Tampa International Airport

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:
FDOT SR 60 Widening Project- Erection of Permanent Overhead Signs and Panels - Cone & Graham

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) [x]
Temporary (Crane/Equip.) [ ]
Check type of permit being requested

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

Name/Company/Organization: Cone & Graham

Contact Person for Requested Activity: Heath Noss Phone: 813-918-4134

Project Location: Email: hnoss@conegraham.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: Michael Baker International, Inc.

Signature of Authorized Representative: Michael Thompson Date: 7/19/2023

STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of [X] physical presence or [ ] online notarization, this 19th day of July, 2023. by Michael Thompson

(NOTARY SEAL)

MARISOL MARQUEZ-BOS
MY COMMISSION EXPIRES AUGUST 26, 2025
#HH 143312
Notary Public Underwriters
NOTARY PUBLIC, STATE OF FLORIDA

Notary Signature Marisol Marquez

Personally Known X OR Produced Identification _____ Type of Id Produced _____

All activities performed under this permit are at applicant's own expense and risk. The Authority shall 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. 2023-106

FAA Study Number 2023-ASO-6735-OE

Associated FAA Study Numbers 6736 - 6741

Reviewed By: _____

Variance Required: YES

Recommend Approval: YES

Coordinate with Airport Operations: No

Coordinate with ATCT: No

_____ _____
Approved by Zoning Director Date

Tampa International Airport

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.

See attached description of proposed overhead roadwat signs and resultant exceedances of Title 14, Code of Federal Regulations (14 CFR), Part 77 Obstruction Standards.

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 : July 25, 2023 Nearest Airport: Tampa International Airport Overall Height (AMSL): Multiple 37' up to 47' MSL

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: Michael Thompson (Michael Baker International, Inc.)

Signature of Authorized Representative: _____ Date: 7/25/2023

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 ☐ notarization, this 25th day of July, 2023, by Michael Thompson

(NOTARY SEAL)

MARISOL MARQUEZ-BOS MY COMMISSION EXPIRES AUGUST 28, 2025 HH 143312 Bonded thru Notary Public Underwriters NOTARY PUBLIC, STATE OF FLORIDA

Notary Signature Marisol Marquez-Bos

Personally Known X OR Produced Identification _____ Type of Id Produced _____

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2023-106

FAA Study Number: 2023-ASO-6735-OE

Associated Aeronautical Study Numbers: 6736 - 6741

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

_____ Approved by Board of Adjustment Chairman

_____ Date

FDOT District 7 is currently widening portions westbound State Road 60 north of Spruce Street / Tampa International Airport (TPA) Interchange to north of Memorial Highway. As part of that project, additional overhead roadway signs, similar to existing signs located along the same NB-CD roadway, would be permanently erected immediately west of and parallel to future Runway 17-35 over existing Ramp A3 and NB-CD. Each sign location and its associated above mean sea level panel height are fixed by location and required 17.5-foot vertical panel bottom clearance over each respective travel lane.

The following proposed overhead roadway sign would exceed Title 14, Code of Federal Regulations (14 CFR), part 77, §77.19 (d) Obstruction Standards for future TPA Runway 35's 50:1 Approach Surface:

- OE: 2023-ASO-6738-OE, Station: 1286+06.94, 45 MSL, Cantilever Sign OH-54, Ramp A3

The following proposed overhead roadway signs would exceed §77.19 (e) Obstruction Standards of that same part for future TPA Runway 17-35's 7:1 Transitional Surface:

- OE: 2023-ASO-6737-OE, Station: 1285+70.88, 37 MSL, Cantilever Sign OH-55, Ramp A3
- OE: 2023-ASO-6739-OE, Station: 1295+56.93, 43' MSL, Span Sign OH-58, NB-CD
- OE: 2023-ASO-6741-OE, Station: 1325+51.87, 39' MSL, Span Sign OH-82, NB-CD

While the obstruction standards triggered FAA's 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 FAA Obstacle Evaluation Determination that the structure would be a hazard to air navigation.

The following proposed similar types of overhead signs would not penetrate overlying CFR part 77 Imaginary Surfaces:

- OE: 2023-ASO-6735-OE, Station: 127766.76, 39' MSL OH-51, NB-CD
- OE: 2023-ASO-6736-OE, Station: 127787.28, 43' MSL, OH-52, NB-CD
- OE: 2023-ASO-6740-OE, Station: 1318+93.33, 47' MSL, OH-62, NB-CD

Review Summary

Airport Study Number	Permit Number	Maximum Height - AMSL
2023-106	23106	47

Approval Date	Expires	Permit Type
	12/13/2024	Height Zoning

Review

77.9 Review	77.17 Review
Required Notice	Obstruction

77.19 Review	TERPS	OEI (62.5:1)
Exceeds Part 77	Exceeds Height Limits	N/A

Analysis Summary

One sign exceeds future RW 17 Departure Surface and future RW 35 Approach Surface - Obstacle note required - No impact to climb gradient. No impact to future IFR operations or minimums per FAA Determination. Three signs penetrate future RW 17/35 Transitional surface - No Hazards identified as long as conditions are followed. - No impacts or obstructions to existing Airport operations. Locations and heights of roadway signs are fixed by function to meet roadway safety requirements. Signs OH 54 & 55 penetrate Approach and Departure surfaces within Hazard Protection Zones 1 & 2 for future Runway 17-35.

Coordination with ATCT:	**Yes**	**Coordination with Operations:**	**Yes**
Emergency Use	**Yes**	**Hazard Marking and/or Lighting**	**Yes**
Objects affecting Navigable Airspace	**Yes**	**Exceeds Supportive Screening Criteria**	**Yes**

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or within 5 days after the construction reaches its greatest height.Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.Follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 37' AMSL 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 post 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 they will mitigate the issue.The Permit will be valid until the commencement of construction for Future Runway 17-35, at which time the signs will need to be re-evaluated for removal or new variances issued based on the future Runway.

Recommended Approval **Yes**

Airport Study Number:
2023-106

CONDITIONS

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

E-File FAA form 7460-2 with the FAA if the project is abandoned or within 5 days after the construction reaches its greatest height.

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

Follow all conditions specified in the FAA Determination to remain in compliance.

Installation equipment (Crane) exceeding 37’ AMSL 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 post 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 they will mitigate the issue.

The Permit will be valid until the commencement of construction for Future Runway 17-35, at which time the signs will need to be re-evaluated for removal or new variances issued based on the future Runway.

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	OH-51-23-ASO-6735	27.960975	-82.54537222	480,115.70	1,318,909.00	6	33	39.00			
2	OH-52-23-ASO-6736	27.96116944	-82.54518333	480,176.99	1,318,979.42	7	36	43.00			
3	OH-55-23-ASO-6737	27.96301944	-82.54645	479,771.10	1,319,653.85	7	30	37.00			
4	OH-54-23-ASO-6738	27.96316111	-82.54620278	479,851.14	1,319,705.00	7	38	45.00	TPA 01L	86+	1240+
5	OH-58-23-ASO-6739	27.96575	-82.54621667	479,850.86	1,320,646.25	9	34	43.00	TPA 01L	855-	1273-
6	OH-62-23-ASO-6740	27.97218333	-82.54640556	479,800.35	1,322,985.47	17	30	47.00	TPA 10	3345+	391+
7	OH-82-23-ASO-6741	27.97398333	-82.54598056	479,940.46	1,323,639.27	11	28	39.00	TPA 10	3228+	1049+

391 Over	1240 Over
#6 High Point	**#4 Critical Point**
3345 Down/Out	86 Down/Out

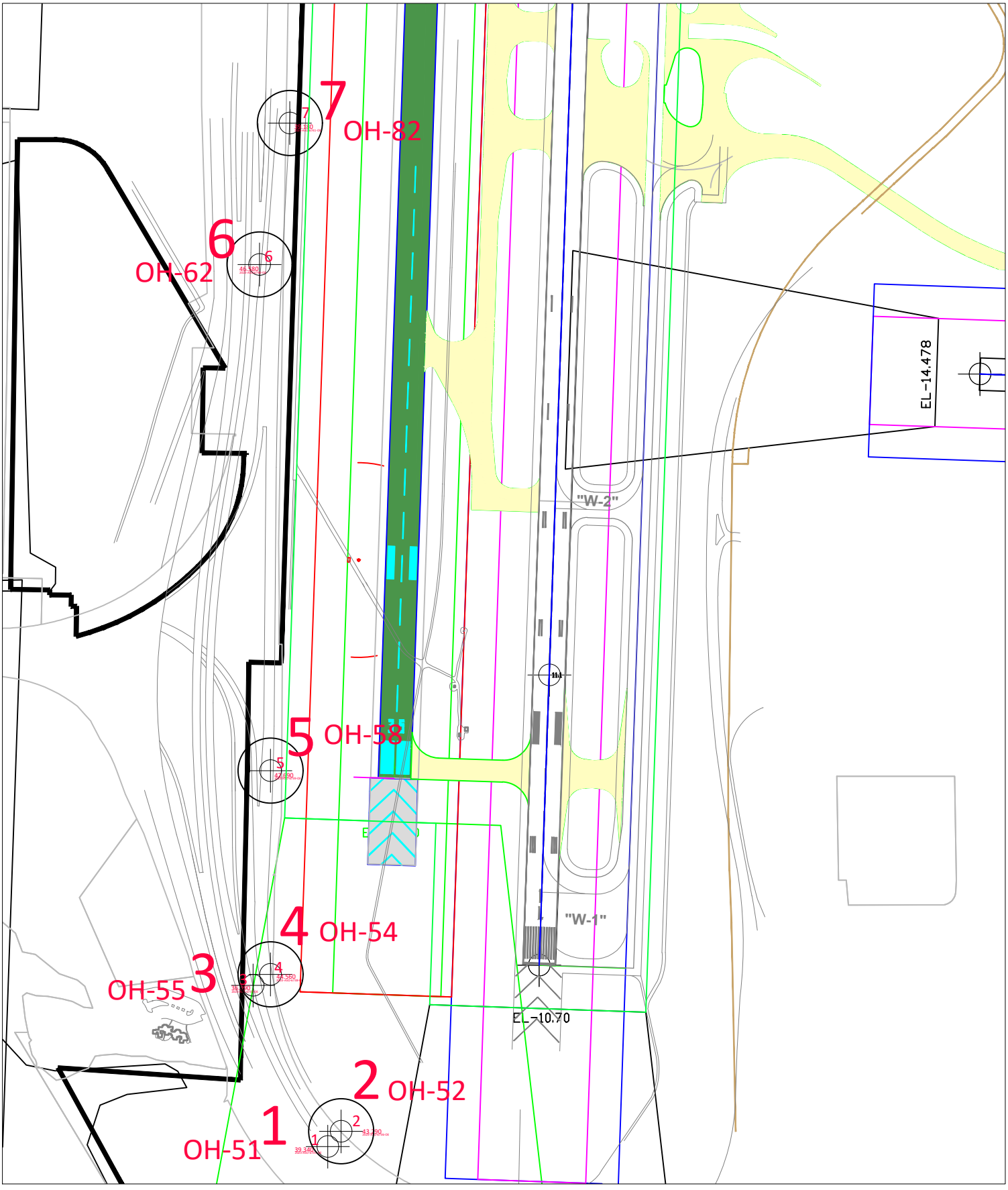
1273 Over	1049 Over
#5 greatest impact	#7 closest to ARP
855 Down/Out	3228 Down/Out

