



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 Light Poles and ITS Poles - 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] 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: 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: [Signature] Date: 7/19/2023

STATE OF FLORIDA, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me by means of [x] physical presence this 19th day of July, 2023 by Michael Thompson



Notary Signature: [Signature] 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 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. 2023-110 Variance Required: Yes

FAA Study Number 2023-ASO-6576-OE Recommend Approval: Yes

Associated FAA Study Numbers 2023-ASO-6577-6580-13961-13968-OE Coordinate with Airport Operations: No

Reviewed By: Coordinate with ATCT: No

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.

See attached description of twelve (12) proposed roadway light poles (SR 60 Widening Project) and resultant exceedances of Title 14 Code of Federal Regulation (14 CFR), Part 77 Obstruction Standards on behalf of FDOT District 7 and Cone & Graham, Inc.

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 : September 5, 2023 Nearest Airport: Tampa International Airport Overall Height (AMSL): 54.75 (Highest)

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.

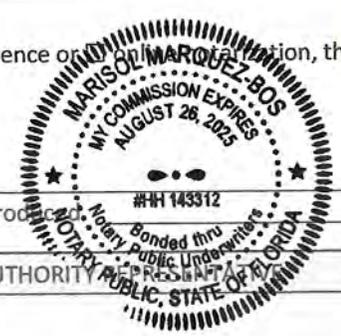
Printed Name of Authorized Representative: Michael L. Thompson

Signature of Authorized Representative: [Handwritten Signature] Date: 9/5/2023

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 [X] physical presence or [] virtual presence, on this 5th day of September 2023, by Michael Thompson (NOTARY SEAL)

Notary Signature: [Handwritten Signature] Personally Known [X] OR Produced Identification [] Type of Id Produced []



THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY

Airport Study No. 2023-110

FAA Study Number: 2023-ASO-6576-OE

Associated Aeronautical Study Numbers: 2023-ASO-6577-6580-13961-13968-OE

FDOT Concurrence: Yes [] No [] Waived [] in accordance with Resolution No. []

Approved by Board of Adjustment Chairman Date

**Aviation Authority
Petition For Variance
Support Statement
September 05, 2023**

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, a total of 85 separate light poles are proposed to be permanently erected along the existing Ramp A3 and northbound collector /distributor roadways located immediately west of and parallel to future Runway 17-35. Twelve (12) of the 85 light poles will penetrate a future designated overlying plane of imaginary airspace protection called the Transitional Surface as defined CFR Part 77, §77.19 (e) Obstruction Standards. The western side of the future Transitional Surface will begin at the west edge of the future Runway 17-35 Primary Surface and rise upward at outward at a rate of 7:1. The light pole penetrations will range from 0.4 to 2.58 feet.

Each geographic location and above mean sea level top height of each light pole to be located along the collector/distributor roadways will be fixed by functions as dictated by FDOT Highway Design Standards for specific safety-related required levels of illumination along each roadway.

While each light pole penetration of the overlying Transitional Surface triggered FAA’s review via Obstruction Evaluation Studies, the penetrations, themselves, 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 roadway lights overhead roadway sign were reviewed via twelve FAA Obstruction Evaluation Studies and were all giving favorable *Determinations of No Hazard*.

FAA Obstruction Study Number	Site MSL	Light Pole AGL	Light Pole AMSL	CFR Part 77.19 (e) Surface	Penetration Amount	CFR Part 77.19 (e) Disposition
2023-ASO-6513-OE	35	16	51.06	50.66	0.40	Penetration
2023-ASO-6537-OE	9	16	25.15	24.67	0.48	Penetration
2023-ASO-6552-OE	12	31	42.79	42.00	0.79	Penetration
2023-ASO-6536-OE	9	16	25.15	24.23	0.92	Penetration
2023-ASO-6551-OE	12	31	42.99	41.84	1.15	Penetration
2023-ASO-6535-OE	9	16	25.20	24.00	1.20	Penetration
2023-ASO-6534-OE	9	16	25.31	23.98	1.33	Penetration
2023-ASO-6550-OE	12	31	43.00	41.62	1.38	Penetration
2023-ASO-6549-OE	12	31	43.40	41.55	1.85	Penetration
2023-ASO-6538-OE	9	31	39.86	37.55	2.31	Penetration
2023-ASO-6559-OE	10	44	54.75	52.33	2.42	Penetration
2023-ASO-6548-OE	11	31	42.00	39.42	2.58	Penetration
2023-ASO-6560-OE	11	40	51.00	50.30	0.70	Penetration

Review Summary

Airport Study Number

2023-110

Permit Number

23110

Maximum Height - AMSL

81

Approval Date

Expires

10/28/2024

Permit Type

Height Zoning

Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Exceeds Part 77

TERPS

Within Height Limits

OEI (62.5:1)

N/A

Analysis Summary

A Total of 104 poles were analyzed and 13 were identified as obstructions to future Runway 17-35 Transitional surface. Penetrations ranged from 1-3 feet. No Hazard as long as conditions are followed. No obstructions identified to the existing Runway system. Roadway safety issues were considered in the analysis and recommendation.

Coordination with ATCT:

No

Emergency Use

No

Objects affecting Navigable

Yes

Airspace

Coordination with Operations:

No

Hazard Marking and/or Lighting

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. The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Studies with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A. Notify the Airport at least 5 business days prior to starting construction at 813-870-7863. Installation equipment (Crane) exceeding 25' 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 Permit will be valid until the commencement of construction for Future Runway 17-35, at which time the light poles and ITS poles will need to be re-evaluated for removal or new variances issued based on the future Runway.

Recommended Approval

Yes

Airport Study Number:

2023-110

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.

The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Studies with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A.

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

Installation equipment (Crane) exceeding 25' 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 Permit will be valid until the commencement of construction for Future Runway 17-35, at which time the light poles and ITS poles will need to be re-evaluated for removal or new variances issued based on the future Runway.

Obstructions - 13

Exhibit A

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	2023-ASO-6576-OE	27.96844431	-82.54732836	479,496.59	1,321,627.46	11	70	81.00	TPA 10	3602+	977-
30	2023-ASO-6513-OE	27.96952229	-82.54657797	479,740.37	1,322,018.25	35	16	51.00			
51	2023-ASO-6534-OE	27.96646335	-82.54611475	479,884.92	1,320,905.45	9	16	25.00			
52	2023-ASO-6535-OE	27.96662681	-82.54610897	479,887.05	1,320,964.87	9	16	25.00			
53	2023-ASO-6536-OE	27.96678878	-82.54610784	479,887.68	1,321,023.76	9	16	25.00			
54	2023-ASO-6537-OE	27.96695214	-82.54611118	479,886.87	1,321,083.15	9	16	25.00			
55	2023-ASO-6538-OE	27.96714483	-82.54638346	479,799.29	1,321,153.60	9	31	40.00			
65	2023-ASO-6548-OE	27.97006425	-82.54631352	479,826.61	1,322,214.90	11	31	42.00			
66	2023-ASO-6549-OE	27.97430391	-82.54619961	479,870.28	1,323,756.14	12	31	43.00			
67	2023-ASO-6550-OE	27.97458866	-82.54619024	479,873.76	1,323,859.65	12	31	43.00			
68	2023-ASO-6551-OE	27.97482084	-82.54618635	479,875.40	1,323,944.06	12	31	43.00			
69	2023-ASO-6552-OE	27.97505668	-82.54618091	479,877.53	1,324,029.79	12	31	43.00			
70	2023-ASO-6553-OE	27.97529223	-82.54617505	479,879.81	1,324,115.42	11	31	42.00	TPA 01L	4323-	1364+
76	2023-ASO-6559-OE	27.97697164	-82.54633262	479,831.68	1,324,726.23	10	44	54.00			
77	2023-ASO-6560-OE	27.98167	-82.54611	479,911.17	1,326,434.08	11	40	51.00			

977 Over
 #1-RW 10 - Critical (no Obstruction)
 3602 Down/Out

1364 Over
 #70-RW 01L - Highest (no Obstruction)
 4323 Down/Out

Down(+): 00 Over(+): 00
 Down = (-) down RW (+) outward
 Over = (-) Left (+) Right

Light Poles & ITS poles

Exhibit B

Point #	LAT d	LAT m	LAT s	LONG d	LONG m	LONG s	MSL	AGL	" NAME " (must be in Quotes)
1	27	58	6.40	82	32	50.38	11	70	2023-ASO-6576-OE
2	27	57	51.69	82	32	47.75	9	26	2023-ASO-6485-OE
3	27	57	52.91	82	32	47.78	8	26	2023-ASO-6486-OE
4	27	57	54.18	82	32	47.82	7	26	2023-ASO-6487-OE
5	27	57	55.42	82	32	47.86	6	26	2023-ASO-6488-OE
6	27	57	56.48	82	32	47.89	6	26	2023-ASO-6489-OE
7	27	57	57.54	82	32	47.93	5	26	2023-ASO-6490-OE
8	27	57	58.89	82	32	47.43	9	26	2023-ASO-6491-OE
9	27	58	0.13	82	32	47.90	10	26	2023-ASO-6492-OE
10	27	58	1.33	82	32	48.66	12	26	2023-ASO-6493-OE
11	27	58	3.37	82	32	51.24	12	26	2023-ASO-6494-OE
12	27	57	59.33	82	32	47.39	10	26	2023-ASO-6495-OE
13	27	58	0.42	82	32	47.42	10	26	2023-ASO-6496-OE
14	27	58	1.50	82	32	47.40	14	26	2023-ASO-6497-OE
15	27	58	2.15	82	32	47.46	17	16	2023-ASO-6498-OE
16	27	58	2.71	82	32	47.52	20	16	2023-ASO-6499-OE
17	27	58	3.24	82	32	47.57	22	16	2023-ASO-6500-OE
18	27	58	3.79	82	32	47.64	24	16	2023-ASO-6501-OE
19	27	58	4.32	82	32	47.70	27	16	2023-ASO-6502-OE
20	27	58	4.87	82	32	47.77	29	16	2023-ASO-6503-OE
21	27	58	5.40	82	32	47.85	32	16	2023-ASO-6504-OE
22	27	58	5.95	82	32	47.91	33	16	2023-ASO-6505-OE
23	27	58	6.50	82	32	47.98	34	16	2023-ASO-6506-OE
24	27	58	7.03	82	32	48.04	35	16	2023-ASO-6507-OE
25	27	58	7.32	82	32	48.07	36	16	2023-ASO-6508-OE
26	27	58	8.11	82	32	48.10	38	16	2023-ASO-6509-OE
27	27	58	8.65	82	32	48.10	38	16	2023-ASO-6510-OE
28	27	58	9.07	82	32	48.10	36	16	2023-ASO-6511-OE
29	27	58	9.80	82	32	47.73	35	16	2023-ASO-6512-OE
30	27	58	10.28	82	32	47.68	35	16	2023-ASO-6513-OE
31	27	58	10.83	82	32	47.61	34	16	2023-ASO-6514-OE
32	27	58	11.37	82	32	47.52	33	16	2023-ASO-6515-OE
33	27	58	11.91	82	32	47.45	32	16	2023-ASO-6516-OE
34	27	58	13.30	82	32	47.23	29	13	2023-ASO-6517-OE
35	27	58	14.73	82	32	47.03	25	17	2023-ASO-6518-OE
36	27	58	16.17	82	32	46.84	20	21	2023-ASO-6519-OE
37	27	58	17.59	82	32	46.71	17	21	2023-ASO-6520-OE
38	27	58	18.28	82	32	46.66	16	22	2023-ASO-6521-OE
39	27	58	18.98	82	32	46.63	15	22	2023-ASO-6522-OE
40	27	58	19.68	82	32	46.58	15	22	2023-ASO-6523-OE
41	27	58	20.36	82	32	46.55	15	23	2023-ASO-6524-OE
42	27	58	21.06	82	32	46.53	15	23	2023-ASO-6525-OE
43	27	58	21.75	82	32	46.51	14	23	2023-ASO-6526-OE
44	27	58	22.46	82	32	46.49	14	24	2023-ASO-6527-OE
45	27	58	23.14	82	32	46.47	14	24	2023-ASO-6528-OE
46	27	58	23.83	82	32	46.44	13	24	2023-ASO-6529-OE
47	27	58	24.52	82	32	46.43	13	26	2023-ASO-6530-OE
48	27	58	25.23	82	32	46.36	11	26	2023-ASO-6531-OE
49	27	58	25.92	82	32	46.33	12	26	2023-ASO-6532-OE
50	27	58	26.60	82	32	46.31	12	26	2023-ASO-6533-OE

