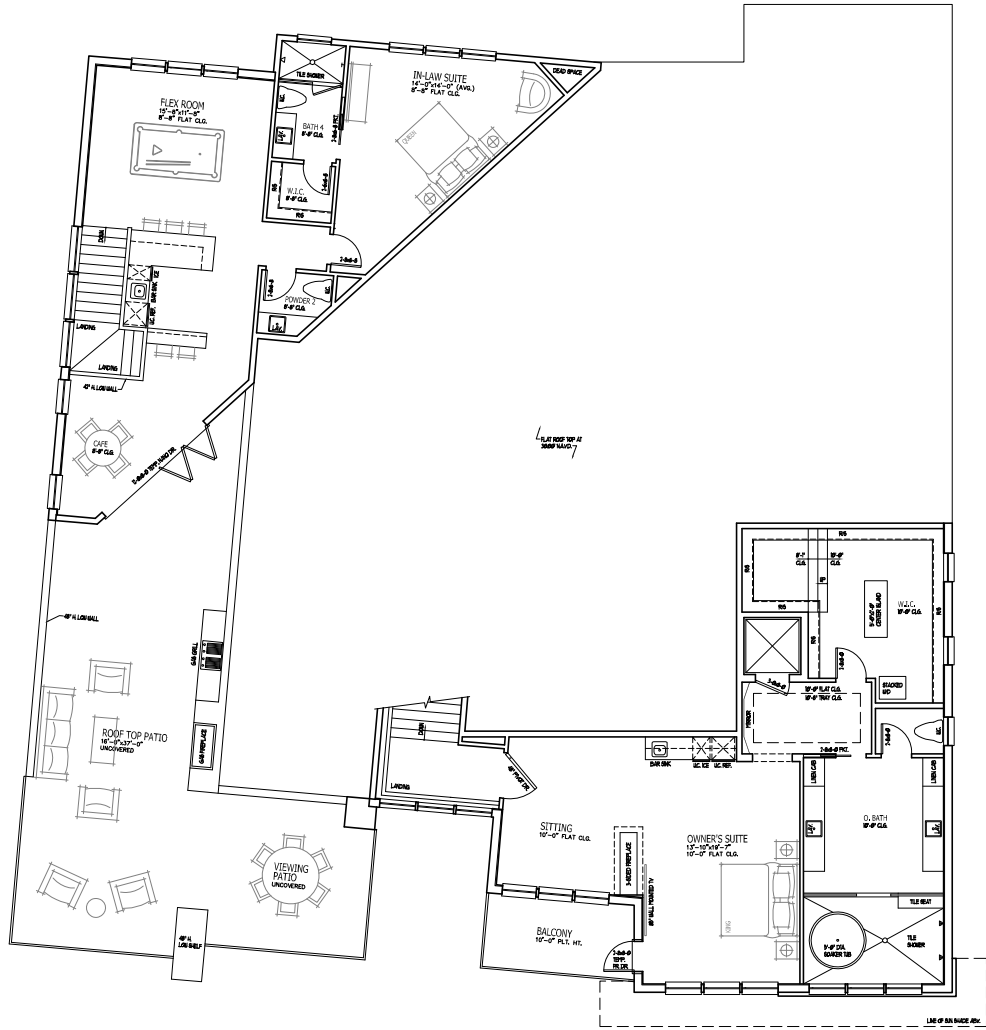






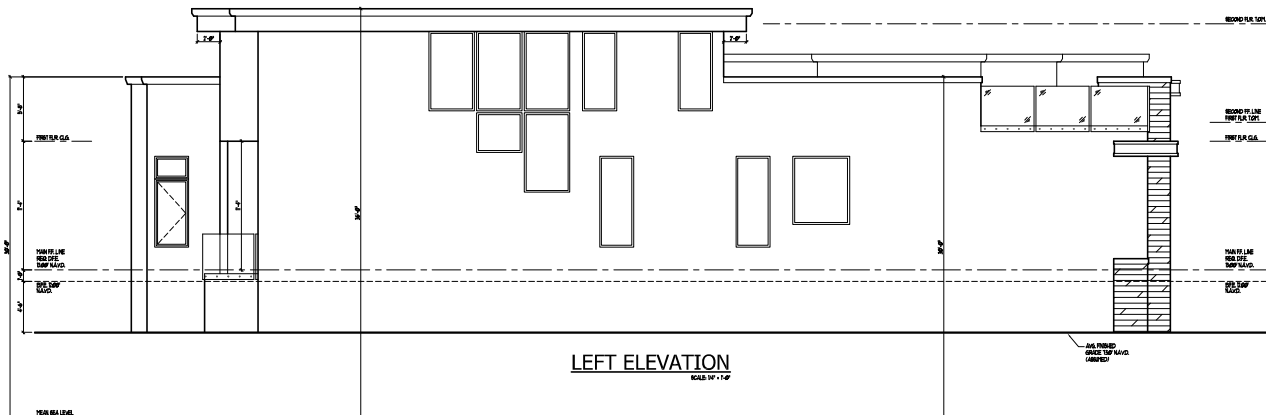
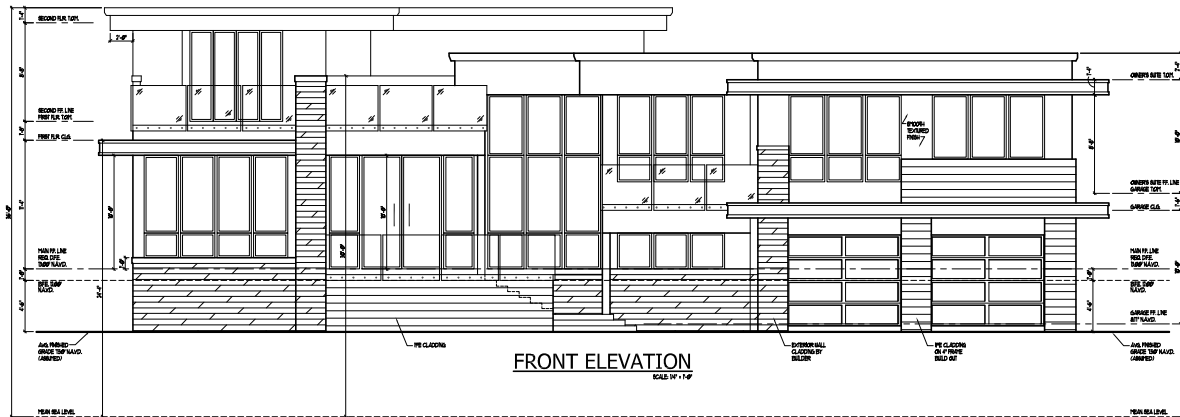
**MARTINIQUE SPEC**  
 107 MARTINIQUE AVE.  
 TAMPA, FL 33606





## UPPER FLOOR PLAN

**MARTINIQUE SPEC**  
 107 MARTINIQUE AVE.  
 TAMPA, FL 33606



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**TAMPA, FL 33606**

05.19.2022