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

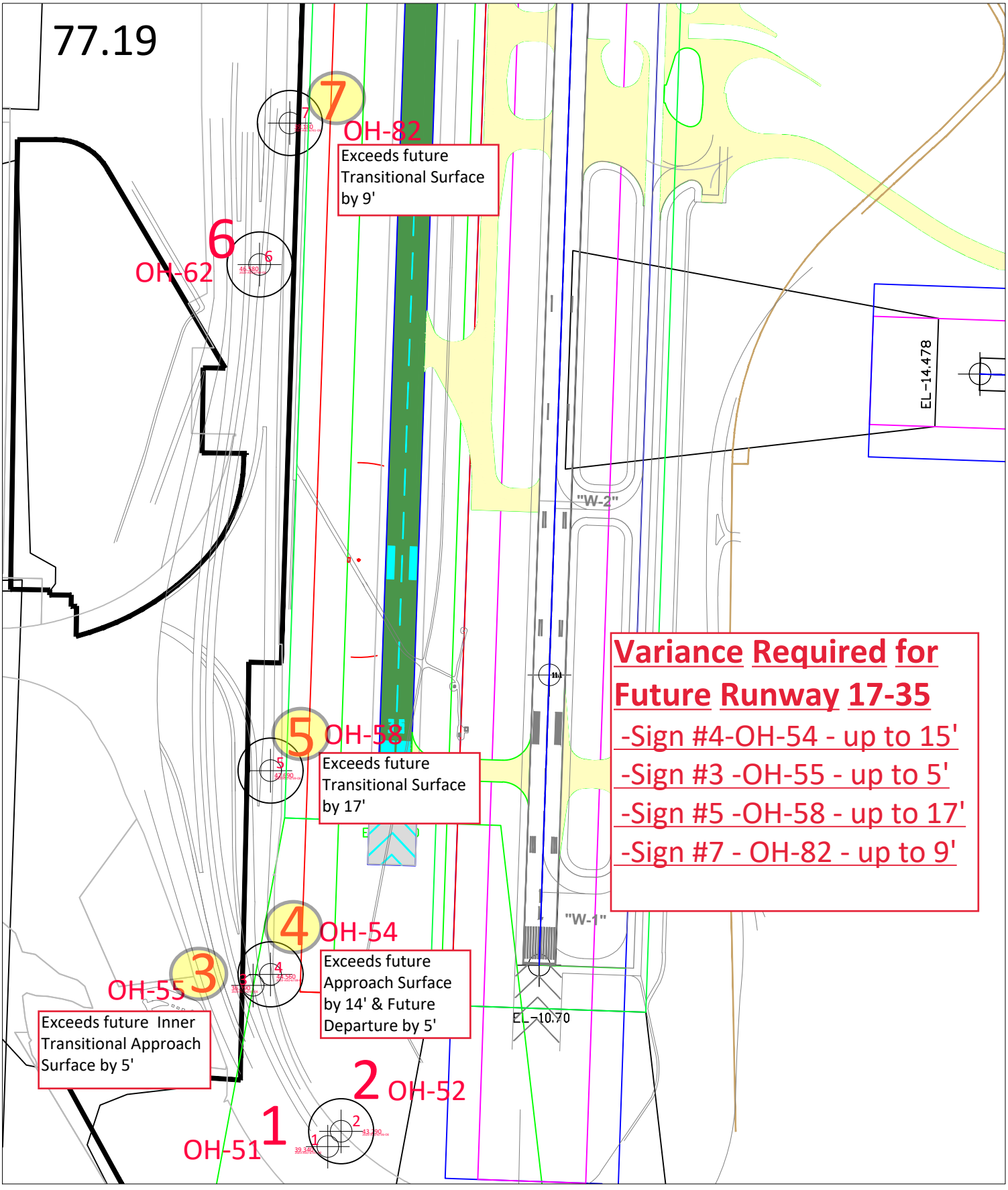
Down = (-) down RW (+) outward

Over = (-) Left (+) Right

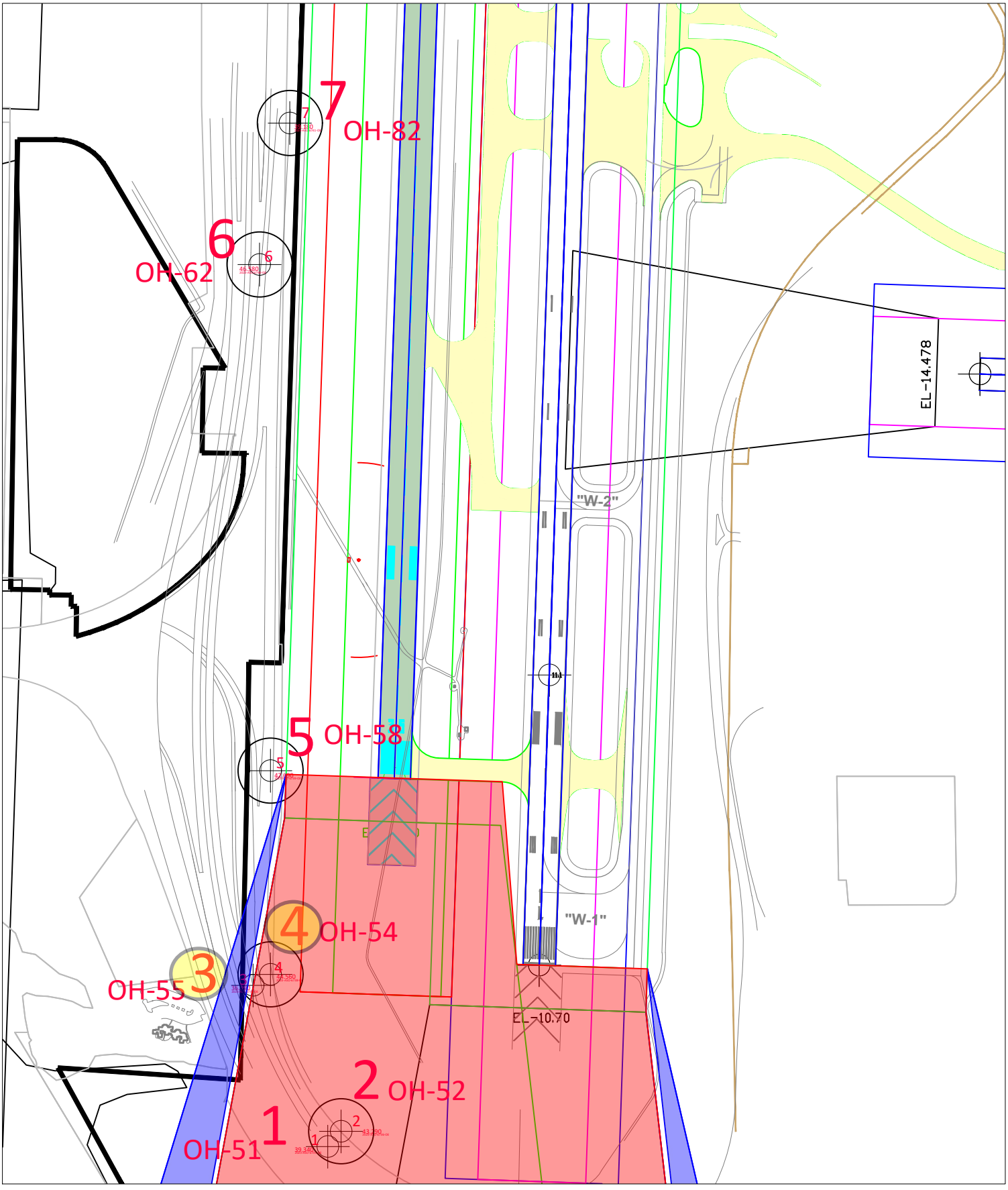
Point Location



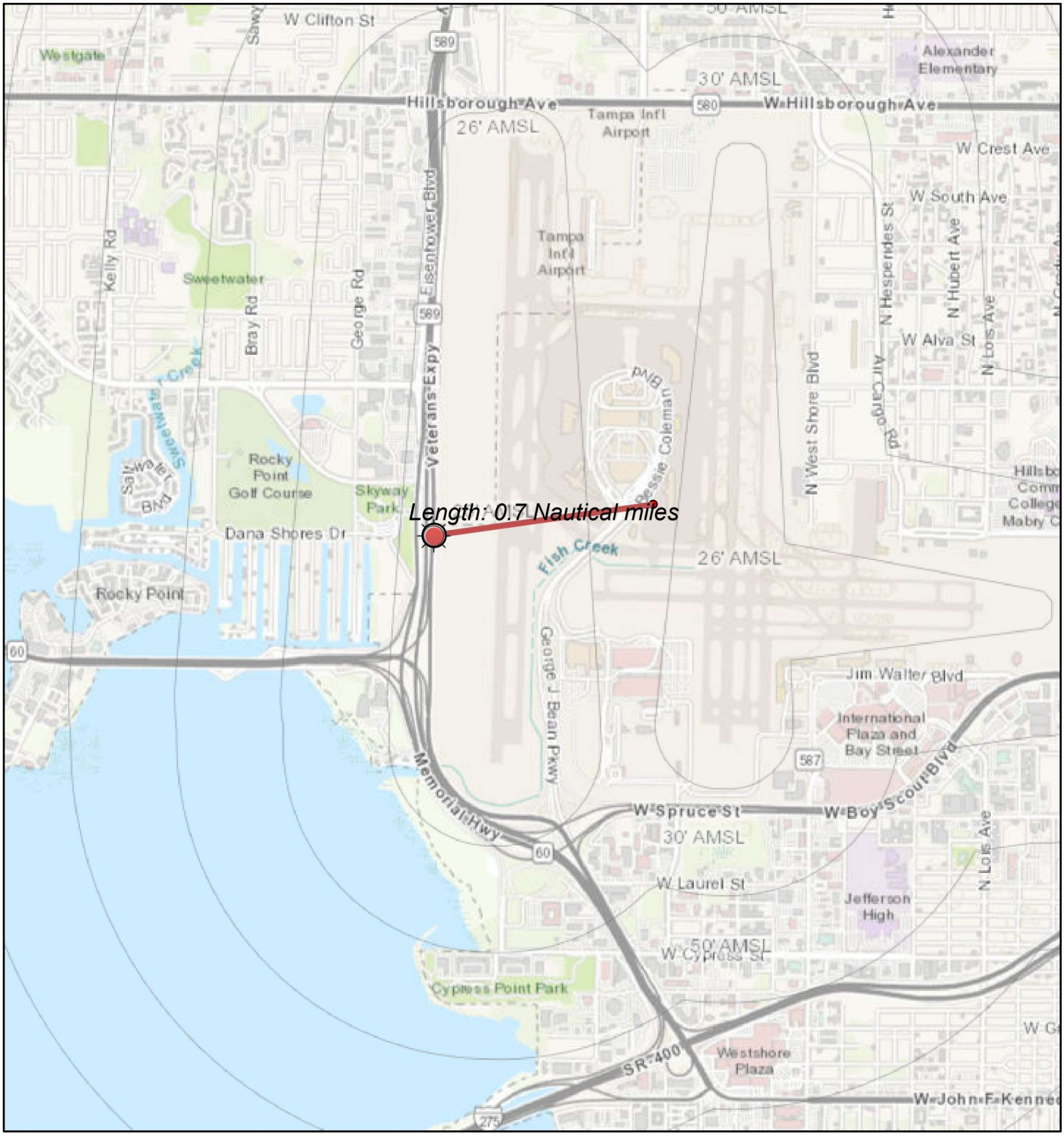
Signs exceeding Obstruction Standards



Hazard Protection Zones



Distance from ARP



8/23/2023, 10:32:15 AM

1:36,112

0 0.28 0.55 1.1 mi

0 0.42 0.85 1.7 km

Override 1

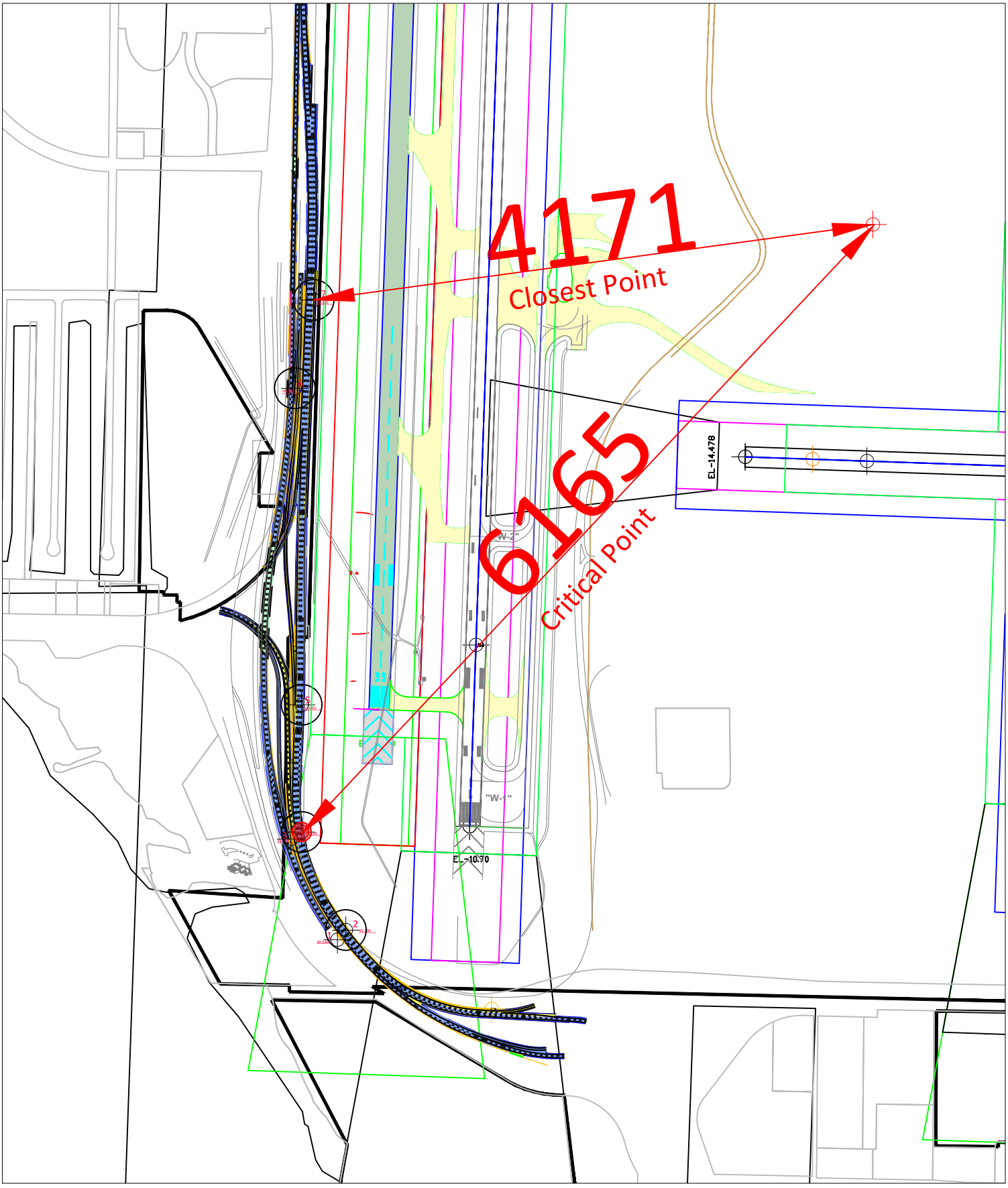
Override 1

Airports - ARP

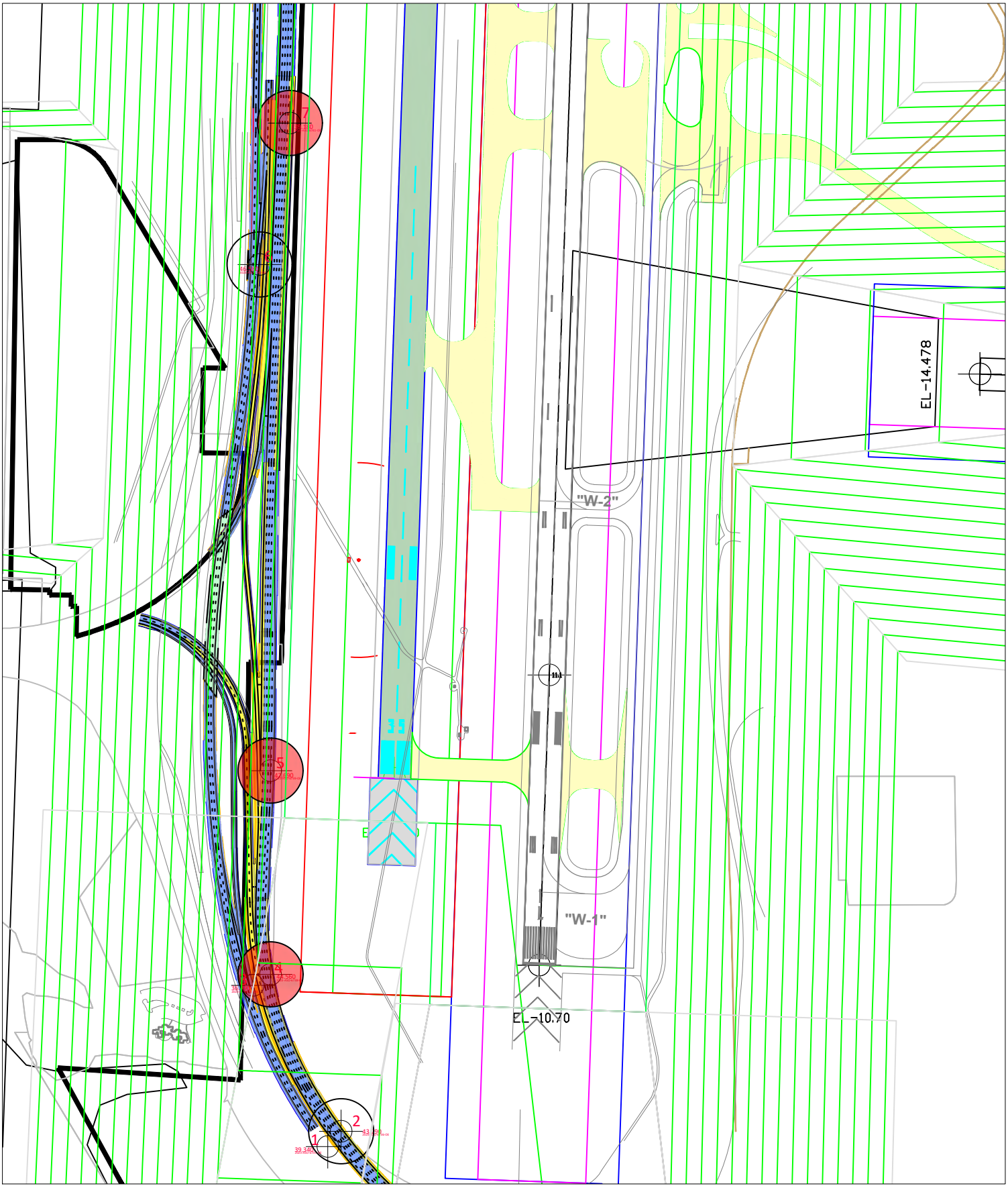
University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, Tony Mantegna

ArcGIS Web AppBuilder
Tony Mantegna | University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | Southwest Florida Water Management District | City of Tampa:

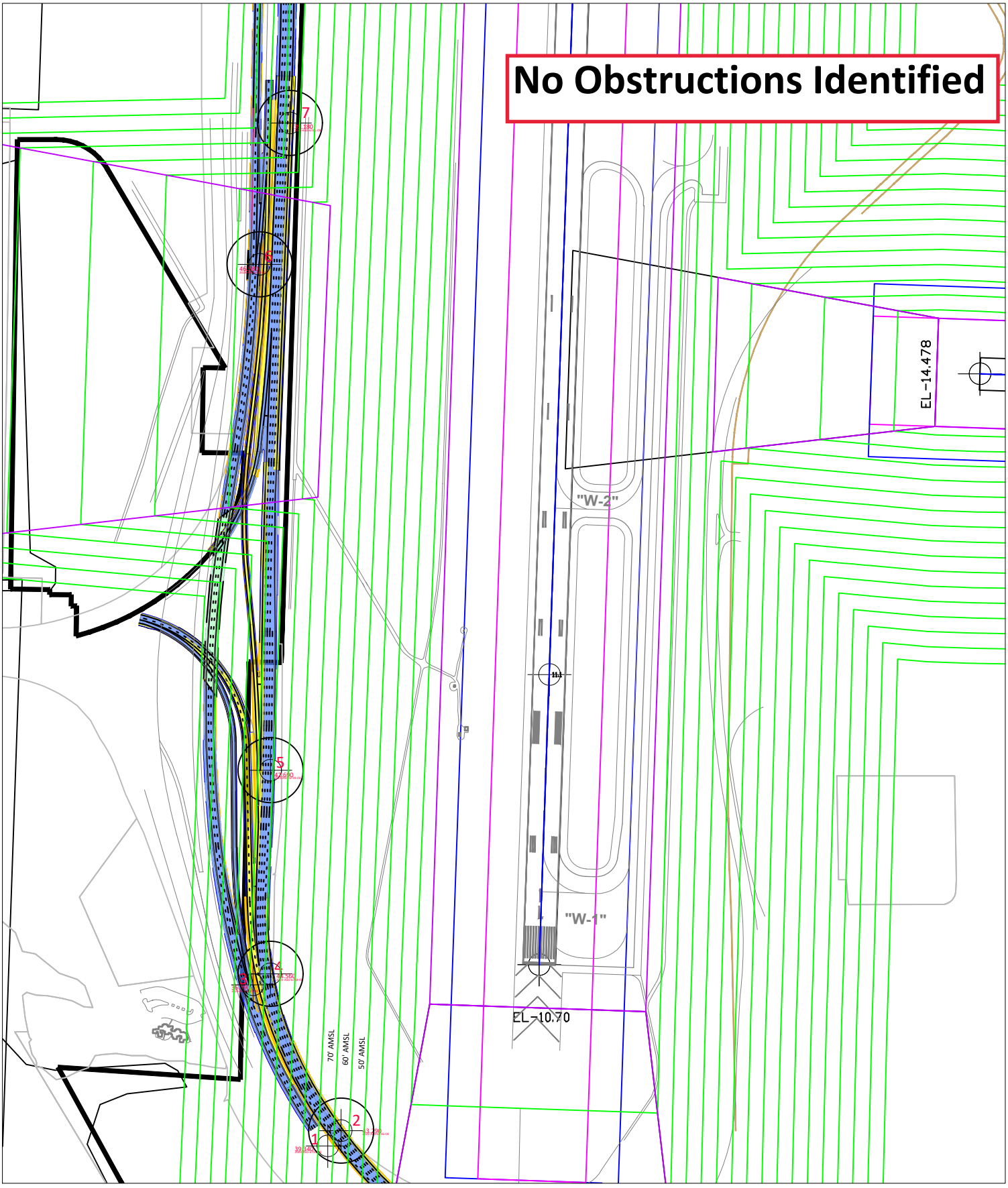
Distance


4171
Closest Point
6165
Critical Point
EL -14.478
"W-2"
"W-1"
EL -10.70

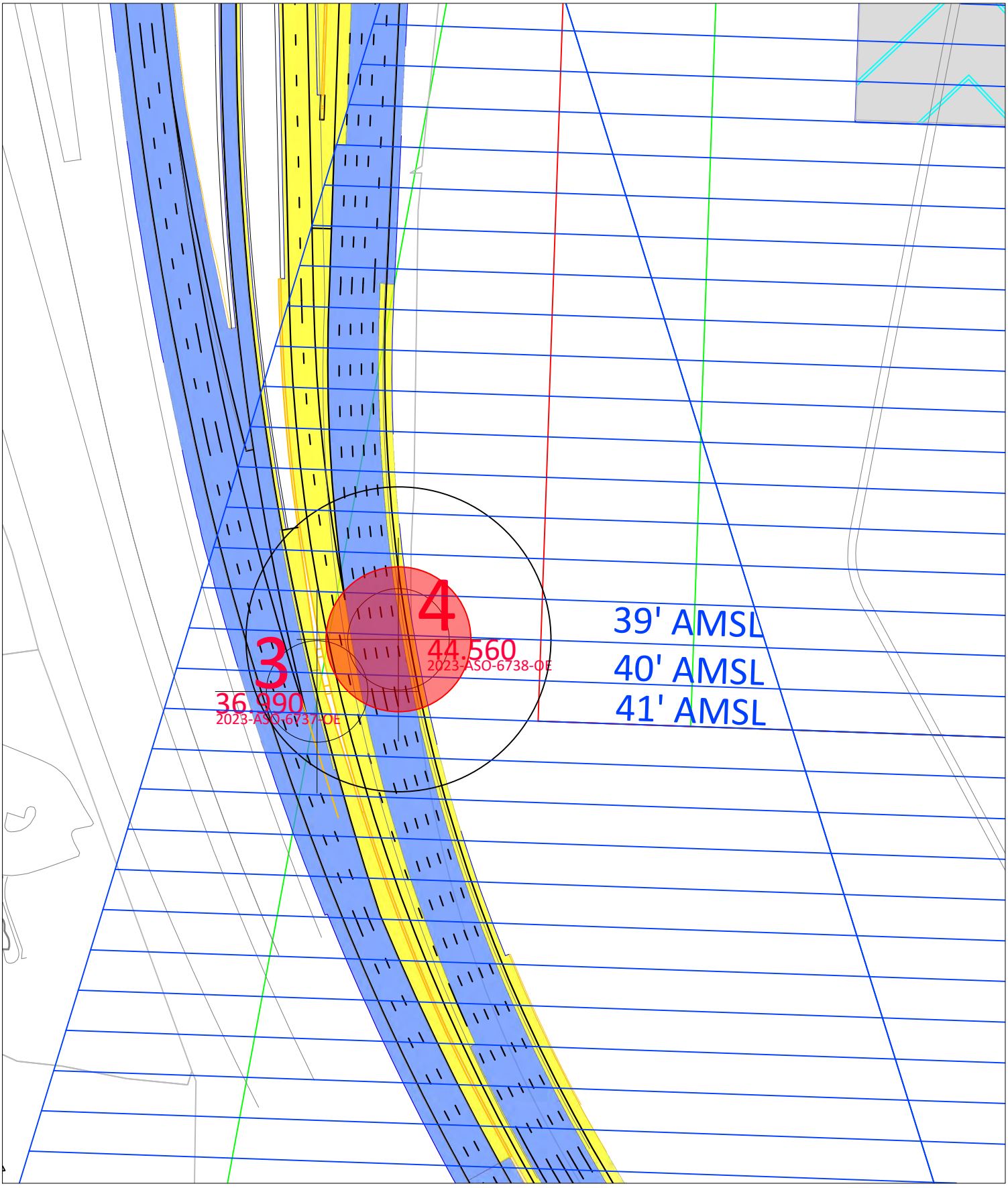
Part 77 - FUT RW Penetrations



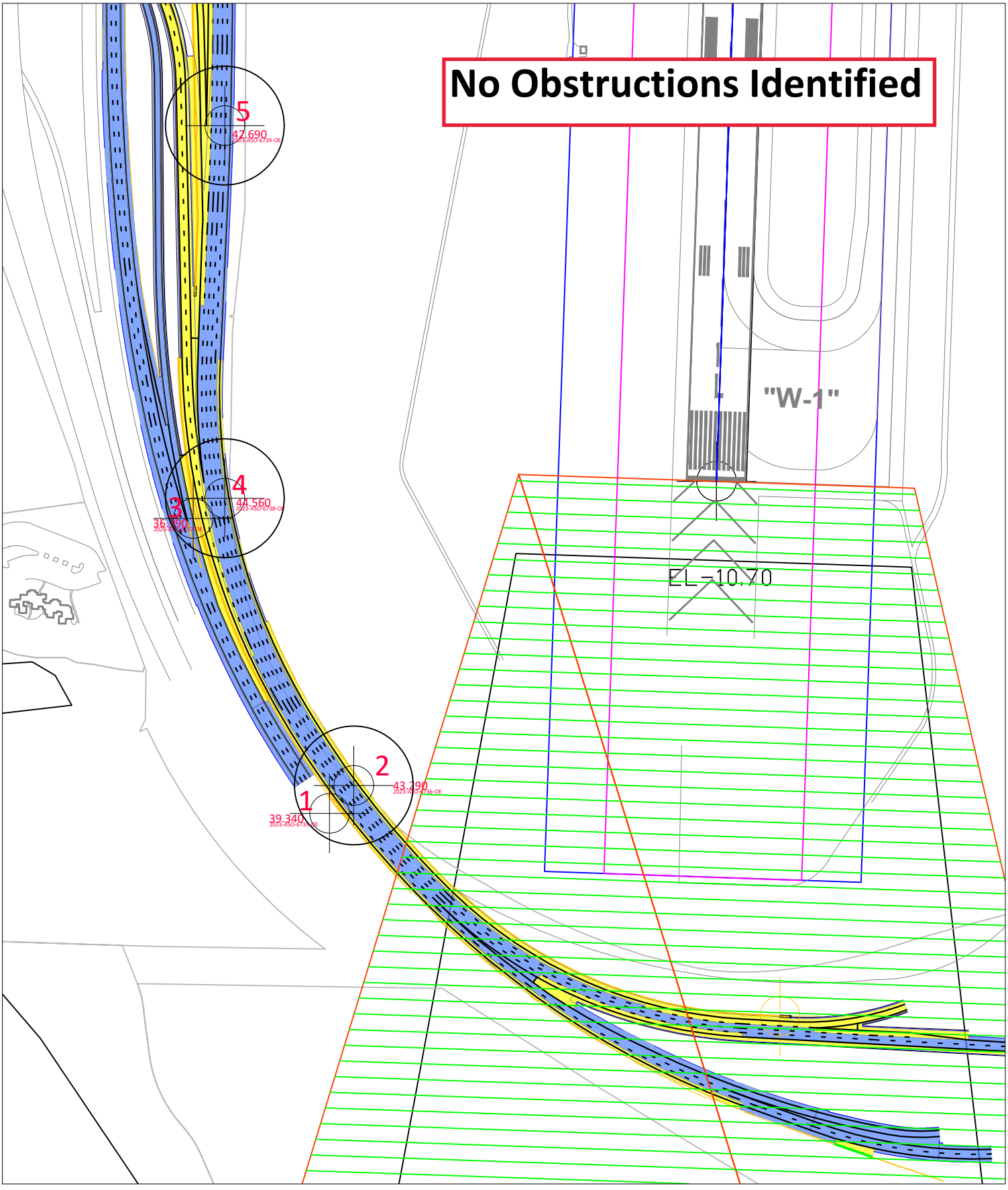
Part 77 - Existing RW

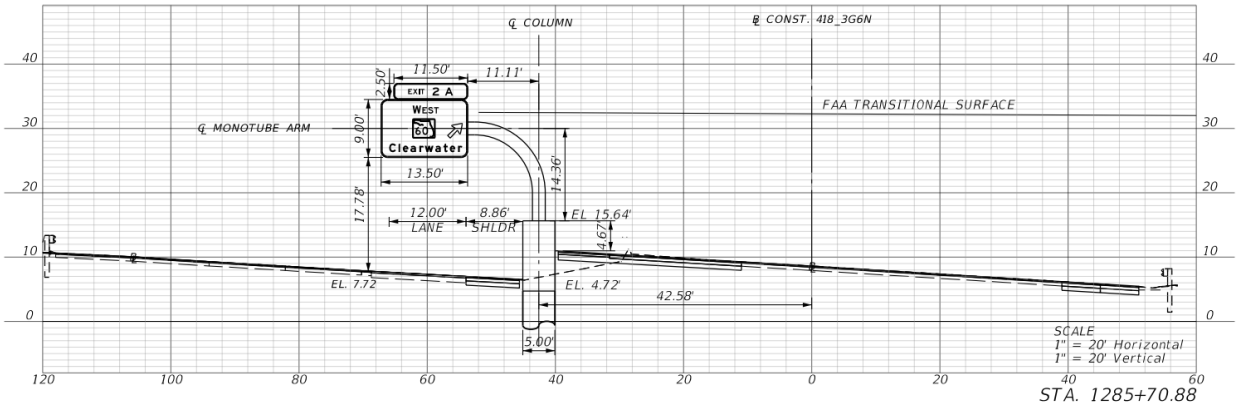


Departure - FUT RW 17

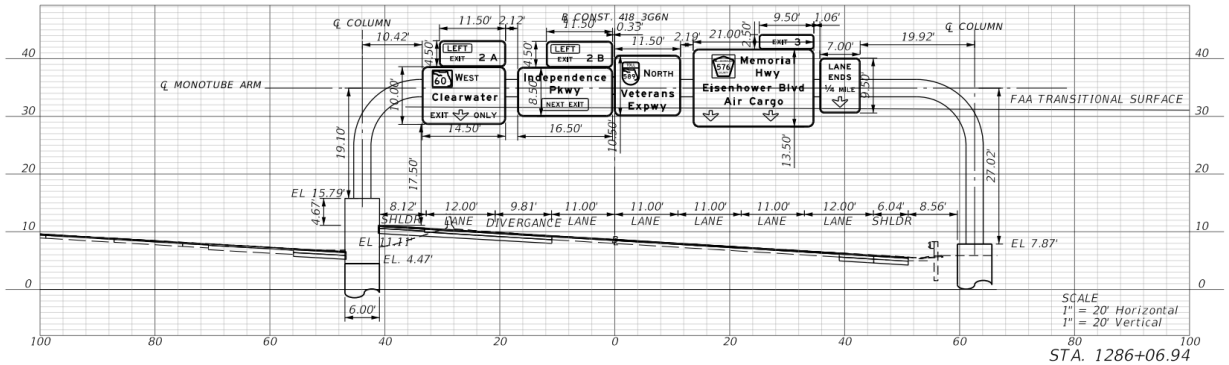


Departure - Existing RW 19R

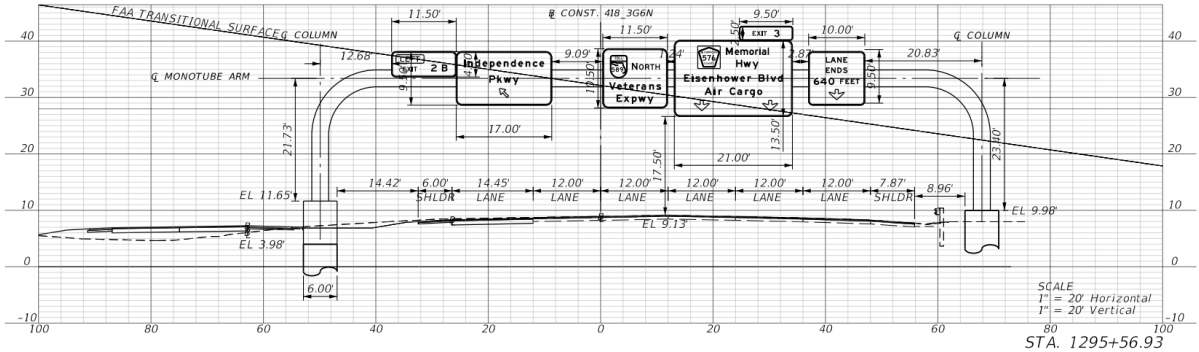




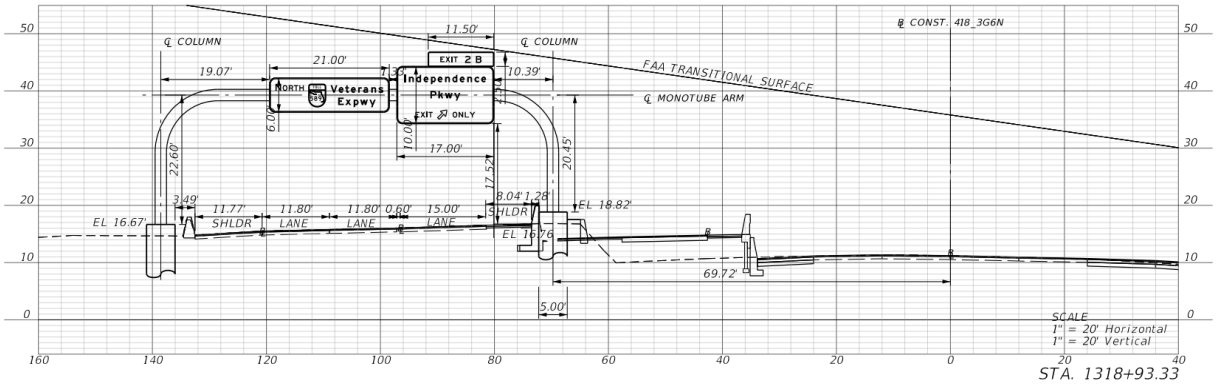
STA. 1285+70.88
SIGN 0H-55



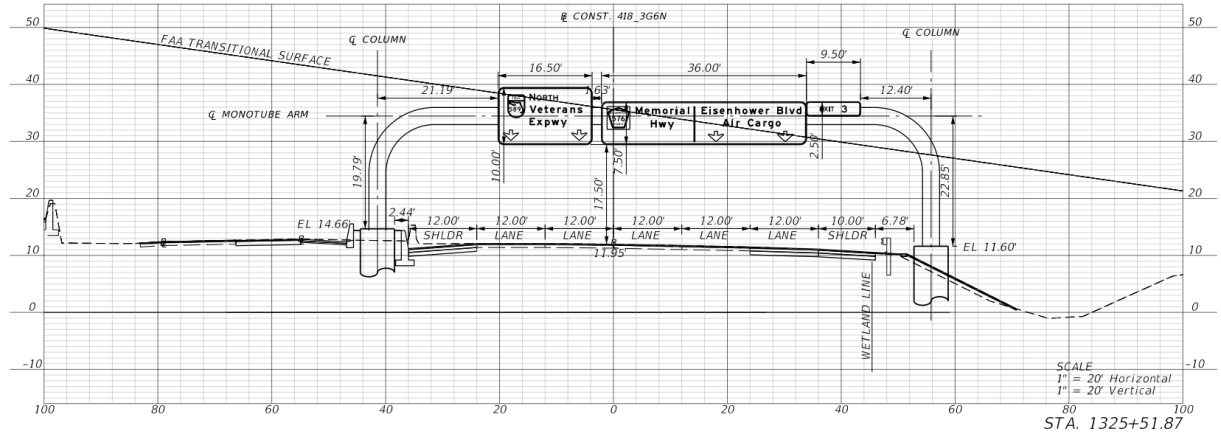
STA. 1286+06.94
SIGN 0H-54



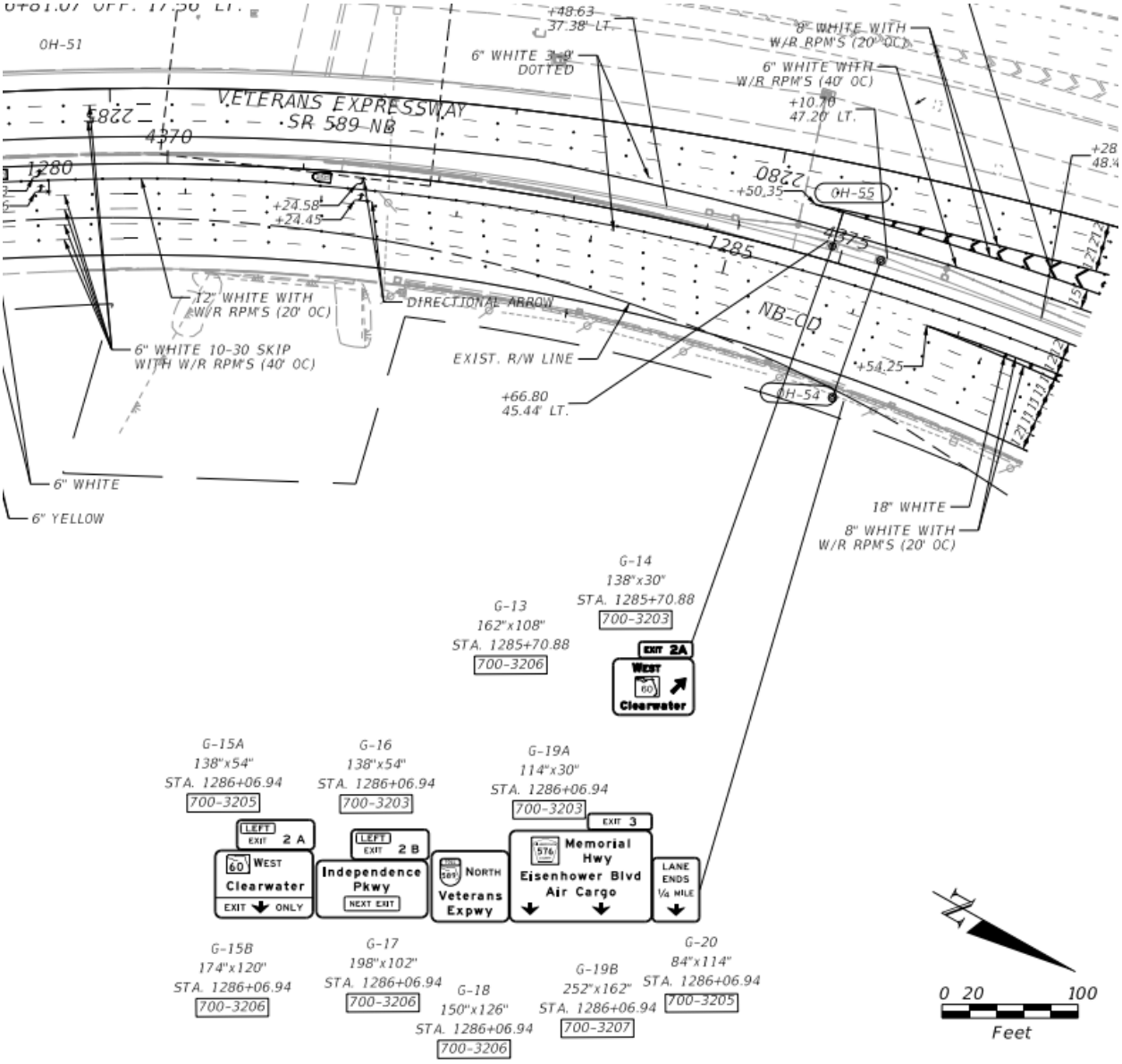
STA. 1295+56.93
SIGN 0H-58

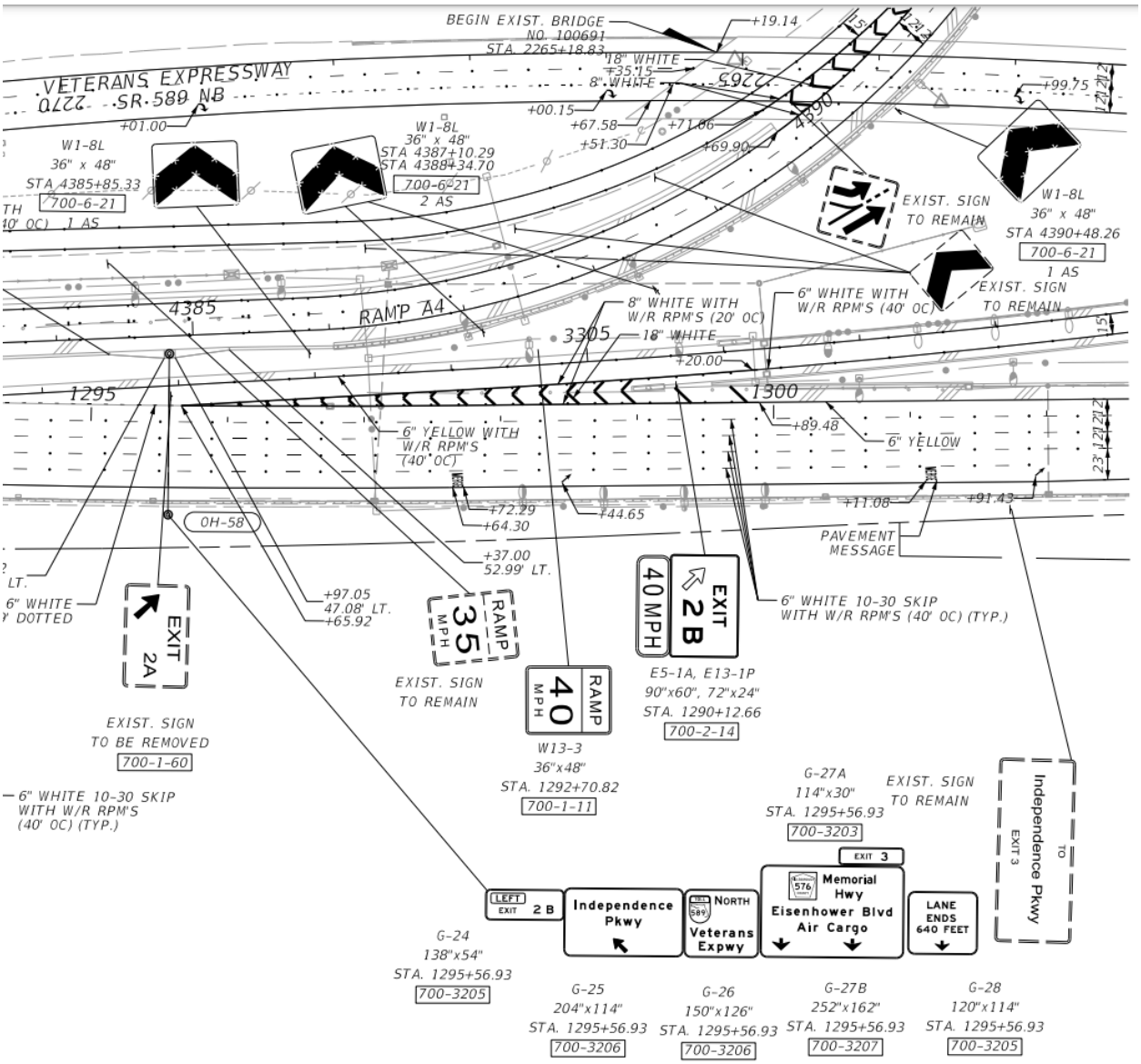


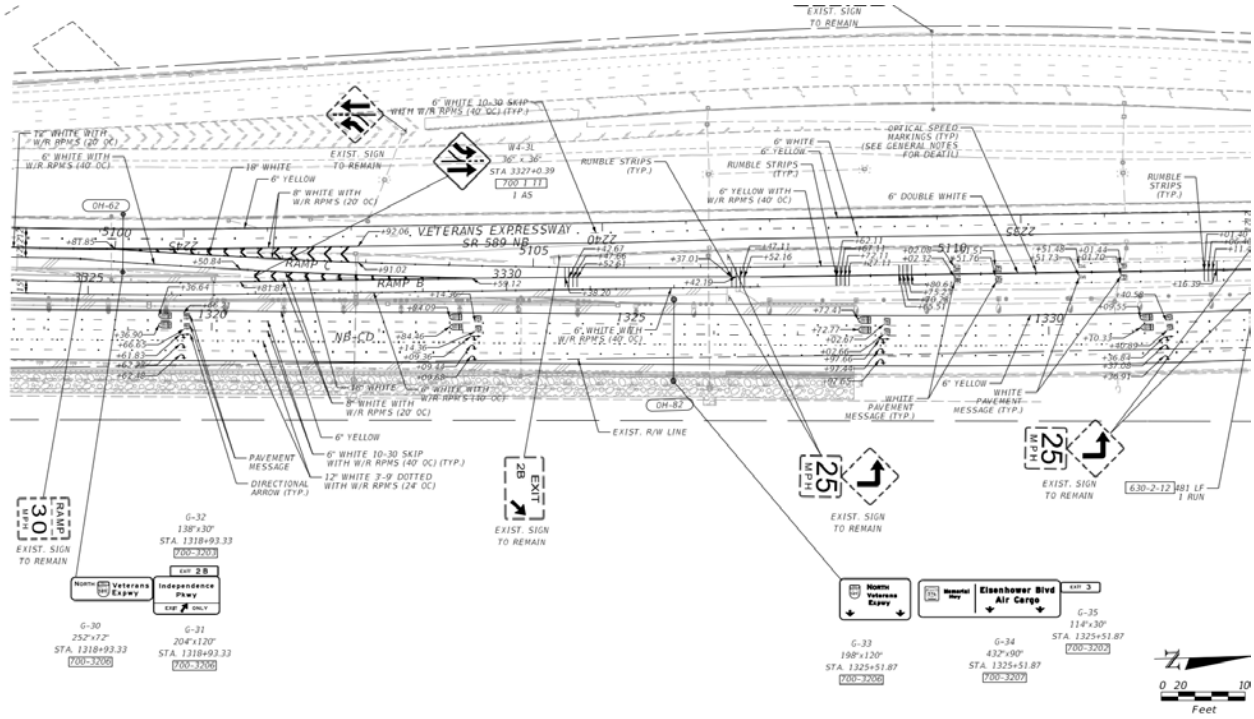
STA. 1318+93.33
SIGN OH-62



STA. 1325+51.87
SIGN OH-82


OH-51
VETERANS EXPRESSWAY
SR 589 NB
+48.63
37.38' LT.
6" WHITE 3-9' DOTTED
8" WHITE WITH W/R RPM'S (20' OC)
6" WHITE WITH W/R RPM'S (40' OC)
+10.70
47.20' LT.
+50.35
OH-55
OH-54
+54.25
+24.58
+24.45
12" WHITE WITH W/R RPM'S (20' OC)
DIRECTIONAL ARROW
6" WHITE 10-30 SKIP WITH W/R RPM'S (40' OC)
EXIST. R/W LINE
+66.80
45.44' LT.
NB-OP
6" WHITE
6" YELLOW
18" WHITE
8" WHITE WITH W/R RPM'S (20' OC)
G-14
138"x30"
STA. 1285+70.88
700-3203
G-13
162"x108"
STA. 1285+70.88
700-3206
EXIT 2A
WEST
60
Clearwater
G-15A
138"x54"
STA. 1286+06.94
700-3205
G-16
138"x54"
STA. 1286+06.94
700-3203
G-19A
114"x30"
STA. 1286+06.94
700-3203
LEFT EXIT 2 A
60 WEST
Clearwater
EXIT ONLY
LEFT EXIT 2 B
Independence Pkwy
NEXT EXIT
NORTH
589
Veterans Expwy
EXIT 3
576
Memorial Hwy
Eisenhower Blvd
Air Cargo
LANE ENDS 1/4 MILE
G-15B
174"x120"
STA. 1286+06.94
700-3206
G-17
198"x102"
STA. 1286+06.94
700-3206
G-18
150"x126"
STA. 1286+06.94