Point #	LAT d	LAT m	LAT s	LONG d	LONG m	LONG s	MSL	AGL	" NAME " (must be in Quotes)
51	27	57	59.27	82	32	46.01	9	16	2023-ASO-6534-OE
52	27	57	59.86	82	32	45.99	9	16	2023-ASO-6535-OE
53	27	58	0.44	82	32	45.99	9	16	2023-ASO-6536-OE
54	27	58	1.03	82	32	46.00	9	16	2023-ASO-6537-OE
55	27	58	1.72	82	32	46.98	9	31	2023-ASO-6538-OE
56	27	58	2.84	82	32	47.14	9	31	2023-ASO-6539-OE
57	27	58	3.77	82	32	47.14	7	31	2023-ASO-6540-OE
58	27	58	4.73	82	32	47.13	7	31	2023-ASO-6541-OE
59	27	58	5.66	82	32	47.14	7	31	2023-ASO-6542-OE
60	27	58	6.63	82	32	47.09	7	31	2023-ASO-6543-OE
61	27	58	7.61	82	32	47.08	7	31	2023-ASO-6544-OE
62	27	58	8.59	82	32	47.06	8	31	2023-ASO-6545-OE
63	27	58	9.53	82	32	47.01	9	31	2023-ASO-6546-OE
64	27	58	10.64	82	32	46.95	9	31	2023-ASO-6547-OE
65	27	58	12.23	82	32	46.73	11	31	2023-ASO-6548-OE
66	27	58	27.49	82	32	46.32	12	31	2023-ASO-6549-OE
67	27	58	28.52	82	32	46.28	12	31	2023-ASO-6550-OE
68	27	58	29.36	82	32	46.27	12	31	2023-ASO-6551-OE
69	27	58	30.20	82	32	46.25	12	31	2023-ASO-6552-OE
70	27	58	31.05	82	32	46.23	11	31	2023-ASO-6553-OE
71	27	58	31.87	82	32	46.23	11	31	2023-ASO-6554-OE
72	27	58	32.72	82	32	46.23	11	31	2023-ASO-6555-OE
73	27	58	33.57	82	32	46.22	11	31	2023-ASO-6556-OE
74	27	58	34.41	82	32	46.20	10	31	2023-ASO-6557-OE
75	27	58	35.25	82	32	46.22	10	31	2023-ASO-6558-OE
76	27	58	37.10	82	32	46.80	10	44	2023-ASO-6559-OE
77	27	58	54.01	82	32	46.00	11	40	2023-ASO-6560-OE
78	27	57	25.02	82	32	21.78	7	55	2023-ASO-6562-OE ITS
79	27	57	25.36	82	32	23.76	8	46	2023-ASO-6563-OE ITS
80	27	57	27.26	82	32	23.93	9	40	2023-ASO-6564-OE ITS
81	27	57	28.26	82	32	23.33	9	25	2023-ASO-6565-OE ITS
82	27	57	31.24	82	32	21.43	29	25	2023-ASO-6566-OE ITS
83	27	57	33.57	82	32	21.45	10	70	2023-ASO-6567-OE ITS
84	27	57	35.21	82	32	21.88	36	29	2023-ASO-6568-OE ITS
85	27	57	37.38	82	32	23.11	19	29	2023-ASO-6569-OE ITS
86	27	57	38.08	82	32	45.05	9	36	2023-ASO-6570-OE ITS
87	27	57	39.08	82	32	43.75	6	36	2023-ASO-6571-OE ITS
88	27	57	52.37	82	32	48.50	11	41	2023-ASO-6572-OE ITS
89	27	57	57.62	82	32	51.49	19	65	2023-ASO-6573-OE ITS
90	27	58	0.60	82	32	47.96	11	35	2023-ASO-6574-OE ITS
91	27	58	4.20	82	32	53.93	7	70	2023-ASO-6575-OE ITS
92	27	58	20.09	82	32	46.93	17	19	2023-ASO-6577-OE ITS
93	27	58	26.27	82	32	46.32	12	23	2023-ASO-6578-OE ITS
94	27	58	27.10	82	32	46.97	12	32	2023-ASO-6579-OE ITS
95	27	58	26.03	82	32	48.75	12	35	2023-ASO-6580-OE ITS
96	27	58	36.12	82	32	46.24	11	26	2023-ASO-13960-OE
97	27	58	36.79	82	32	46.27	11	26	2023-ASO-13961-OE
98	27	58	37.50	82	32	46.30	12	26	2023-ASO-13962-OE
99	27	58	38.29	82	32	46.37	12	26	2023-ASO-13963-OE
100	27	58	39.67	82	32	46.45	14	26	2023-ASO-13964-OE

Point #	LAT d	LAT m	LAT s	LONG d	LONG m	LONG s	MSL	AGL	" NAME " (must be in Quotes)
101	27	58	40.36	82	32	46.49	15	26	2023-ASO-13965-OE
102	27	58	52.97	82	32	46.21	12	38	2023-ASO-13966-OE
103	27	58	52.17	82	32	46.23	14	36	2023-ASO-13967-OE
104	27	58	51.24	82	32	46.23	14	34	2023-ASO-13968-OE

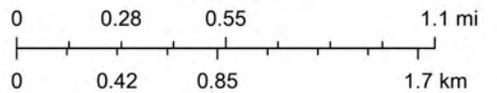
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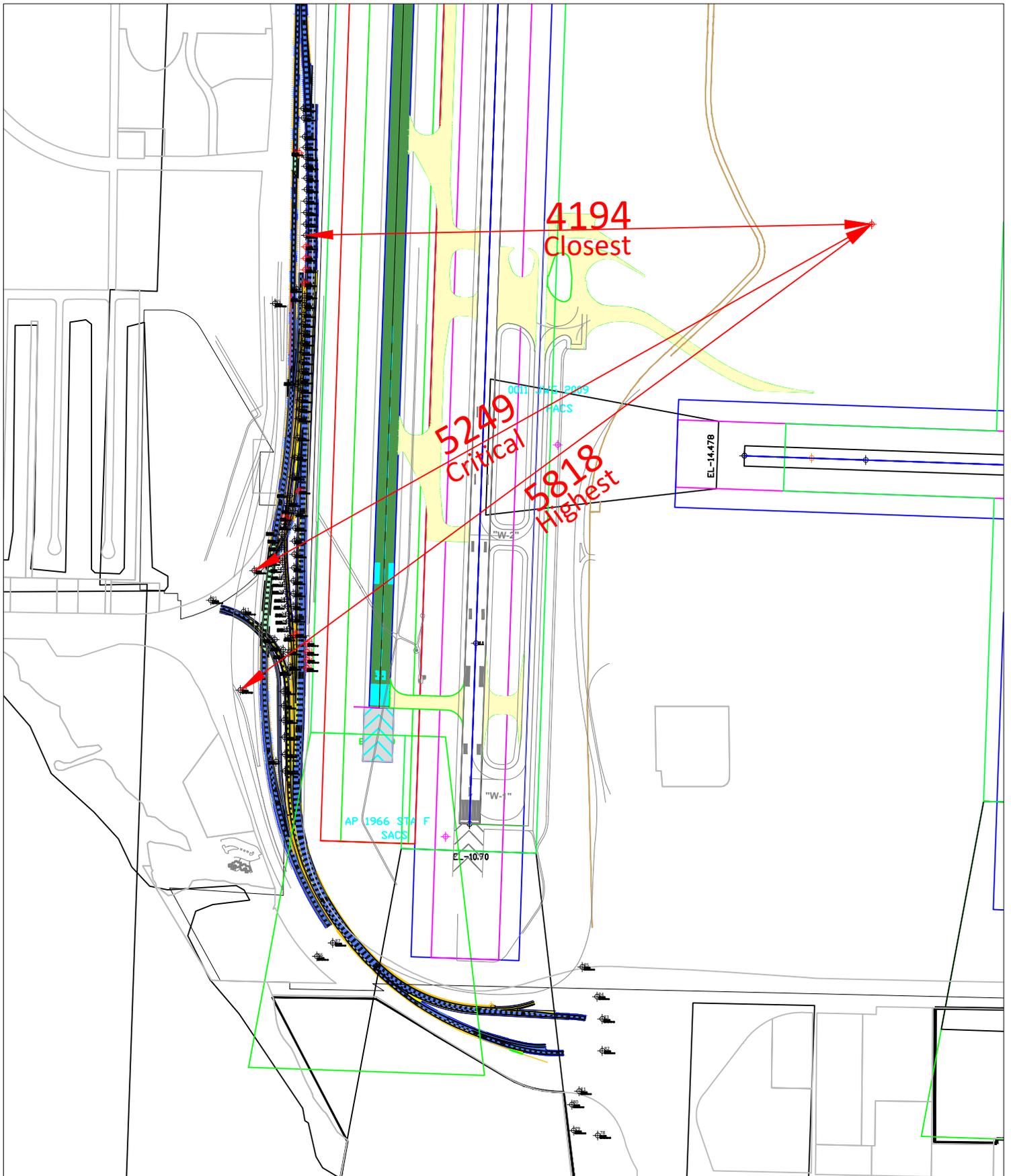
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-  Override 1
-  Override 1
-  Airports - ARP



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

Distance

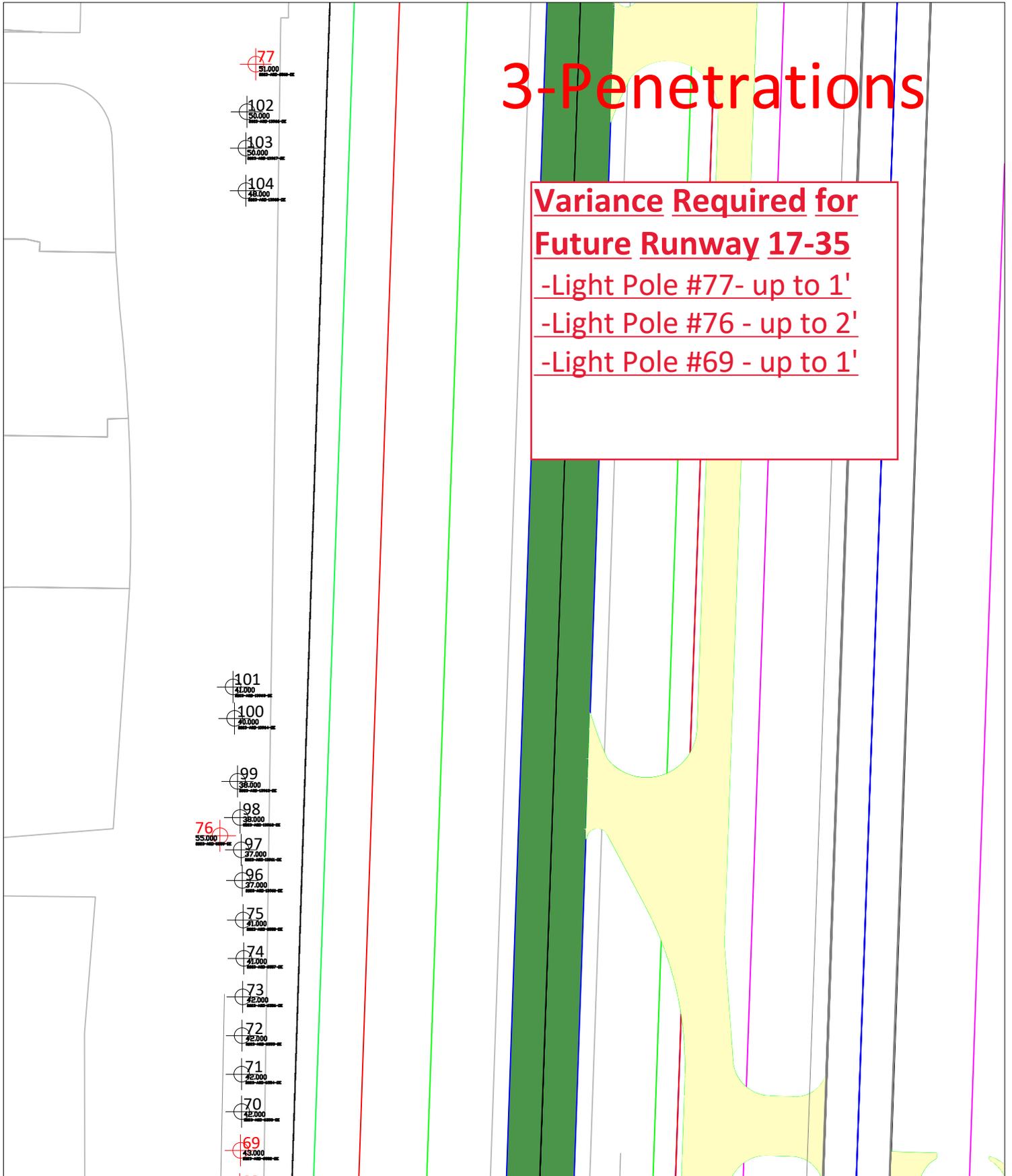


Point Location - N

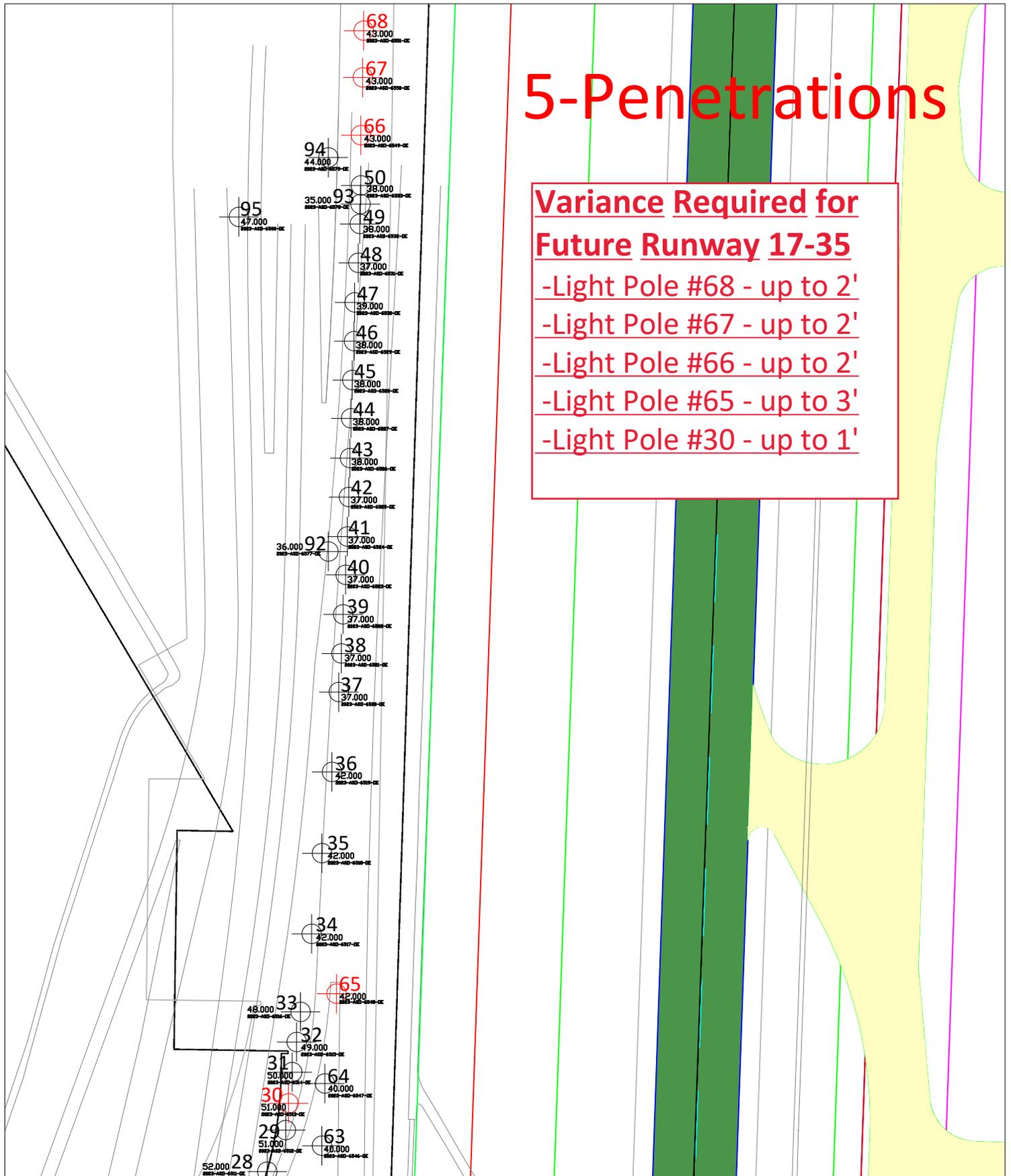
3-Penetrations

Variance Required for Future Runway 17-35

- Light Pole #77- up to 1'
- Light Pole #76 - up to 2'
- Light Pole #69 - up to 1'



Point Location - C

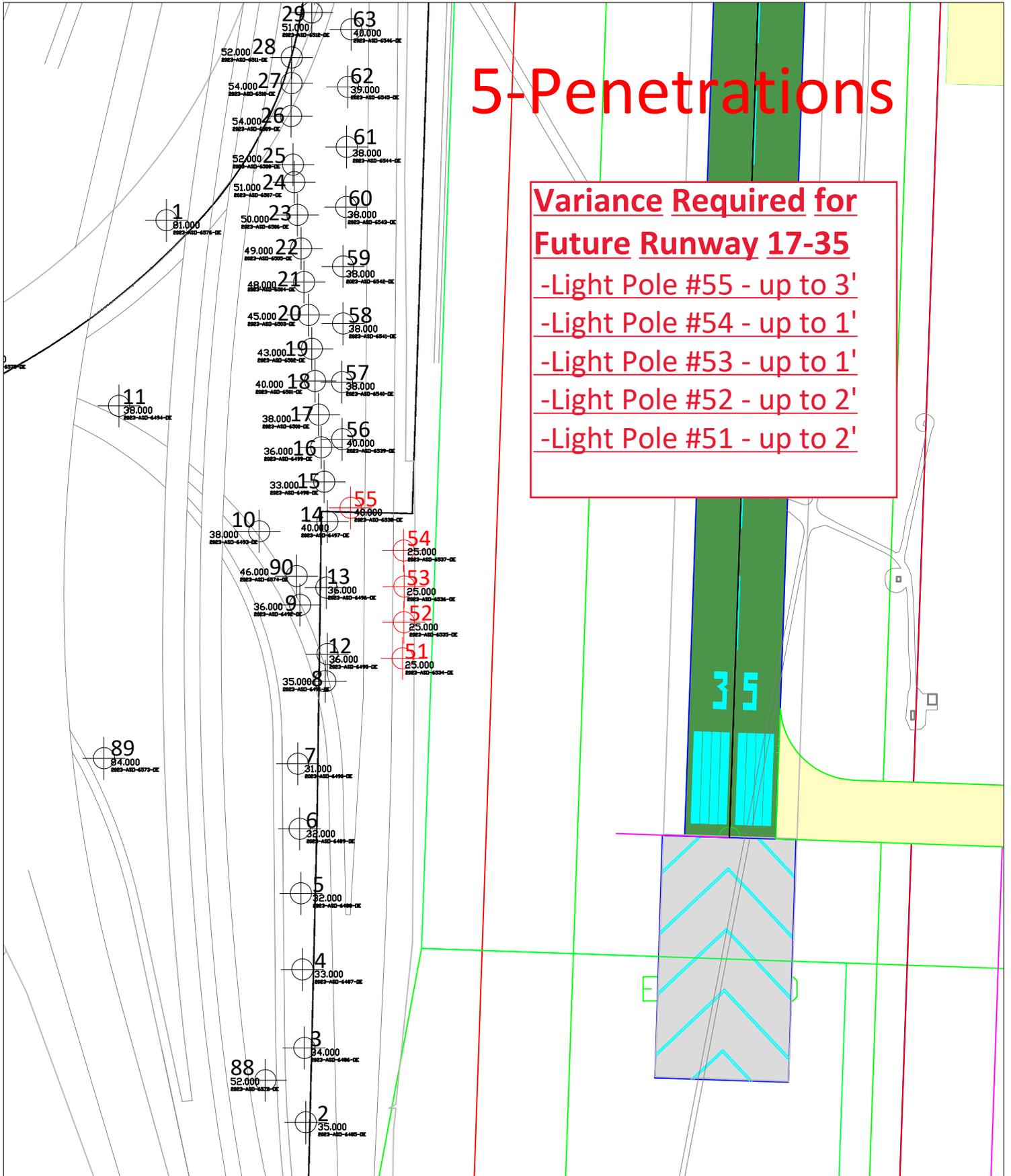


Point Location - S

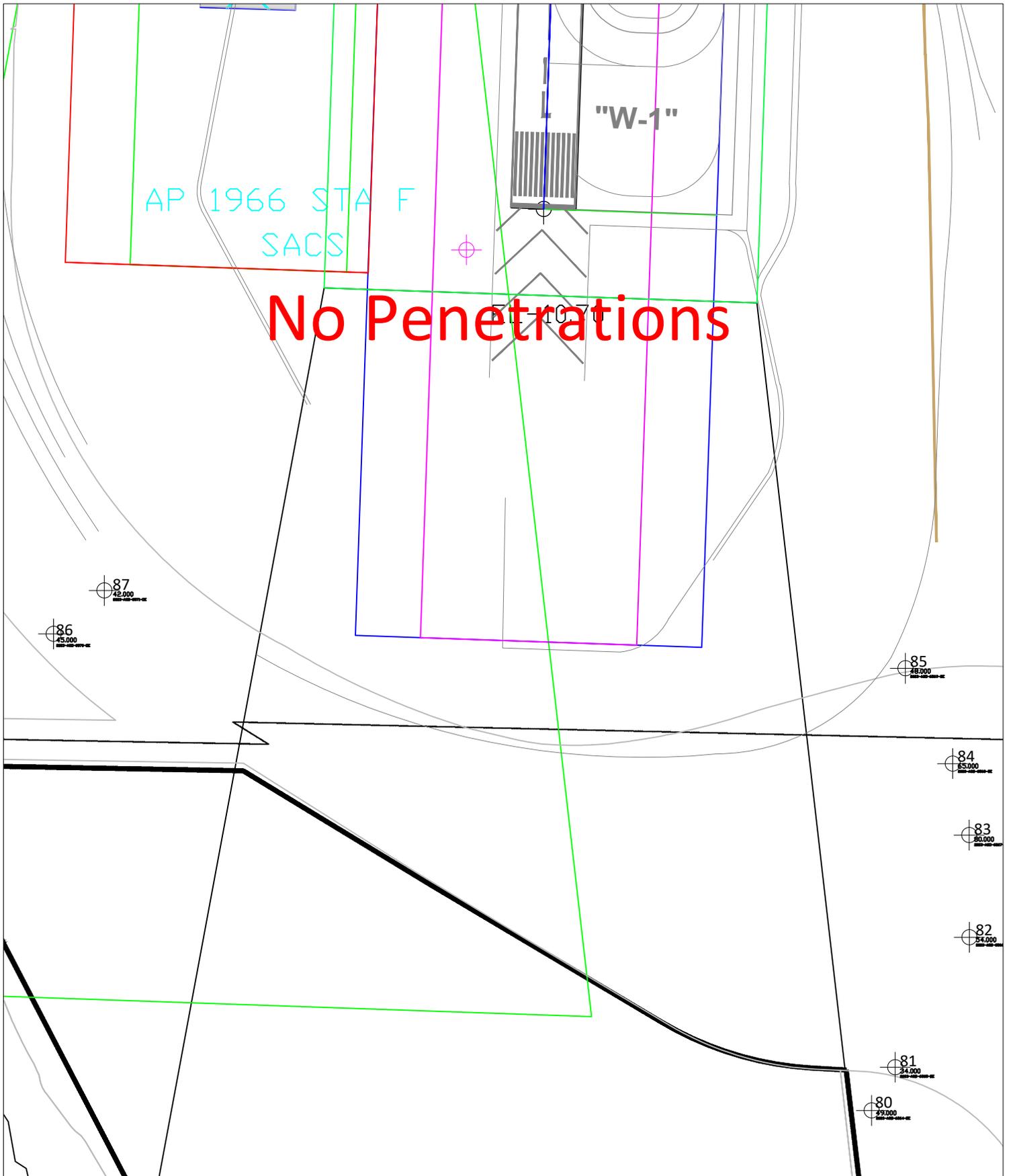
5-Penetrations

Variance Required for Future Runway 17-35

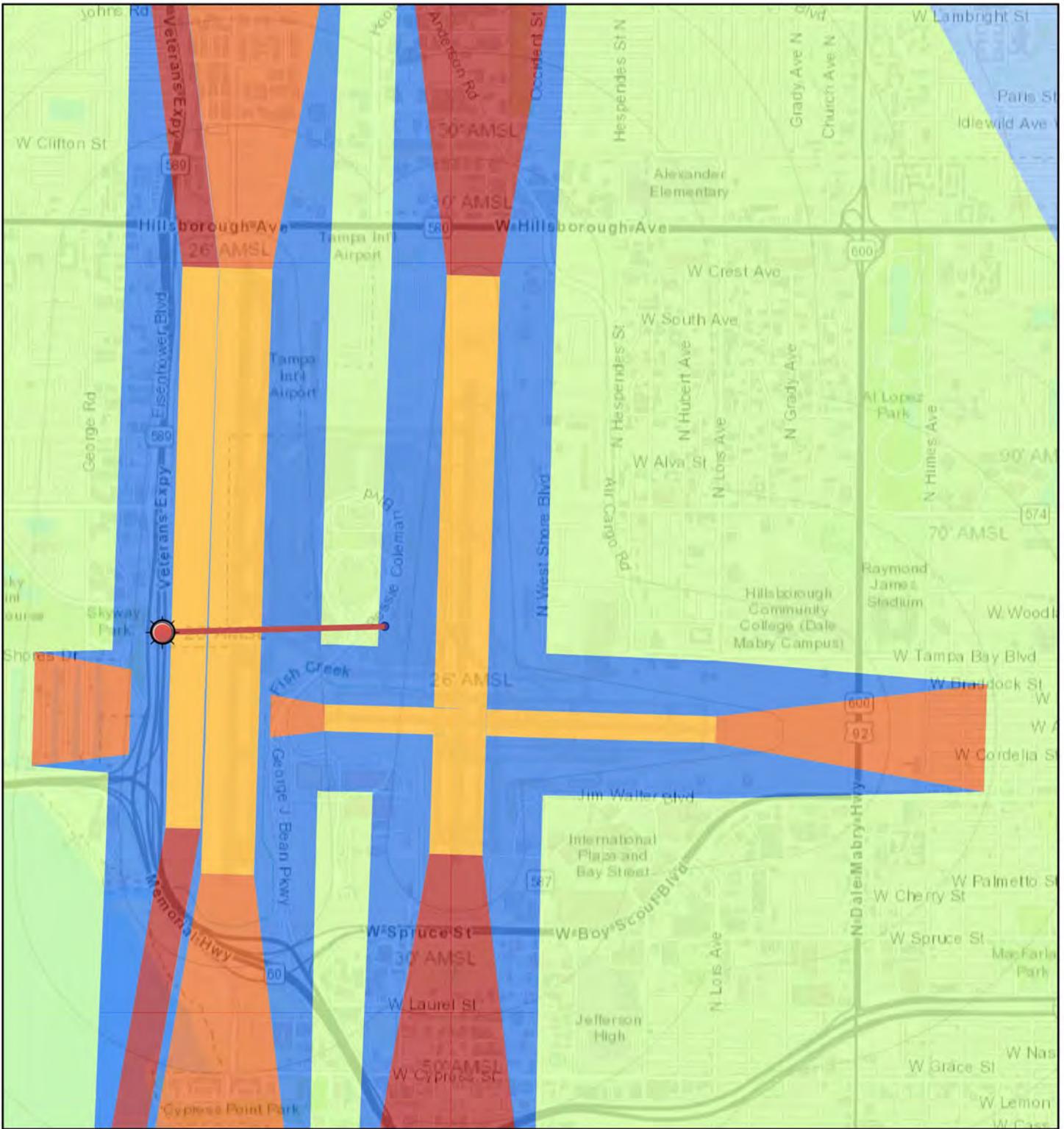
- Light Pole #55 - up to 3'
- Light Pole #54 - up to 1'
- Light Pole #53 - up to 1'
- Light Pole #52 - up to 2'
- Light Pole #51 - up to 2'