700-3206
G-19B
252"x162"
STA. 1286+06.94
700-3207
G-20
84"x114"
STA. 1286+06.94
700-3205
0 20 100
Feet


BEGIN EXIST. BRIDGE NO. 100691
STA. 2265+18.83
VETERANS EXPRESSWAY
SR 589 NB
2270
2265
+19.14
18" WHITE
+35.15
8" WHITE
+00.15
+67.58
+51.30
+71.06
+69.90
+99.75
+01.00
W1-8L
36" x 48"
STA 4385+85.33
700-6-21
1 AS
W1-8L
36" x 48"
STA 4387+10.29
STA 4388+34.70
700-6-21
2 AS
EXIST. SIGN
TO REMAIN
W1-8L
36" x 48"
STA 4390+48.26
700-6-21
1 AS
EXIST. SIGN
TO REMAIN
4385
RAMP A4
3305
8" WHITE WITH
W/R RPM'S (20' OC)
18" WHITE
6" WHITE WITH
W/R RPM'S (40' OC)
+20.00
1295
1300
+89.48
6" YELLOW
6" YELLOW WITH
W/R RPM'S
(40' OC)
+72.29
+64.30
+44.65
+11.08
+91.43
PAVEMENT
MESSAGE
0H-58
+37.00
52.99' LT.
6" WHITE WITH W/R RPM'S (40' OC) (TYP.)
+97.05
47.08' LT.
+65.92
6" WHITE
DOTTED
EXIT 2A
EXIT 2B
40 MPH
E5-1A, E13-1P
90"x60", 72"x24"
STA. 1290+12.66
700-2-14
RAMP
35 MPH
EXIST. SIGN
TO REMAIN
RAMP
40 MPH
W13-3
36"x48"
STA. 1292+70.82
700-1-11
EXIST. SIGN
TO BE REMOVED
700-1-60
6" WHITE 10-30 SKIP
WITH W/R RPM'S
(40' OC) (TYP.)
G-27A
114"x30"
STA. 1295+56.93
700-3203
EXIST. SIGN
TO REMAIN
Independence Pkwy
EXIT 3
TO
EXIT 3
LEFT EXIT 2B
Independence Pkwy
NORTH
589
Veterans Expwy
576
Memorial Hwy
Eisenhower Blvd
Air Cargo
LANE ENDS
640 FEET
G-24
138"x54"
STA. 1295+56.93
700-3205
G-25
204"x114"
STA. 1295+56.93
700-3206
G-26
150"x126"
STA. 1295+56.93
700-3206
G-27B
252"x162"
STA. 1295+56.93
700-3207
G-28
120"x114"
STA. 1295+56.93
700-3205


EXIST. SIGN TO REMAIN
6" WHITE 10-30 SKIP WITH W/R RPMS (40' OC) (TYP.)
EXIST. SIGN TO REMAIN
W4-3L
36" x 36"
STA 3327+0.39
700 1 11
1 AS
RUMBLE STRIPS (TYP.)
OPTICAL SPEED MARKINGS (TYP) (SEE GENERAL NOTES FOR DEATIL)
6" WHITE WITH W/R RPMS (40' OC)
6" WHITE WITH W/R RPMS (40' OC)
18" WHITE
6" YELLOW
8" WHITE WITH W/R RPMS (20' OC)
6" WHITE
6" YELLOW
RUMBLE STRIPS (TYP.)
6" YELLOW WITH W/R RPMS (40' OC)
6" DOUBLE WHITE
RUMBLE STRIPS (TYP.)
OH-62
5100
5105
5110
VETERANS EXPRESSWAY
SR 589 NB
RAMP C
RAMP B
NB C.D.
3325
3330
1320
1325
1330
6" WHITE W/R RPMS (40' OC)
18" WHITE
8" WHITE WITH W/R RPMS (20' OC)
8" WHITE WITH W/R RPMS (40' OC)
6" YELLOW
PAVEMENT MESSAGE
DIRECTIONAL ARROW (TYP.)
6" WHITE 10-30 SKIP WITH W/R RPMS (40' OC) (TYP.)
12" WHITE 3-9' DOTTED WITH W/R RPMS (24' OC)
EXIST. R/W LINE
OH-82
WHITE PAVEMENT MESSAGE (TYP.)
WHITE PAVEMENT MESSAGE (TYP.)
6" YELLOW
RAMP
30 MPH
EXIST. SIGN TO REMAIN
EXIT 2B
EXIST. SIGN TO REMAIN
25 MPH
EXIST. SIGN TO REMAIN
25 MPH
EXIST. SIGN TO REMAIN
630-2-12
491 LF
1 RUN
G-32
138"x30"
STA. 1318+93.33
700-3203
EXIT 28
North Veterans Expwy
Independence Pkwy
EXIT ONLY
G-30
252"x72"
STA. 1318+93.33
700-3206
G-31
204"x120"
STA. 1318+93.33
700-3205
North Veterans Expwy
G-33
198"x120"
STA. 1325+51.87
700-3208
Memorial Hwy
Eisenhower Blvd
Air Cargo
EXIT 3
G-34
432"x90"
STA. 1325+51.87
700-3207
G-35
114"x30"
STA. 1325+51.87
700-3202
0 20 10
Feet

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

Aeronautical Study No.
2023-ASO-6740-OE

Issued Date: 07/18/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
Suite 500
Tampa, FL 33607

**** 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:	Road Sign 1318+93.33
Location:	Tampa, FL
Latitude:	27-58-19.86N NAD 83
Longitude:	82-32-47.06W
Heights:	17 feet site elevation (SE)
	30 feet above ground level (AGL)
	47 feet above mean sea level (AMSL)

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)
__X__ 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.