Point Location - S2



Future Part 77 - Transitional Surface



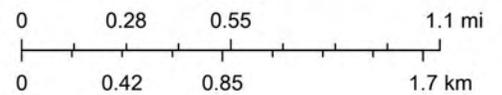
8/30/2023, 1:53:55 PM

1:36,112



Airspace - TPA_FUTR_P77_19_Dissolve

- TPA_01L-19R_FUTR_P77_19_Primary
- TPA_01L-19R_FUTR_P77_19_Primary_Trans
- TPA_01L_FUTR_P77_19_Inner_Appch
- TPA_01L_FUTR_P77_19_Inner_Trans_Appch
- TPA_01R-19L_FUTR_P77_19_Primary
- TPA_01R-19L_FUTR_P77_19_Primary_Trans



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

ArcGIS Web AppBuilder

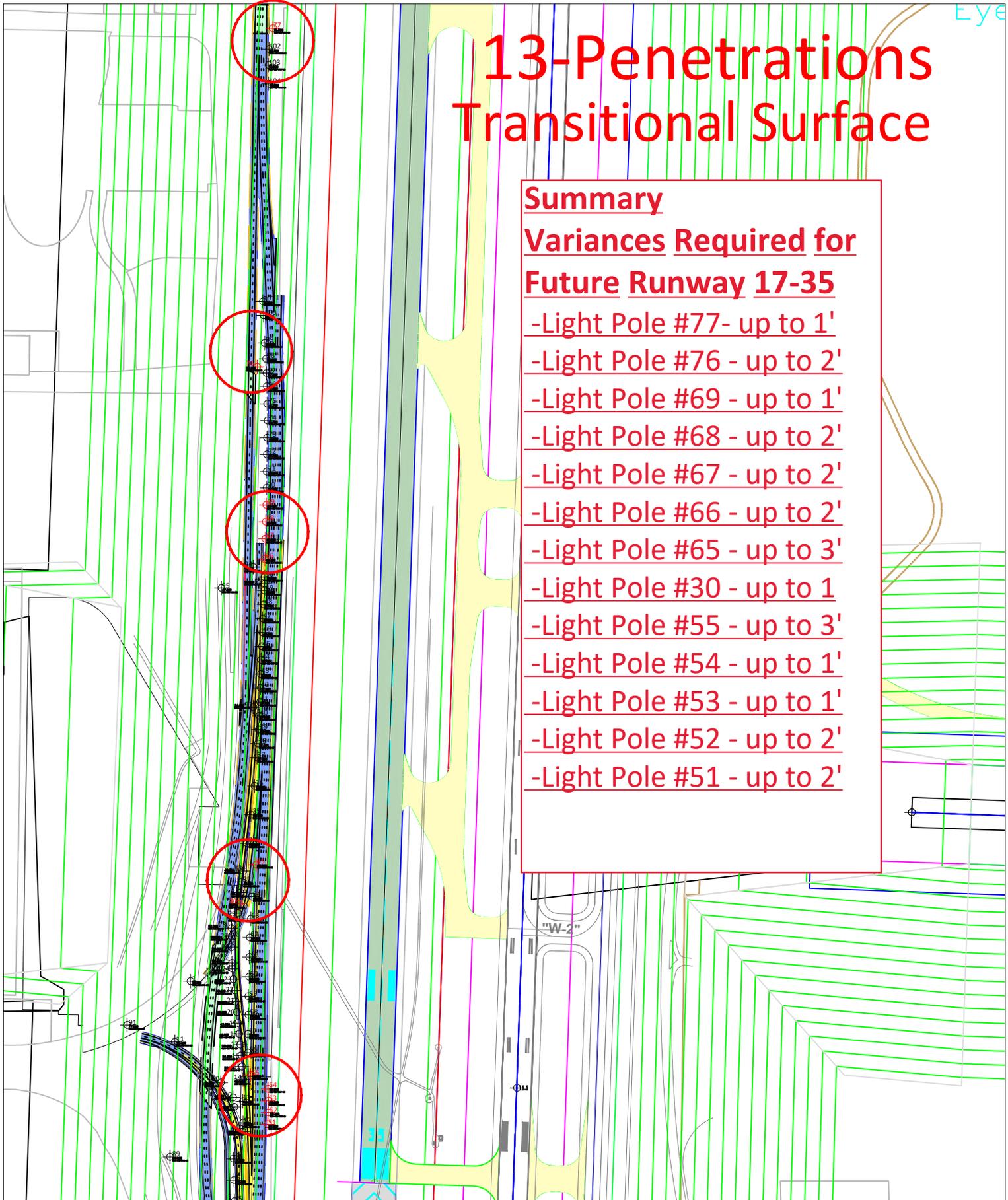
Part 77 - Fut. Runway 17-35

13-Penetrations Transitional Surface

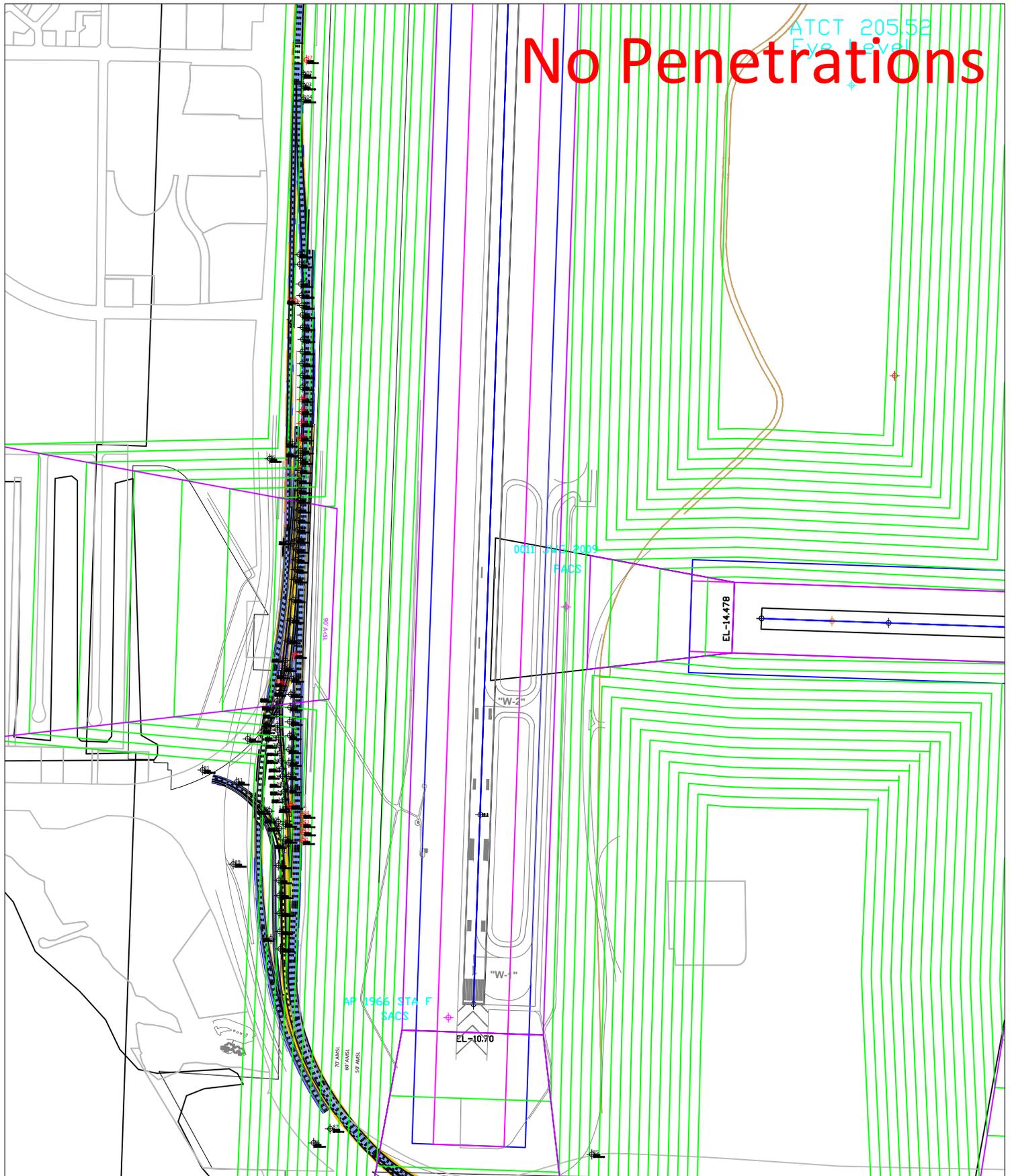
Summary

Variiances Required for Future Runway 17-35

- Light Pole #77- up to 1'
- Light Pole #76 - up to 2'
- Light Pole #69 - up to 1'
- Light Pole #68 - up to 2'
- Light Pole #67 - up to 2'
- Light Pole #66 - up to 2'
- Light Pole #65 - up to 3'
- Light Pole #30 - up to 1'
- Light Pole #55 - up to 3'
- Light Pole #54 - up to 1'
- Light Pole #53 - up to 1'
- Light Pole #52 - up to 2'
- Light Pole #51 - up to 2'

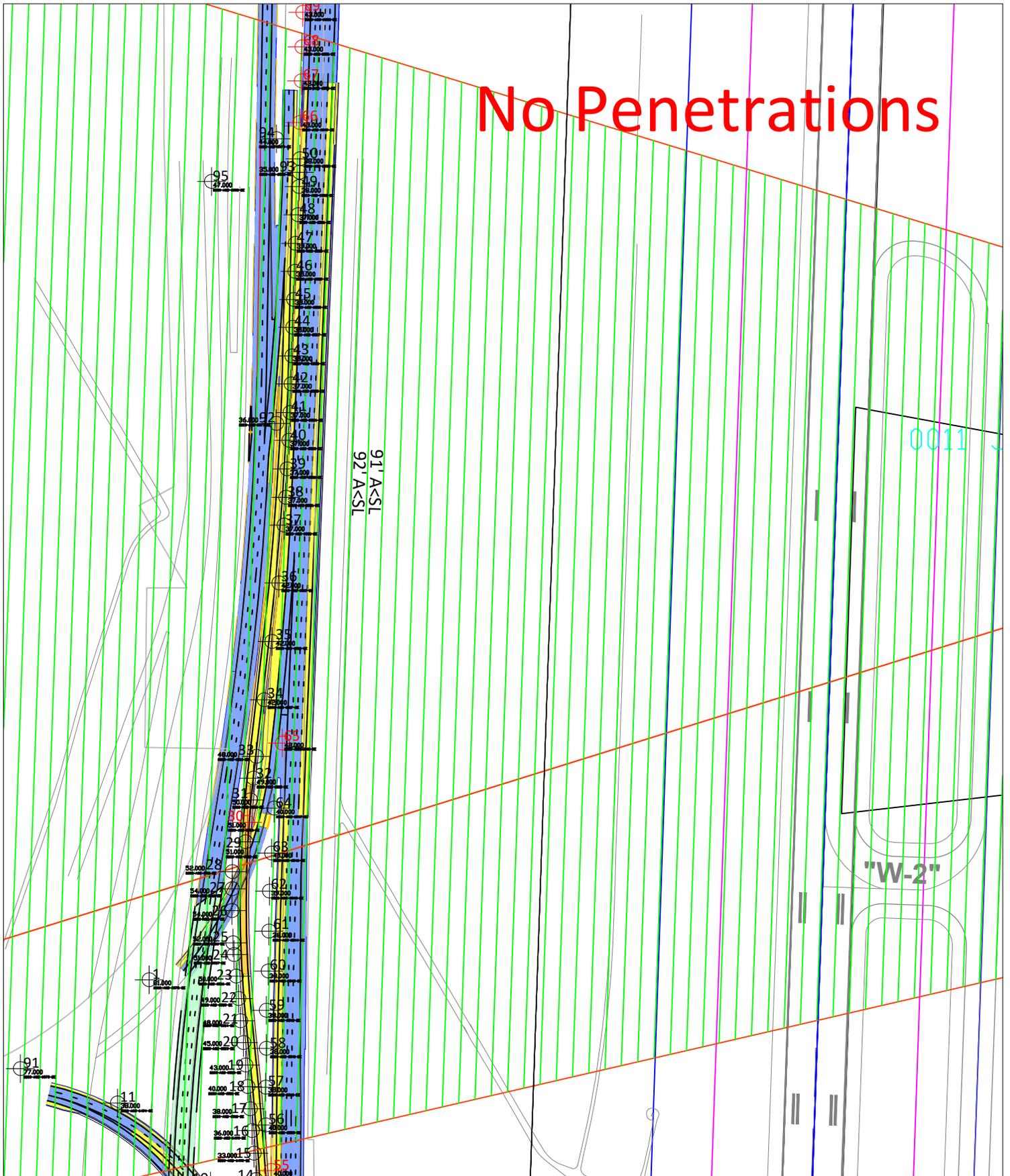


Part 77 - Existing RW



Departure - Existing RW 28

No Penetrations





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

Aeronautical Study No.
2023-ASO-6576-OE

Issued Date: 04/05/2023

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:	Monopole ITS Pole No.: 16
Location:	Tampa, FL
Latitude:	27-58-06.39N NAD 83
Longitude:	82-32-50.38W
Heights:	11 feet site elevation (SE) 70 feet above ground level (AGL) 81 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/05/2024 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, 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.