This determination expires on 01/18/2025 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 subject to review if an interested party files a petition that is received by the FAA on or before August 17, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on August 27, 2023 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, 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. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6740-OE.

Signature Control No: 573559639-593749622 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International 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

The proposed public road overhead signs and support structures project consists of four points, represented by ASNs 2023-ASO-6737-OE, 6739 through 6741. The signs project points were submitted at a height from 28 to 34 feet AGL, from 37 to 47 feet AMSL. The proposed signs project would be located approximately 572 to 1157 feet from RWY 35 and 0.68 to 1.02 NM southwest to west of the TPA ARP, Tampa, FL and from 223.27 degrees azimuth clockwise to 262.50 degrees azimuth from TPA.

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

Section 77.19 (d) TPA: 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 (ASN 23-6737) would exceed RWY 35 (Proposed) Approach Surface by 5 feet.

Section 77.19 (e) TPA: 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. All the proposals will exceed Runway 17/35 (Proposed) Transition Surface from 1 to 17 feet.

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.

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

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

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

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

> The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

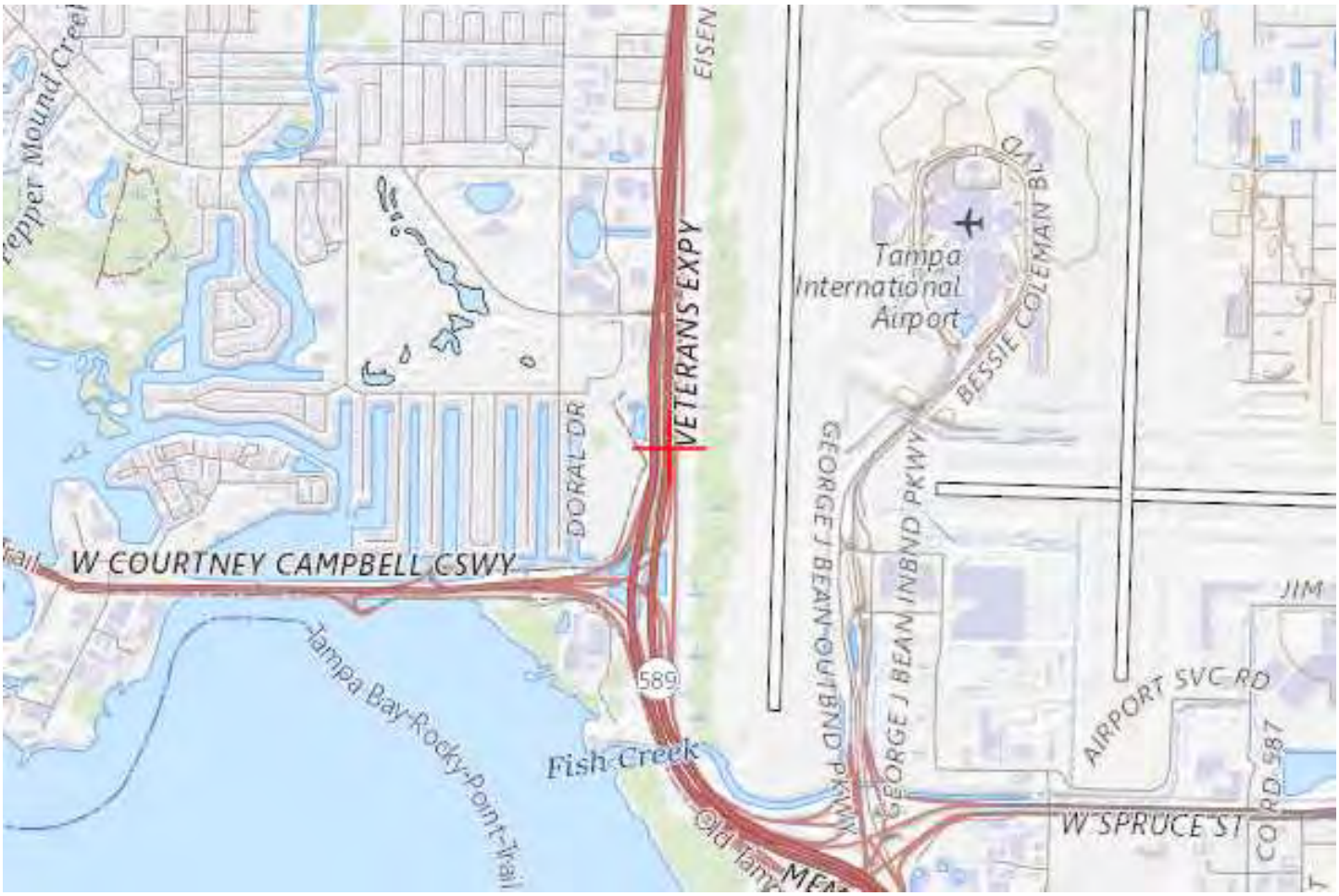
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

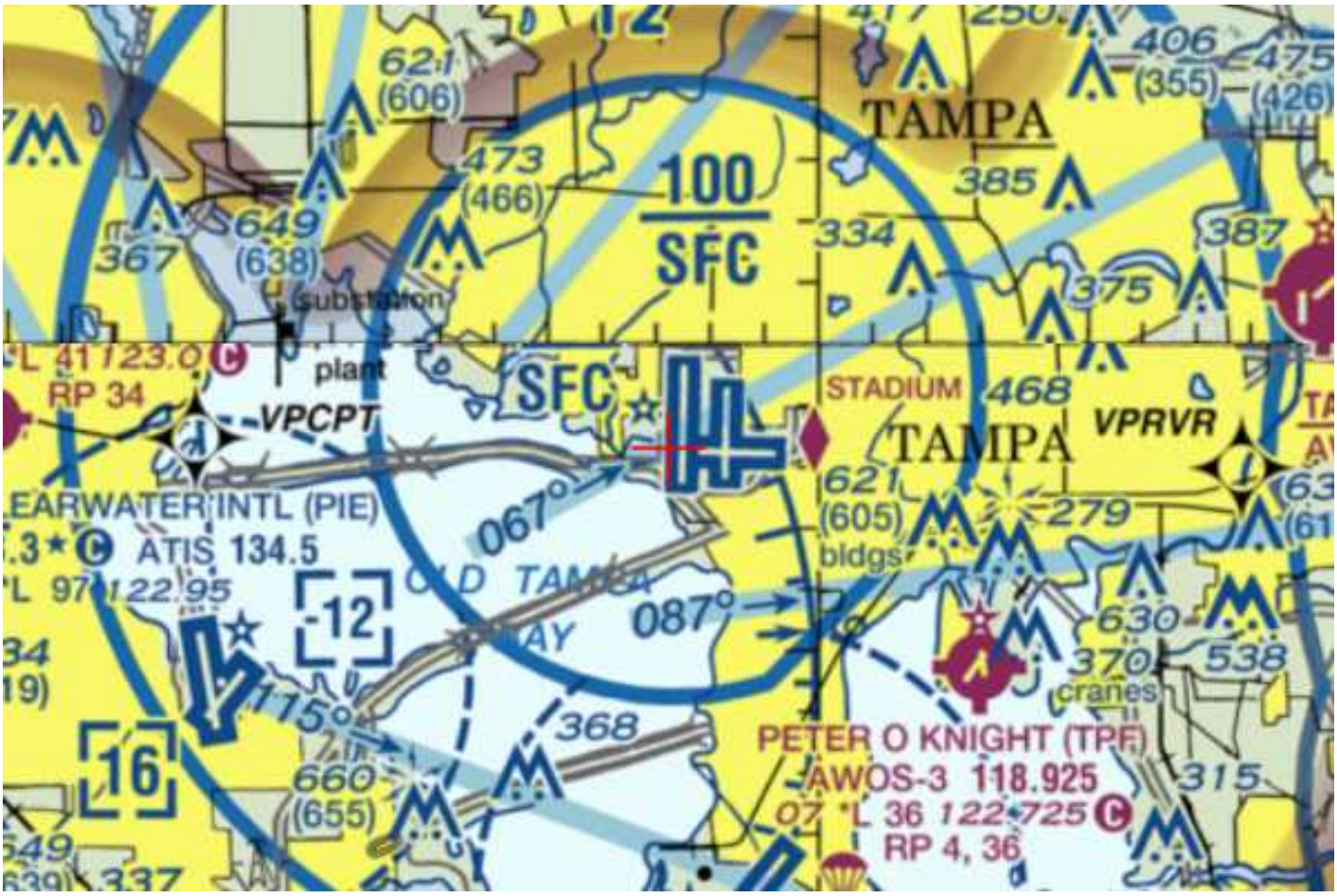
The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposal 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.

TOPO Map for ASN 2023-ASO-6740-OE



Sectional Map for ASN 2023-ASO-6740-OE



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

Aeronautical Study No.
2023-ASO-6738-OE

Issued Date: 06/13/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
Suite 500
Tampa, FL 33607

**** 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:	Road Sign 1286+06.94
Location:	Tampa, FL
Latitude:	27-57-47.38N NAD 83
Longitude:	82-32-46.33W
Heights:	7 feet site elevation (SE)
	38 feet above ground level (AGL)
	45 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 12/13/2024 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 July 13, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on July 23, 2023 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, 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. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6738-OE.

Signature Control No: 573559637-590065968 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
ASN = Aeronautical Study Number
DER = Departure End of Runway

The proposed road sign at a height of 38 feet AGL, 45 feet AMSL.

The sign would be located 1,070 feet from RWY 35 and approximately 1.01 NM southwest of the TPA ARP, Tampa, FL.

The structure 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).

PLAN ON FILE: Obstacle penetrates RWY 17 (PENDING) 40:1 Departure Surface by 5 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, TAKE-OFF OBSTACLE NOTES: RWY 17 (PENDING), road sign 924 feet from DER, 540 feet right of centerline.

Section 77.19 (d) TPA: 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 RWY 35 (Proposed) Approach Surface by 15 feet.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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.

An obstacle that penetrates the 40:1 departure slope is considered to be an obstruction to air navigation. Further study is required to determine if adverse effect exists. Any proposed obstacle that penetrates the 40:1 departure slope, originating at the DER by up to 35 feet will be evaluated by the Terminal Procedures and Charting

Group and air traffic personnel and determined that there would not be a substantial adverse effect on the navigable airspace.

Precision Approach Surface (50:1) Penetrations: For any 77.19 (d), Approach Surface, penetration based on a 50:1 slope when there is no indication the structure will impact existing or planned vertically guided approaches. A DNH (Determination of No Hazzard) without public notice/circularization may be issued, provided no other issues.

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

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

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

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

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

> The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

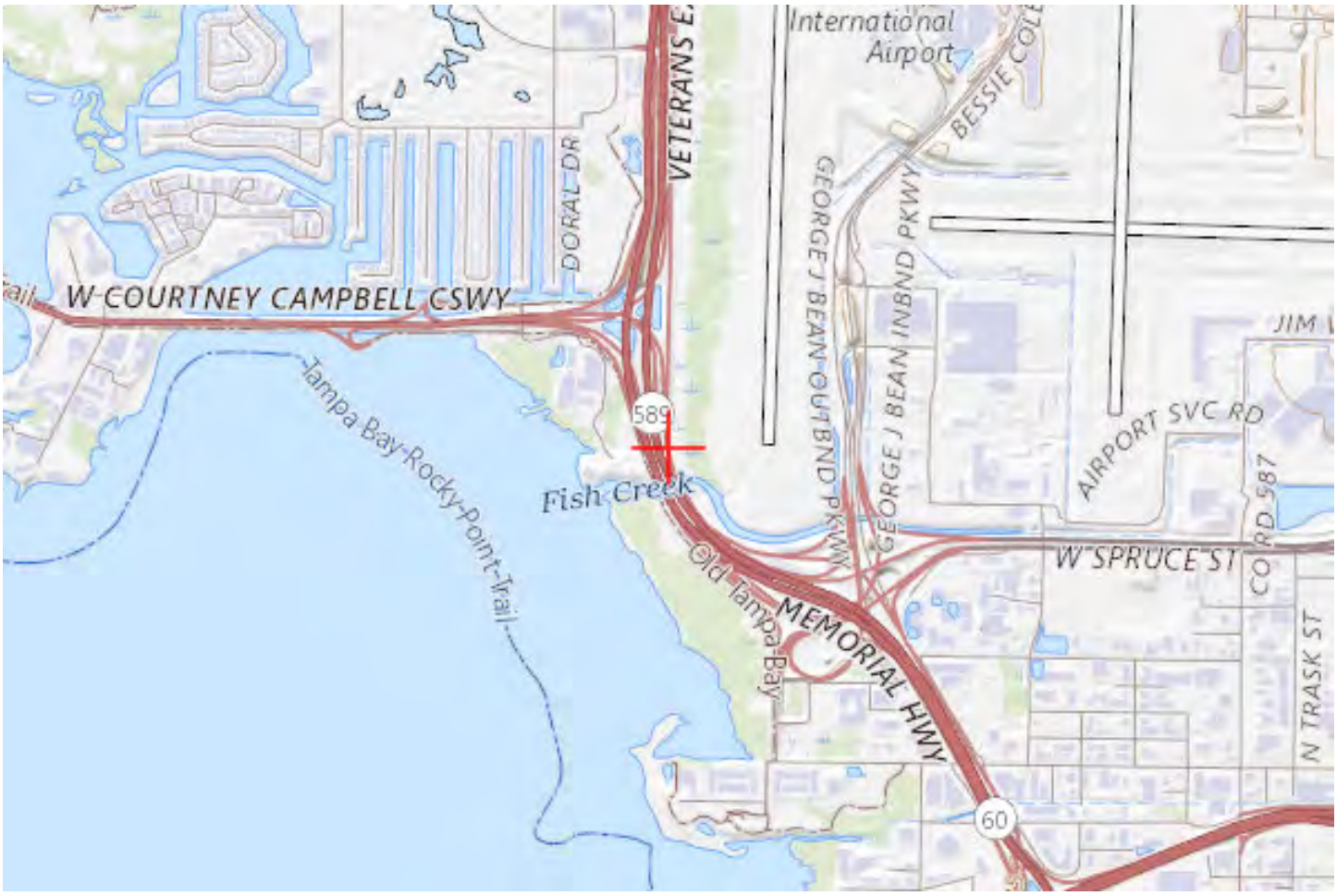
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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.