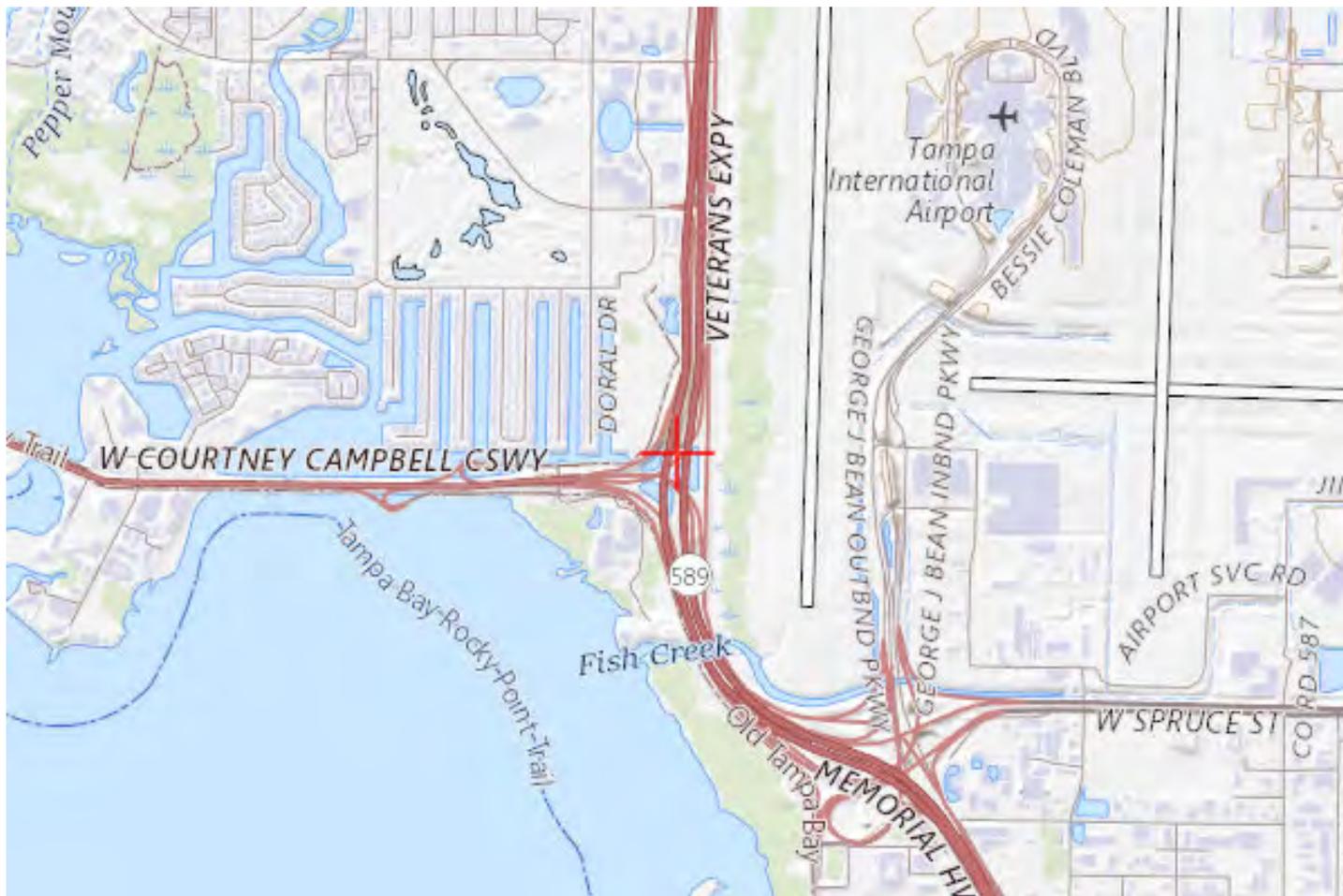
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6576-OE.

Signature Control No: 573412781-579351757

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6513-OE

Issued Date: 04/28/2023

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: Light Pole 3315+70.00
Location: Tampa, FL
Latitude: 27-58-10.28N NAD 83
Longitude: 82-32-47.68W
Heights: 35 feet site elevation (SE)
16 feet above ground level (AGL)
51 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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

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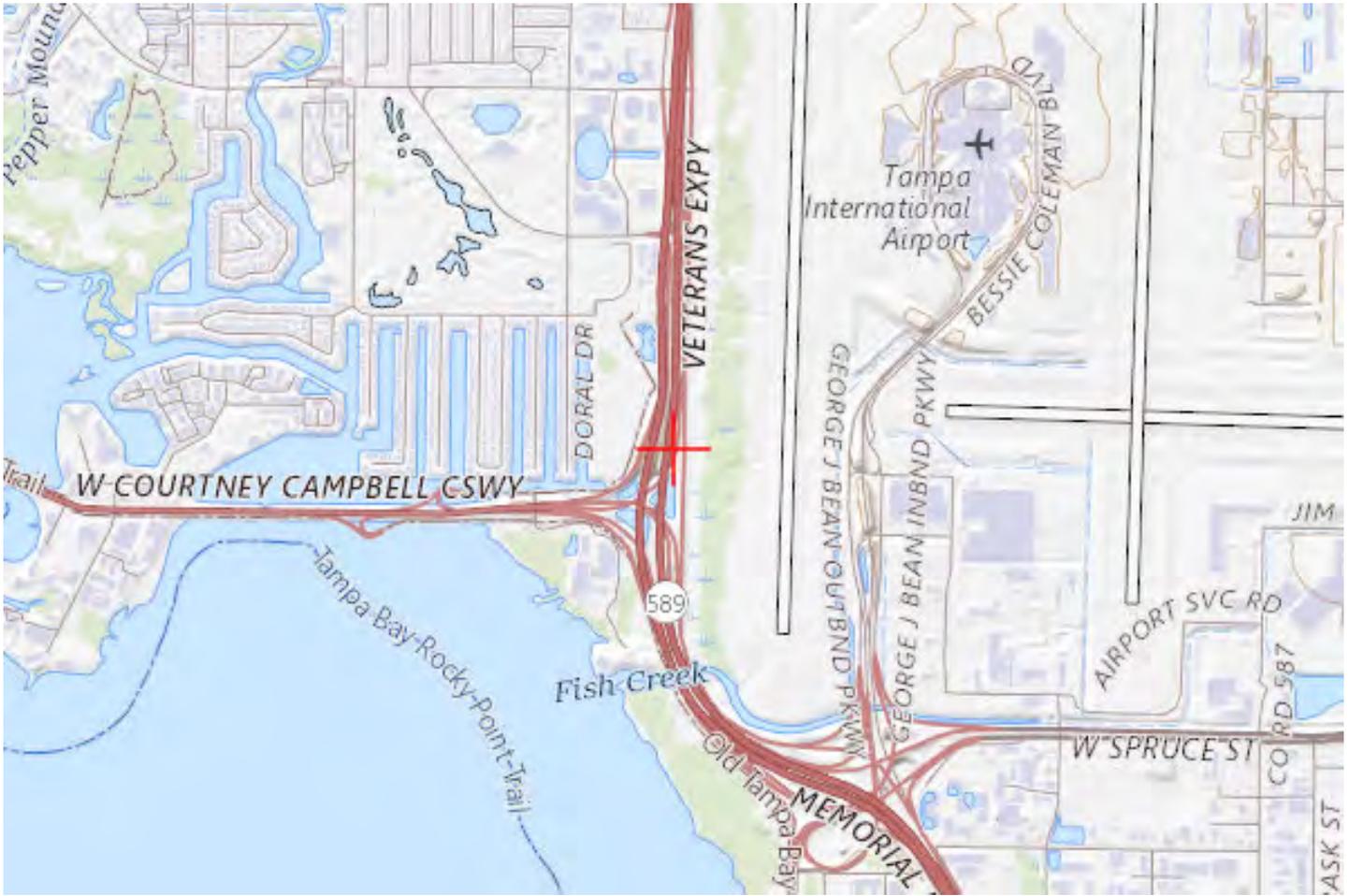
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6513-OE.

Signature Control No: 573412608-583147381

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6534-OE

Issued Date: 04/28/2023

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: Light Pole 1298+16.00
Location: Tampa, FL
Latitude: 27-57-59.27N NAD 83
Longitude: 82-32-46.01W
Heights: 9 feet site elevation (SE)
16 feet above ground level (AGL)
25 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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

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

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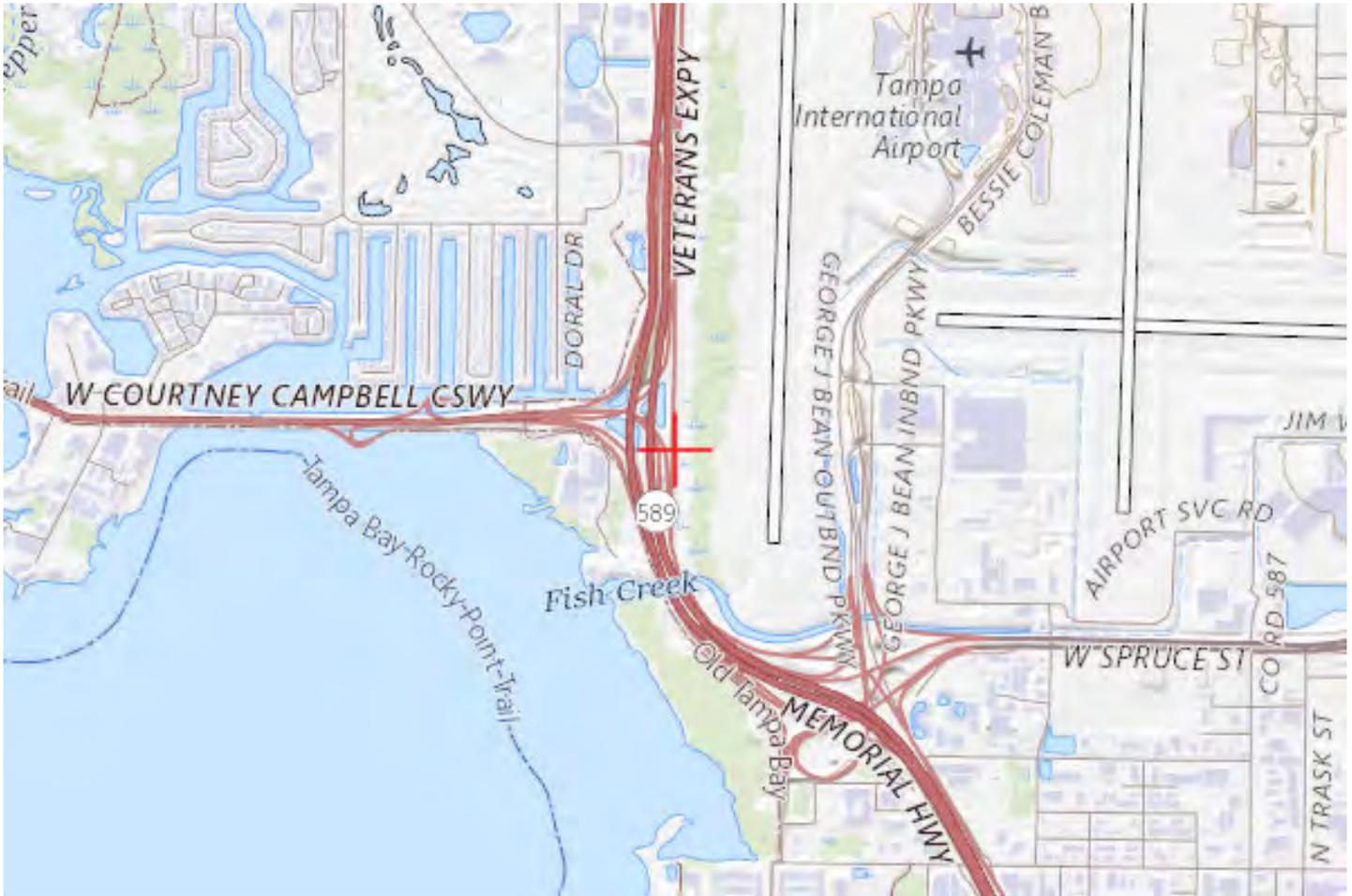
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6534-OE.