TOPO Map for ASN 2023-ASO-6738-OE



Sectional Map for ASN 2023-ASO-6738-OE

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

Aeronautical Study No.
2023-ASO-6735-OE

Issued Date: 06/13/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
Suite 500
Tampa, FL 33607

**** 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:	Road Sign 1277+66.76
Location:	Tampa, FL
Latitude:	27-57-39.51N NAD 83
Longitude:	82-32-43.34W
Heights:	6 feet site elevation (SE)
	33 feet above ground level (AGL)
	39 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 12/13/2024 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.

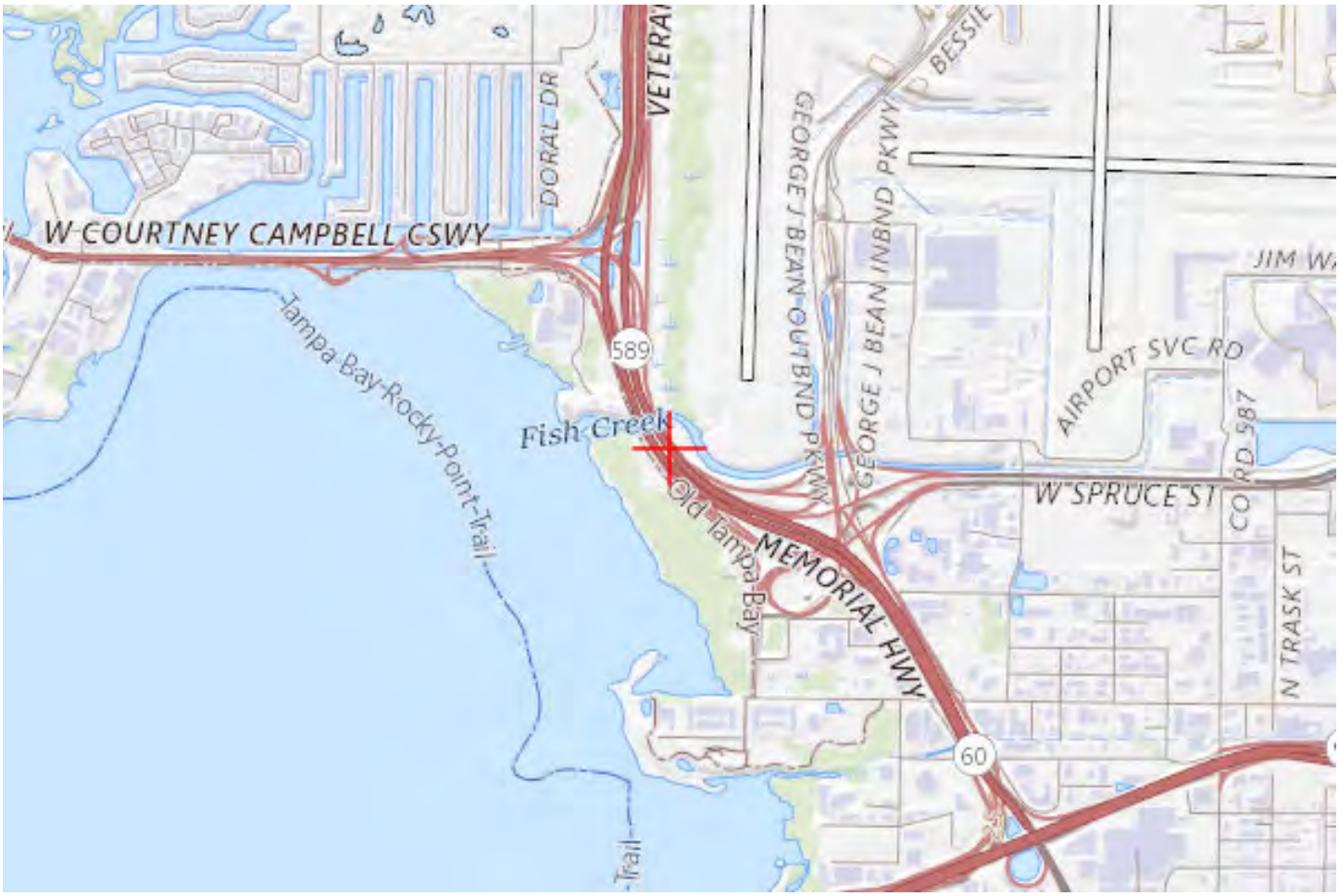
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6735-OE.

Signature Control No: 573559634-590062596 (DNE)
Michael Blaich
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-ASO-6735-OE



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

Aeronautical Study No.
2023-ASO-6736-OE

Issued Date: 06/13/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
Suite 500
Tampa, FL 33607

**** 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:	Road Sign 1277+87.28
Location:	Tampa, FL
Latitude:	27-57-40.21N NAD 83
Longitude:	82-32-42.66W
Heights:	7 feet site elevation (SE)
	36 feet above ground level (AGL)
	43 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 12/13/2024 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.

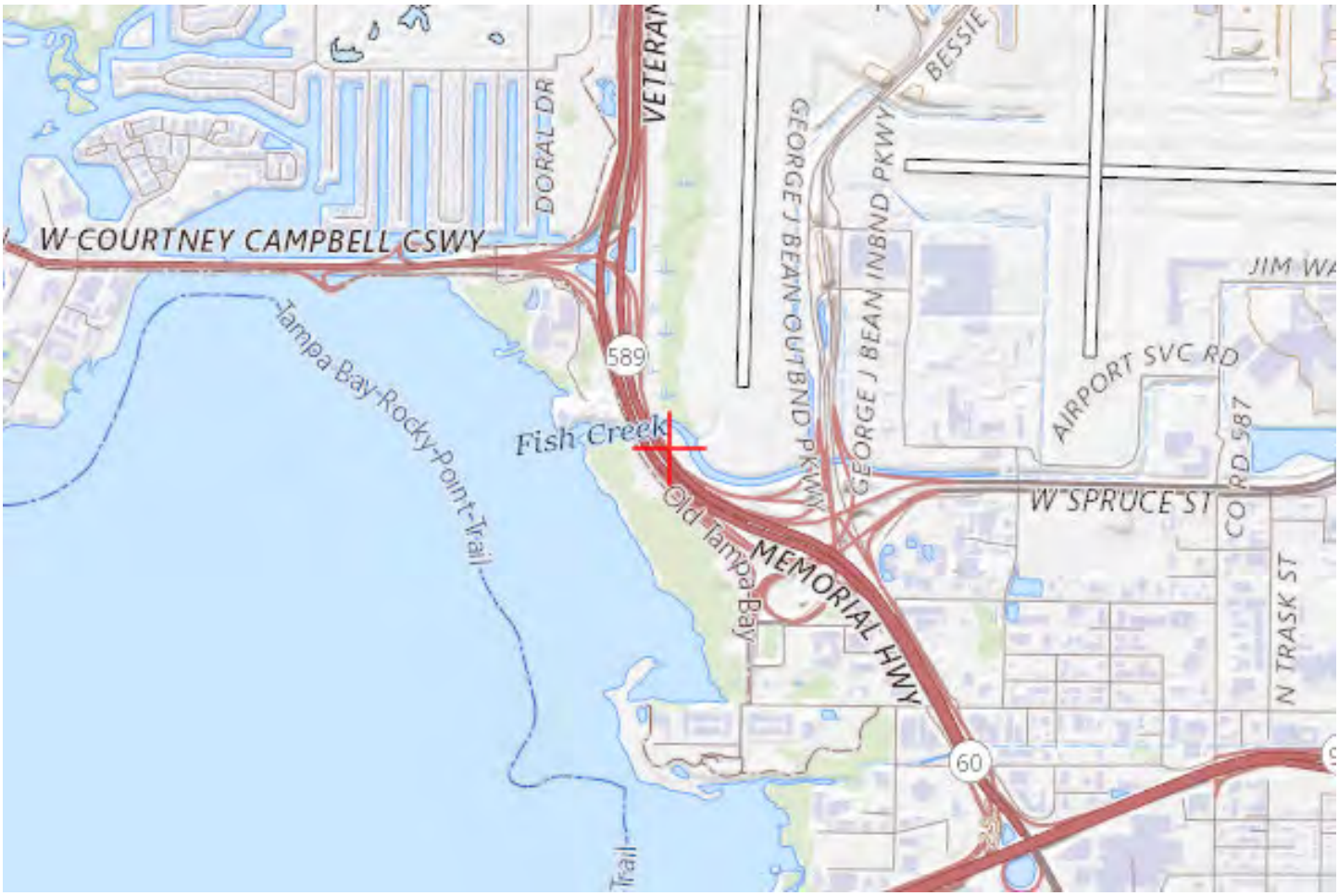
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6736-OE.

Signature Control No: 573559635-590062597 (DNE)
Michael Blaich
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-ASO-6736-OE



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

Aeronautical Study No.
2023-ASO-6737-OE

Issued Date: 07/18/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
Suite 500
Tampa, FL 33607

**** 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:	Road Sign 1285+70.88
Location:	Tampa, FL
Latitude:	27-57-46.87N NAD 83
Longitude:	82-32-47.22W
Heights:	7 feet site elevation (SE)
	30 feet above ground level (AGL)
	37 feet above mean sea level (AMSL)

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)
__X__ 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.

This determination expires on 01/18/2025 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 subject to review if an interested party files a petition that is received by the FAA on or before August 17, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on August 27, 2023 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, 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. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6737-OE.

Signature Control No: 573559636-593749621 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International 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

The proposed public road overhead signs and support structures project consists of four points, represented by ASNs 2023-ASO-6737-OE, 6739 through 6741. The signs project points were submitted at a height from 28 to 34 feet AGL, from 37 to 47 feet AMSL. The proposed signs project would be located approximately 572 to 1157 feet from RWY 35 and 0.68 to 1.02 NM southwest to west of the TPA ARP, Tampa, FL and from 223.27 degrees azimuth clockwise to 262.50 degrees azimuth from TPA.

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

Section 77.19 (d) TPA: 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 (ASN 23-6737) would exceed RWY 35 (Proposed) Approach Surface by 5 feet.

Section 77.19 (e) TPA: 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. All the proposals will exceed Runway 17/35 (Proposed) Transition Surface from 1 to 17 feet.

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.

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

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

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

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

> The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

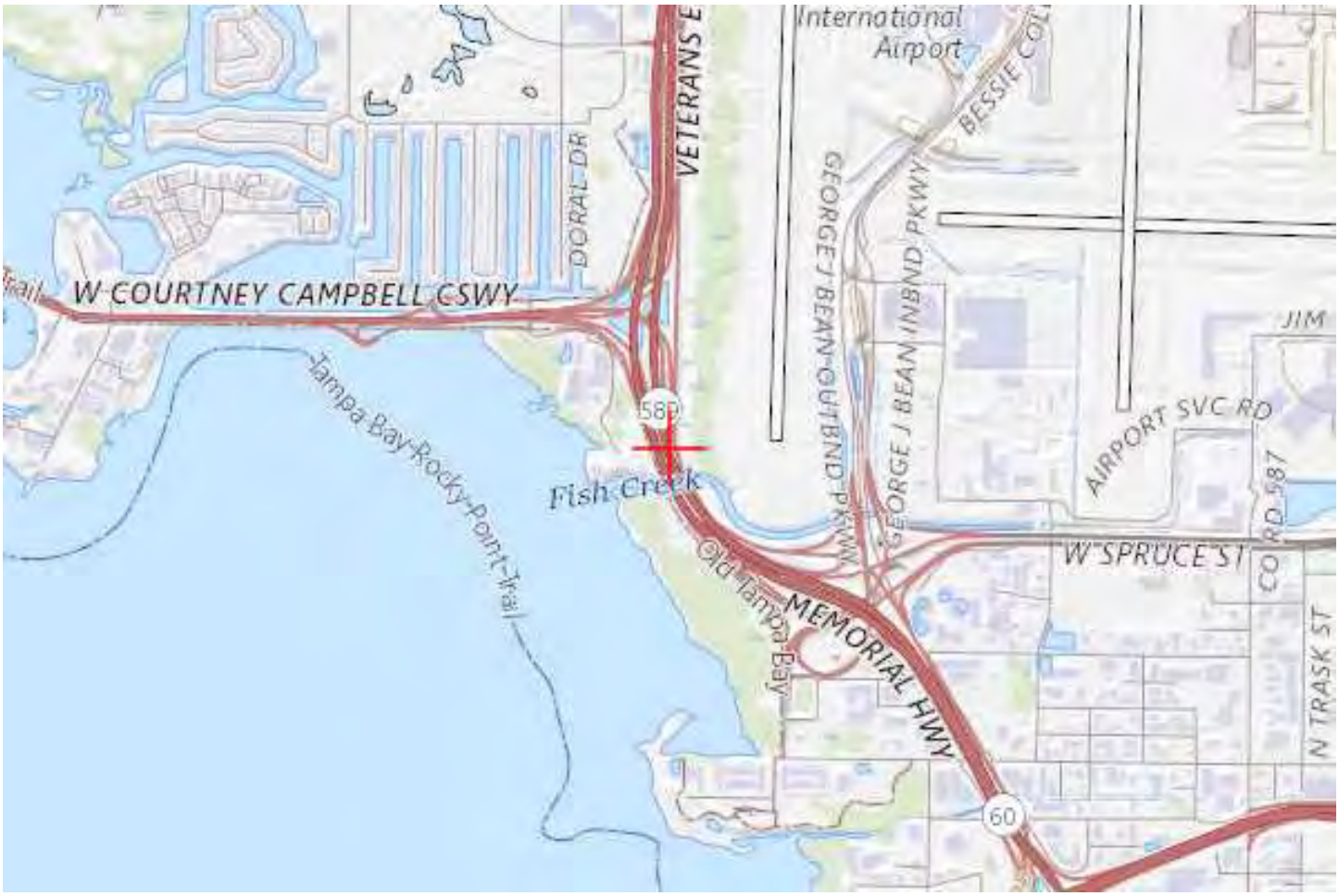
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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.