Signature Control No: 573412629-583147377

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6535-OE

Issued Date: 04/28/2023

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: Light Pole 1298+75.00
Location: Tampa, FL
Latitude: 27-57-59.86N NAD 83
Longitude: 82-32-45.99W
Heights: 9 feet site elevation (SE)
16 feet above ground level (AGL)
25 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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.
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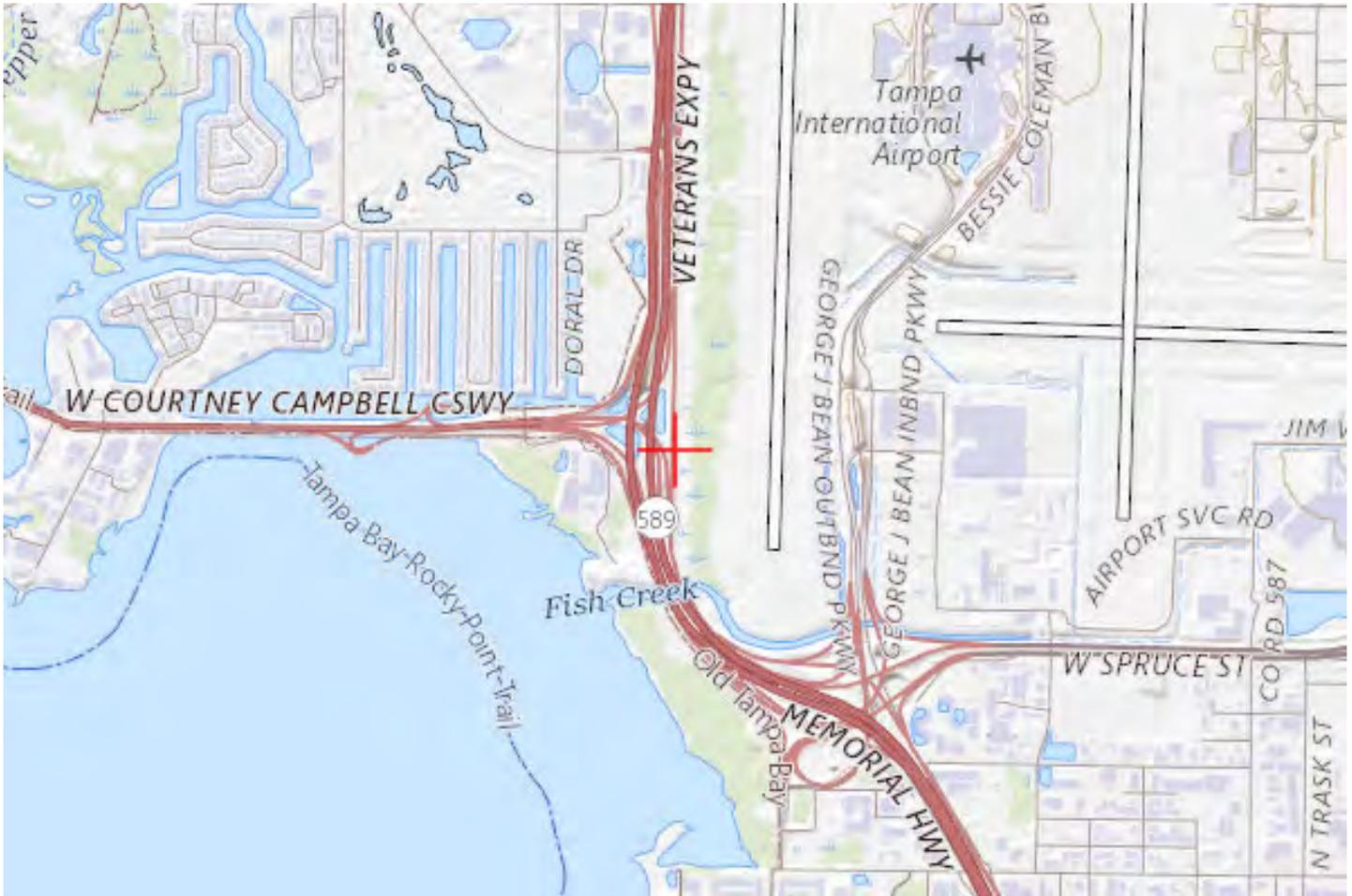
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6535-OE.

Signature Control No: 573412630-583147382

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6536-OE

Issued Date: 04/28/2023

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: Light Pole 1299+34.00
Location: Tampa, FL
Latitude: 27-58-00.44N NAD 83
Longitude: 82-32-45.99W
Heights: 9 feet site elevation (SE)
16 feet above ground level (AGL)
25 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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.
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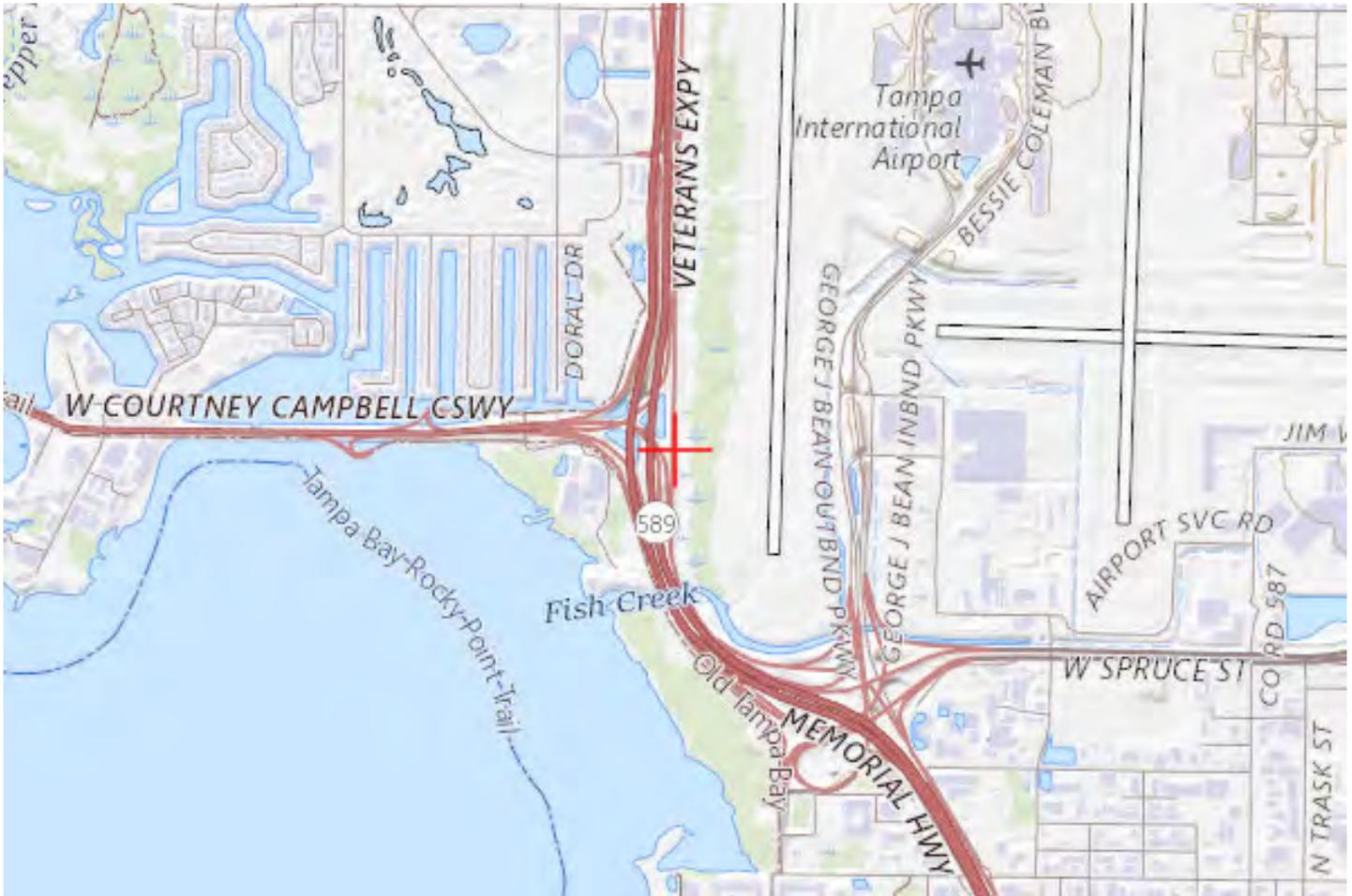
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6536-OE.

Signature Control No: 573412631-583147375

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6537-OE

Issued Date: 04/28/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
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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: Light Pole 1299+93.00
Location: Tampa, FL
Latitude: 27-58-01.03N NAD 83
Longitude: 82-32-46.00W
Heights: 9 feet site elevation (SE)
16 feet above ground level (AGL)
25 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:

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 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 10/28/2024 unless:

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

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

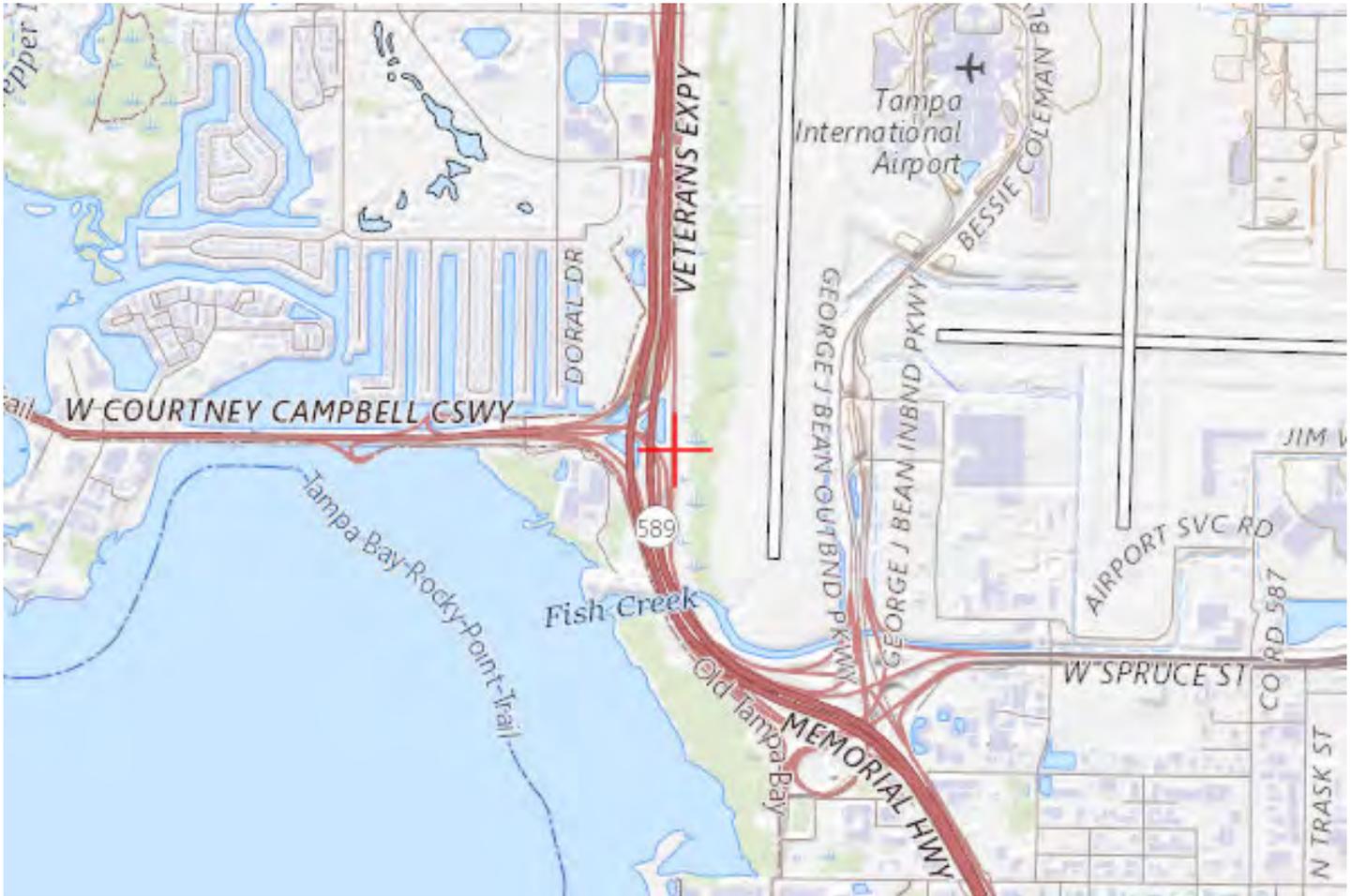
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6537-OE.

Signature Control No: 573412632-583147373

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6538-OE

Issued Date: 04/28/2023

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:	Light Pole 1300+63.00
Location:	Tampa, FL
Latitude:	27-58-01.72N NAD 83
Longitude:	82-32-46.98W
Heights:	9 feet site elevation (SE) 31 feet above ground level (AGL) 40 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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, 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.

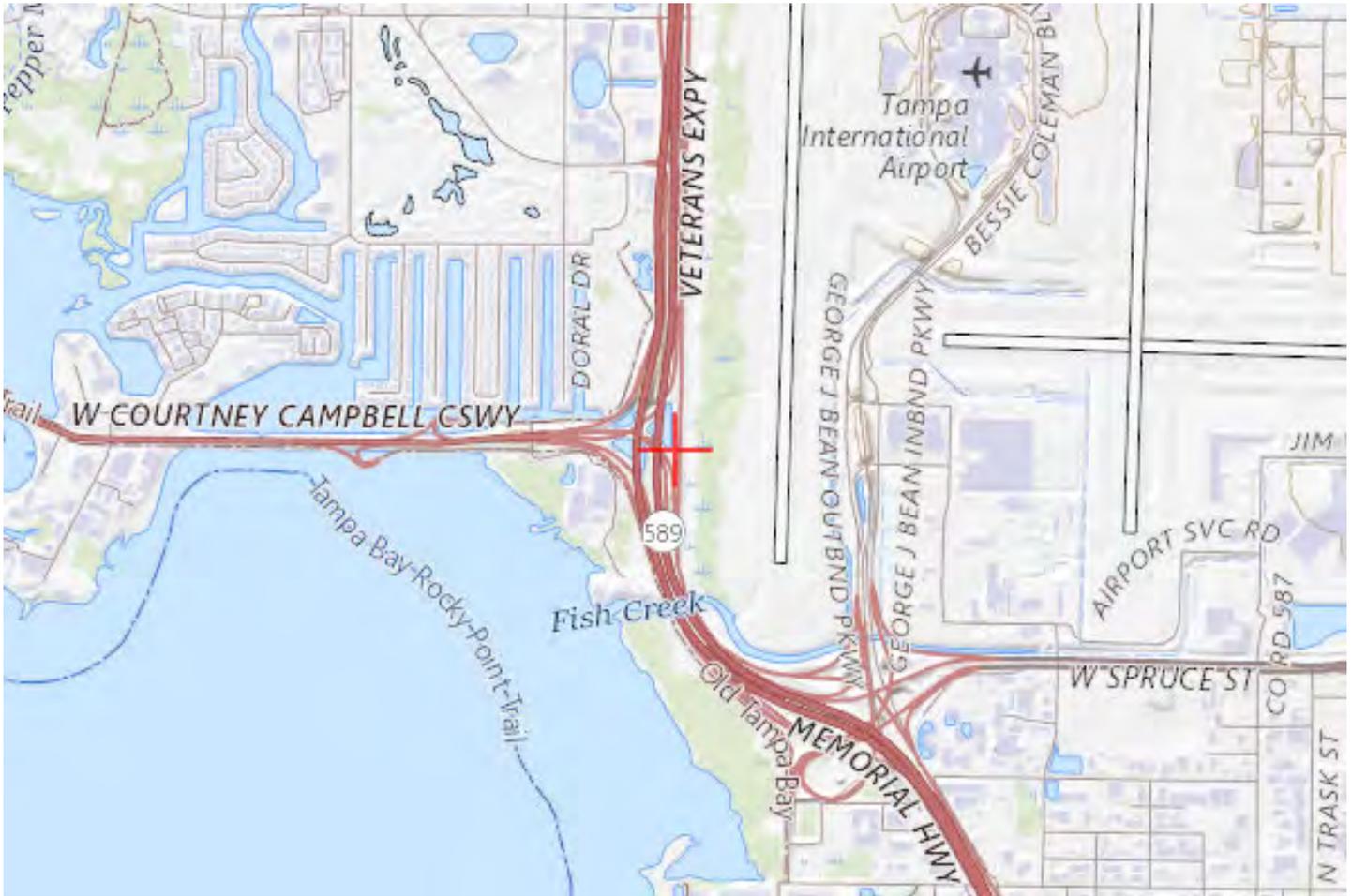
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6538-OE.

Signature Control No: 573412633-583147378

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6548-OE

Issued Date: 04/28/2023

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: Light Pole 1311+24.00
Location: Tampa, FL
Latitude: 27-58-12.23N NAD 83
Longitude: 82-32-46.73W
Heights: 11 feet site elevation (SE)
31 feet above ground level (AGL)
42 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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.

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

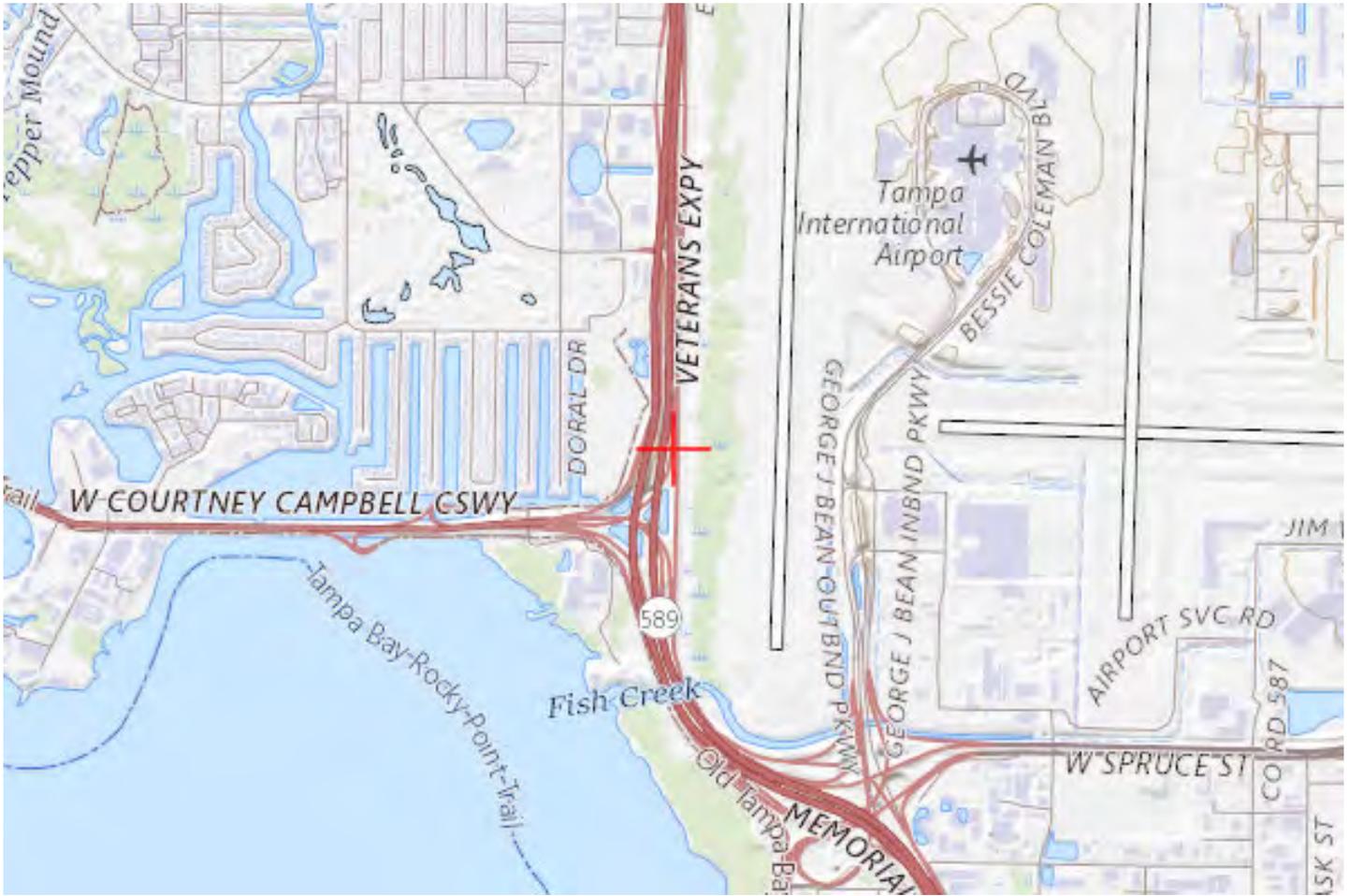
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6548-OE.

Signature Control No: 573412643-583147383

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6549-OE

Issued Date: 04/28/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
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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: Light Pole 1326+66.00
Location: Tampa, FL
Latitude: 27-58-27.49N NAD 83
Longitude: 82-32-46.32W
Heights: 12 feet site elevation (SE)
31 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)
 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 10/28/2024 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.
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NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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

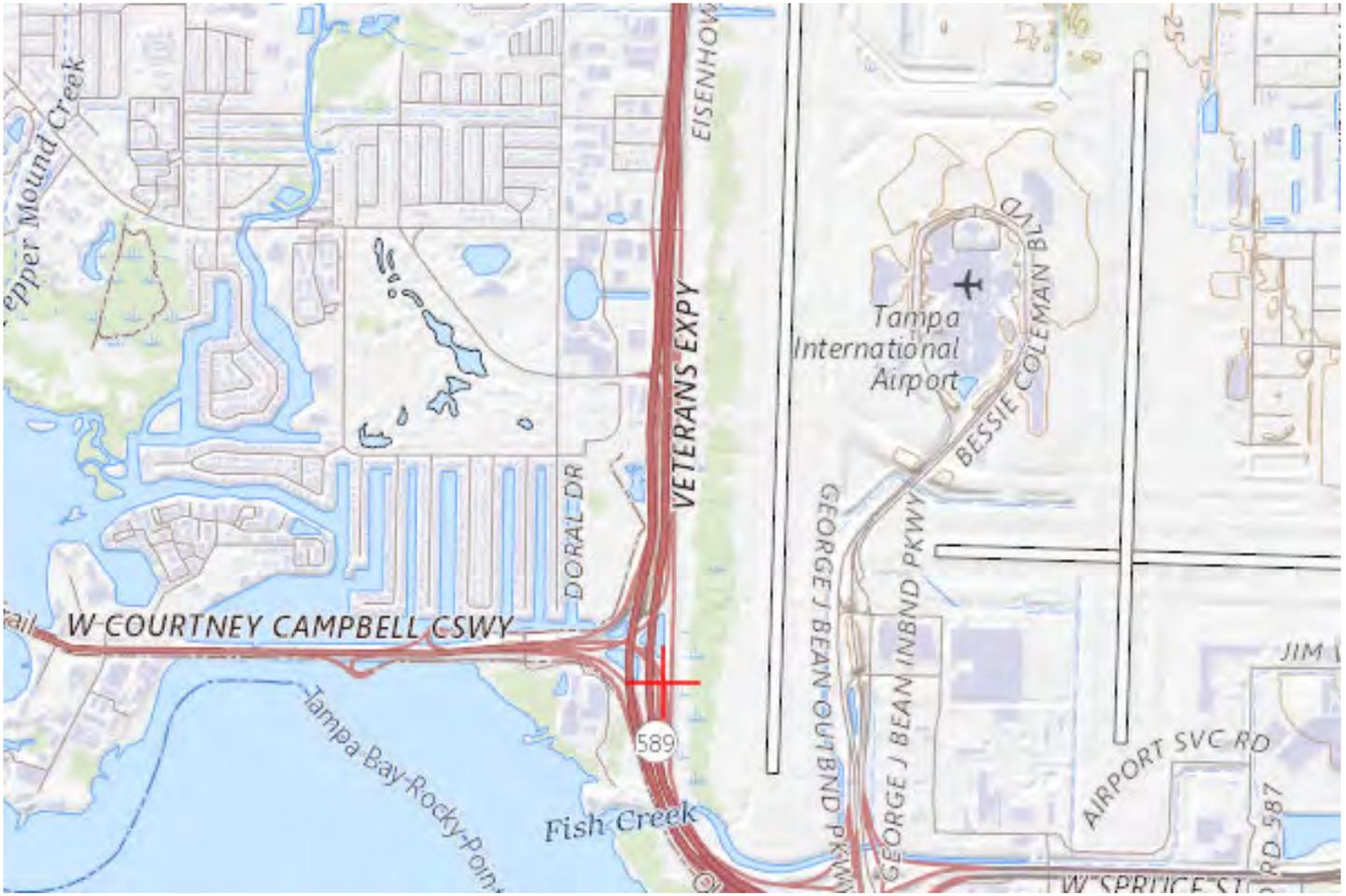
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6549-OE.

Signature Control No: 573412644-583147374

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6550-OE

Issued Date: 04/28/2023

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: Light Pole 1327+69.00
Location: Tampa, FL
Latitude: 27-58-28.52N NAD 83
Longitude: 82-32-46.28W
Heights: 12 feet site elevation (SE)
31 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)
 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 10/28/2024 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.

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

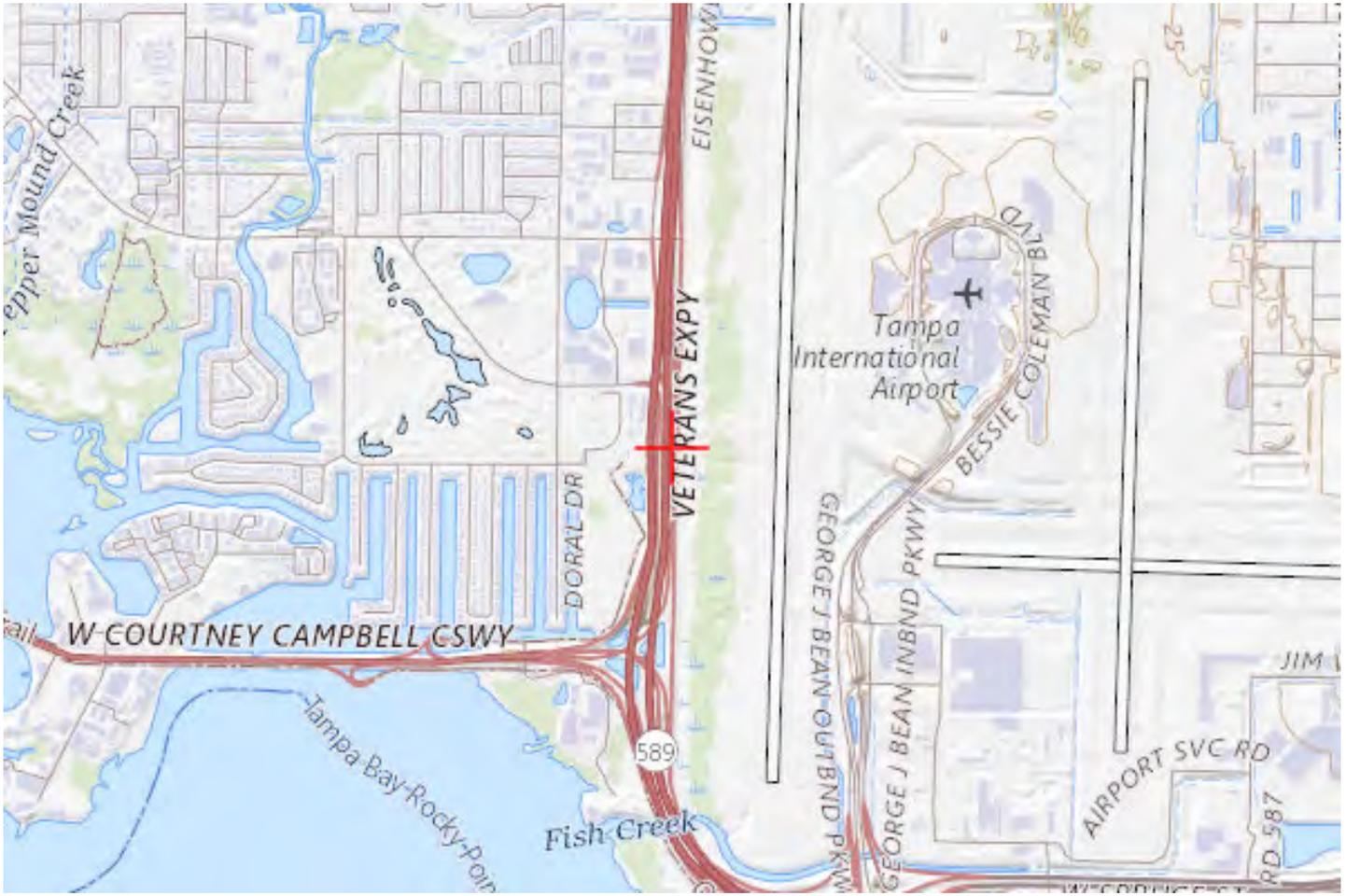
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6550-OE.