TOPO Map for ASN 2023-ASO-6737-OE



Sectional Map for ASN 2023-ASO-6737-OE

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

Aeronautical Study No.
2023-ASO-6739-OE

Issued Date: 07/18/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
Suite 500
Tampa, FL 33607

**** 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:	Road Sign 1295+56.93
Location:	Tampa, FL
Latitude:	27-57-56.70N NAD 83
Longitude:	82-32-46.38W
Heights:	9 feet site elevation (SE)
	34 feet above ground level (AGL)
	43 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 01/18/2025 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 subject to review if an interested party files a petition that is received by the FAA on or before August 17, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on August 27, 2023 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, 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. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6739-OE.

Signature Control No: 573559638-593749262 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International 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

The proposed public road overhead signs and support structures project consists of four points, represented by ASNs 2023-ASO-6737-OE, 6739 through 6741. The signs project points were submitted at a height from 28 to 34 feet AGL, from 37 to 47 feet AMSL. The proposed signs project would be located approximately 572 to 1157 feet from RWY 35 and 0.68 to 1.02 NM southwest to west of the TPA ARP, Tampa, FL and from 223.27 degrees azimuth clockwise to 262.50 degrees azimuth from TPA.

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

Section 77.19 (d) TPA: 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 (ASN 23-6737) would exceed RWY 35 (Proposed) Approach Surface by 5 feet.

Section 77.19 (e) TPA: 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. All the proposals will exceed Runway 17/35 (Proposed) Transition Surface from 1 to 17 feet.

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.

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

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

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

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

> The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

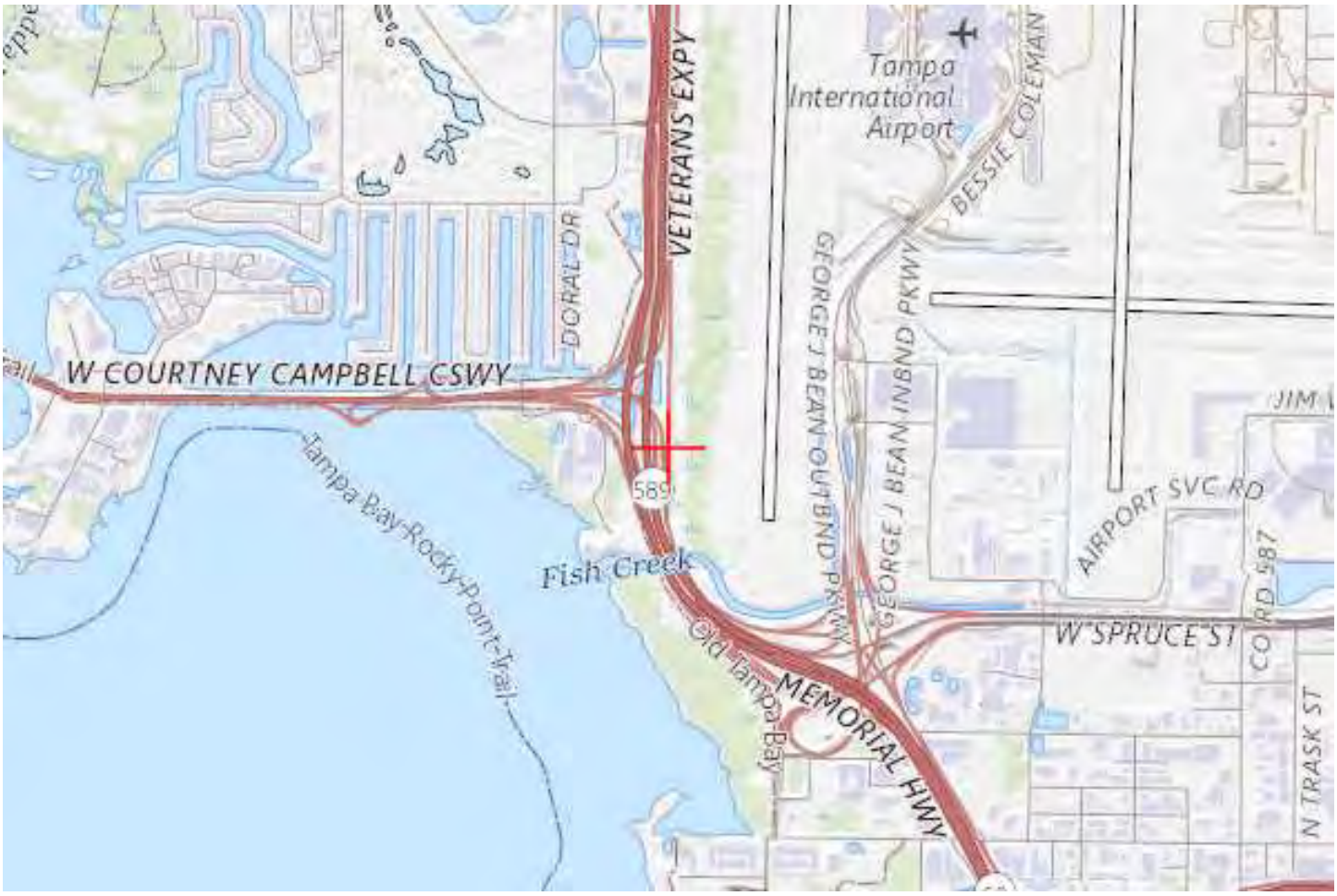
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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.

TOPO Map for ASN 2023-ASO-6739-OE



Sectional Map for ASN 2023-ASO-6739-OE

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

Aeronautical Study No.
2023-ASO-6741-OE

Issued Date: 07/18/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
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Suite 500
Tampa, FL 33607

**** 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:	Road Sign 1325+51.87
Location:	Tampa, FL
Latitude:	27-58-26.34N NAD 83
Longitude:	82-32-45.53W
Heights:	11 feet site elevation (SE)
	28 feet above ground level (AGL)
	39 feet above mean sea level (AMSL)

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)
__X__ 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.

This determination expires on 01/18/2025 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 subject to review if an interested party files a petition that is received by the FAA on or before August 17, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6741-OE.

Signature Control No: 573559640-593749623 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International 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

The proposed public road overhead signs and support structures project consists of four points, represented by ASNs 2023-ASO-6737-OE, 6739 through 6741. The signs project points were submitted at a height from 28 to 34 feet AGL, from 37 to 47 feet AMSL. The proposed signs project would be located approximately 572 to 1157 feet from RWY 35 and 0.68 to 1.02 NM southwest to west of the TPA ARP, Tampa, FL and from 223.27 degrees azimuth clockwise to 262.50 degrees azimuth from TPA.

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

Section 77.19 (d) TPA: 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 (ASN 23-6737) would exceed RWY 35 (Proposed) Approach Surface by 5 feet.

Section 77.19 (e) TPA: 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. All the proposals will exceed Runway 17/35 (Proposed) Transition Surface from 1 to 17 feet.

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.

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

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

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

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

> The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

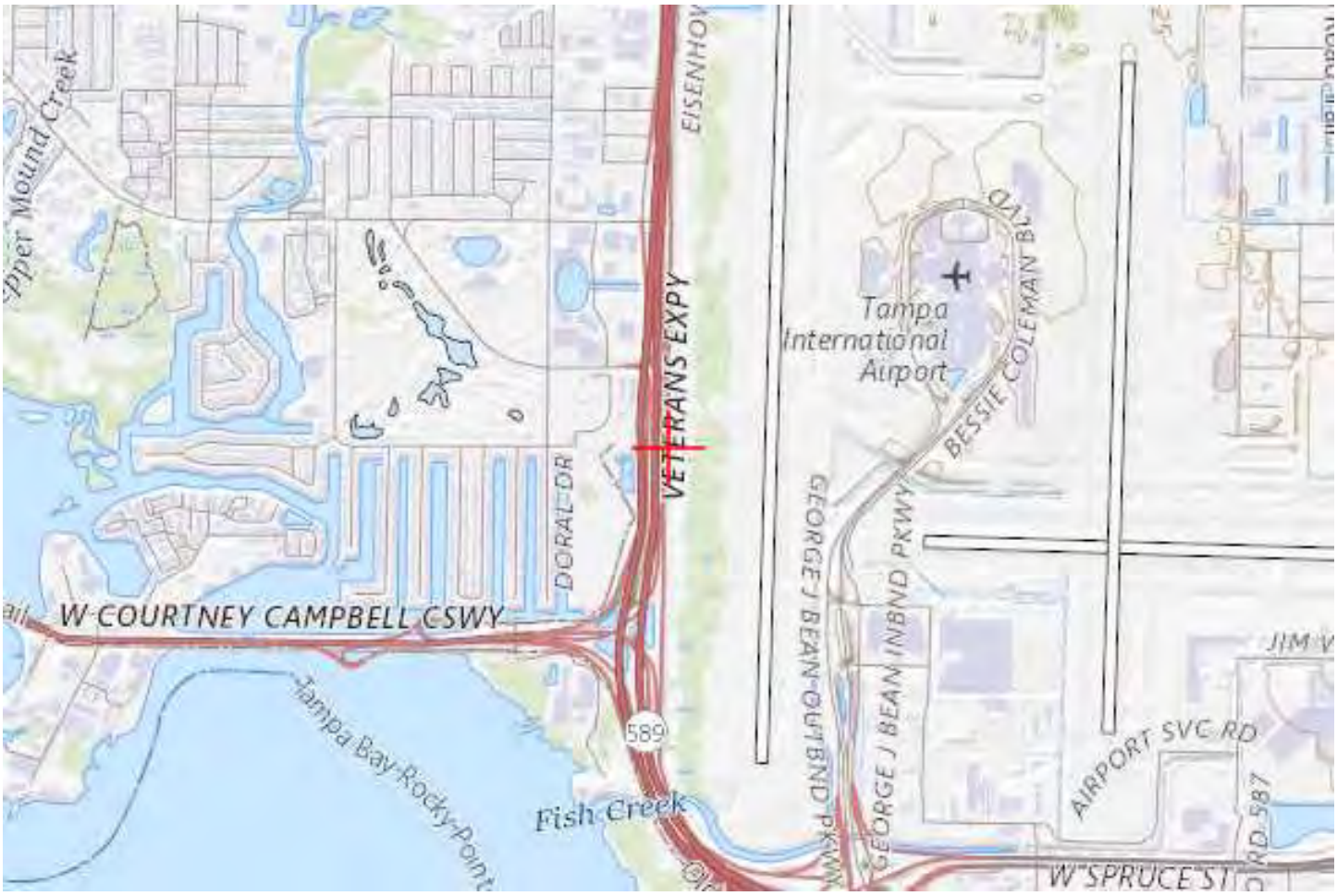
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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.

TOPO Map for ASN 2023-ASO-6741-OE



Sectional Map for ASN 2023-ASO-6741-OE

DocuSign Envelope ID: 4A5FE9A7-4778-4DD6-B15B-E7E8A053F8B6

Tampa International Airport

Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

Hillsborough County
Aviation Authority
P.O. Box 22287
Tampa, Florida 33622
phone/ 813-870-8700
fax/ 813-875-6670
TampaAirport.com

Date: August 10, 2023

Greg Jones
Florida Department of Transportation
Aviation Office
Airspace and Land Use Manager
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450

Re: COMPLIANCE WITH HCAA HEIGHT ZONING REGULATIONS

Airport Study Number: 2023-106 FAA: 2023-ASO-6735-6741-OE
Structure: Overhead Signs Height AGL: 30' Height AMSL: 47'

Greg:

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

I have conducted a review of the project and we recommend approval with conditions. The proposed building exceeds obstruction standards under Section 77.17. As long as conditions are followed we don't see an impact to the utility of our Airports.

Hearing is scheduled for September 14, 2023

Please call me at 813-870-7863 if you have any questions or concerns.

Sincerely,

DocuSigned by:
Anthony S. Mantegna
6097433F9902455...

Anthony S. Mantegna
Sr. Manager of Planning

Cc: Jeff Siddle
Michael Kamprath

Joseph W. Lopano, Chief Executive Officer | Gary W. Harrod, Chairman | Robert I. Watkins, Vice Chairman
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