Signature Control No: 573412645-583147385

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6551-OE

Issued Date: 04/28/2023

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: Light Pole 1328+54.00
Location: Tampa, FL
Latitude: 27-58-29.36N NAD 83
Longitude: 82-32-46.27W
Heights: 12 feet site elevation (SE)
31 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)
 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 10/28/2024 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.

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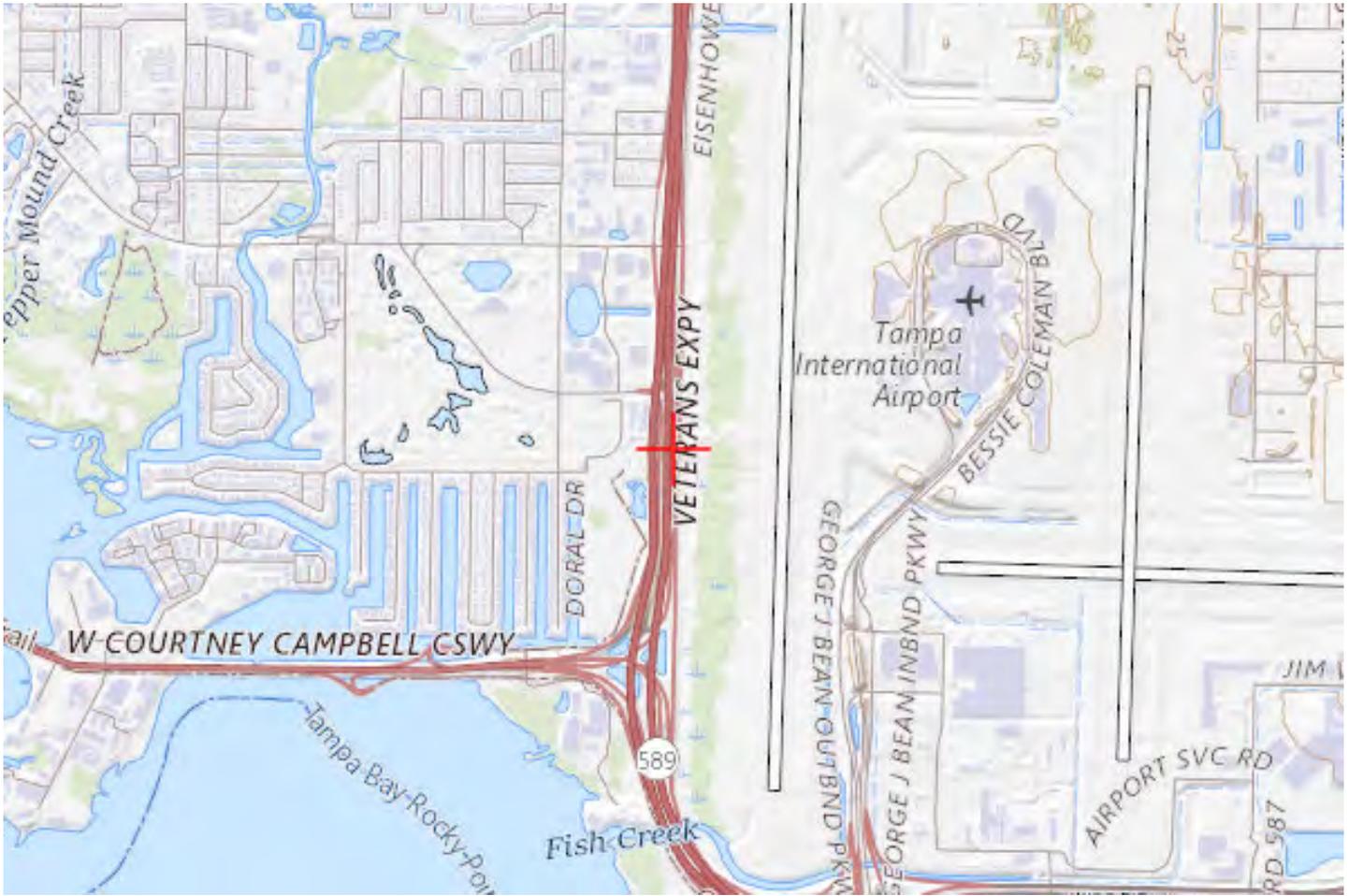
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6551-OE.

Signature Control No: 573412646-583147380

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
2023-ASO-6552-OE

Issued Date: 04/28/2023

Robert Harrigan, P.E. | Senior Project Manager
Michael Baker International, Inc. Tampa
4211 W Boy Scout Blvd.
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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: Light Pole 1329+40.00
Location: Tampa, FL
Latitude: 27-58-30.20N NAD 83
Longitude: 82-32-46.25W
Heights: 12 feet site elevation (SE)
31 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)
 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 10/28/2024 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.
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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

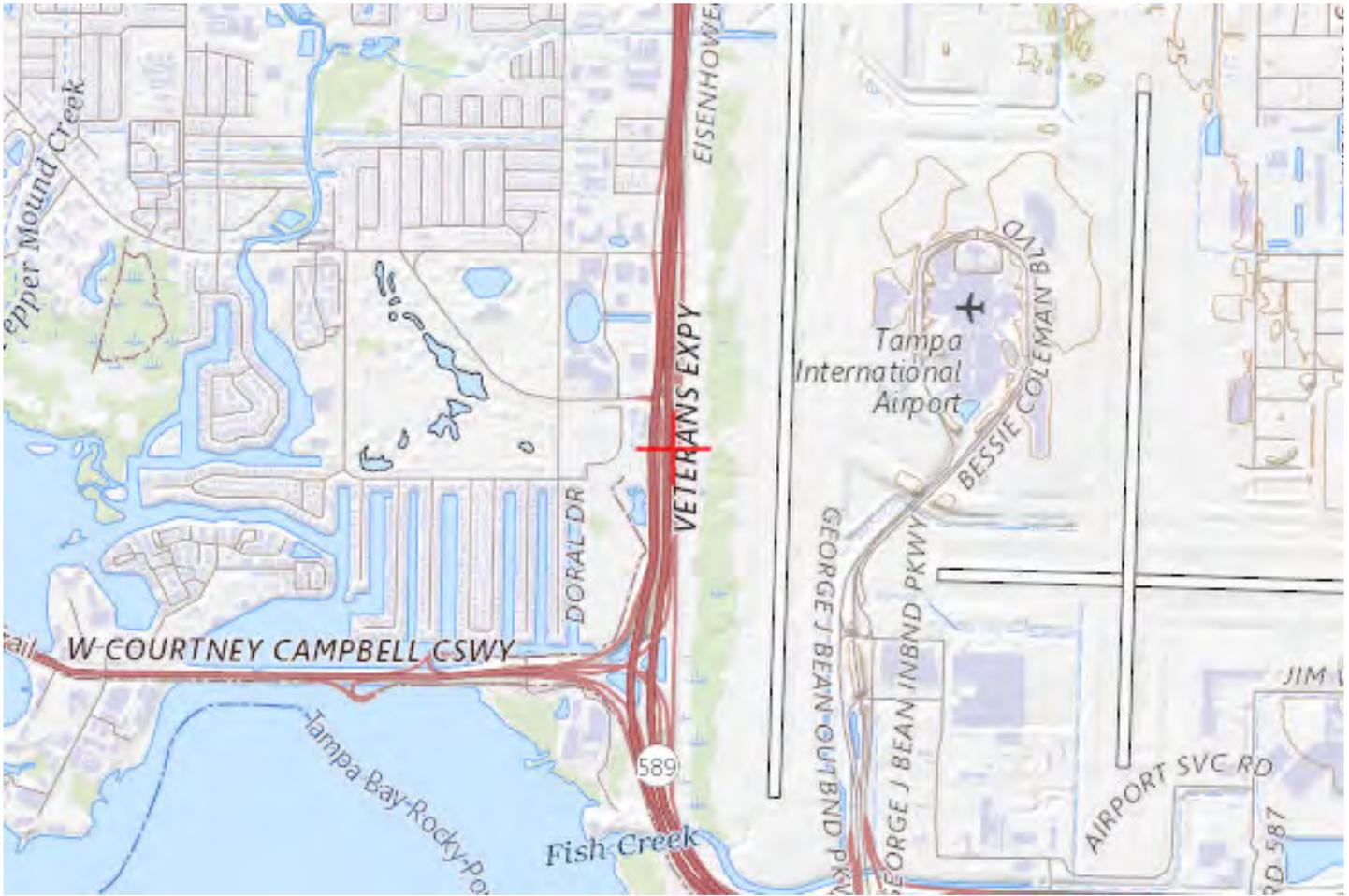
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6552-OE.

Signature Control No: 573412647-583147388

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
 2023-ASO-6553-OE

Issued Date: 04/28/2023

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: Light Pole 1330+26.00
 Location: Tampa, FL
 Latitude: 27-58-31.05N NAD 83
 Longitude: 82-32-46.23W
 Heights: 11 feet site elevation (SE)
 31 feet above ground level (AGL)
 42 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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.
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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

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

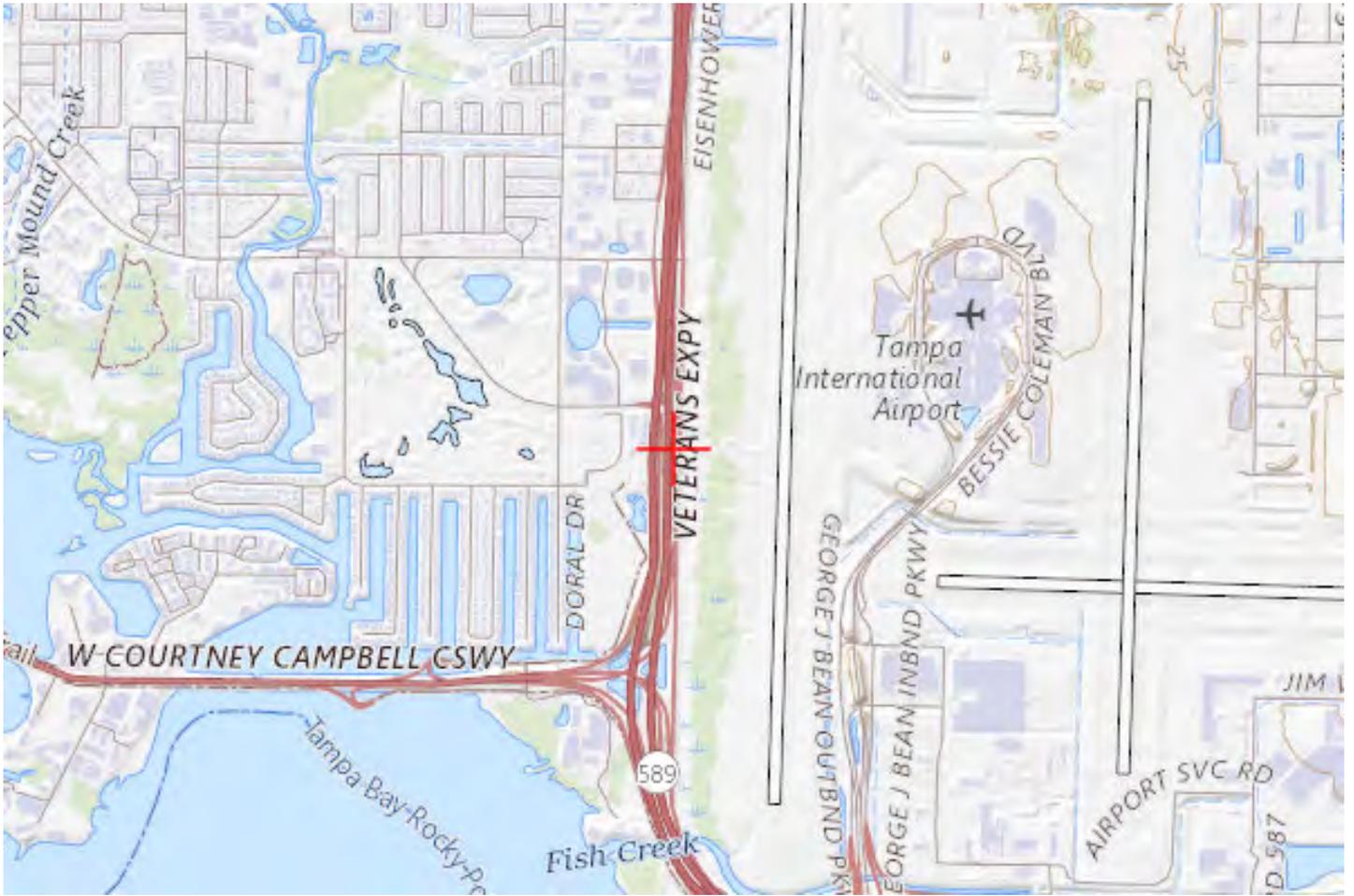
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6553-OE.

Signature Control No: 573412648-583147391

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
 2023-ASO-6559-OE

Issued Date: 04/28/2023

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: Light Pole 1336+41.00
 Location: Tampa, FL
 Latitude: 27-58-37.10N NAD 83
 Longitude: 82-32-46.80W
 Heights: 10 feet site elevation (SE)
 44 feet above ground level (AGL)
 54 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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, 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.

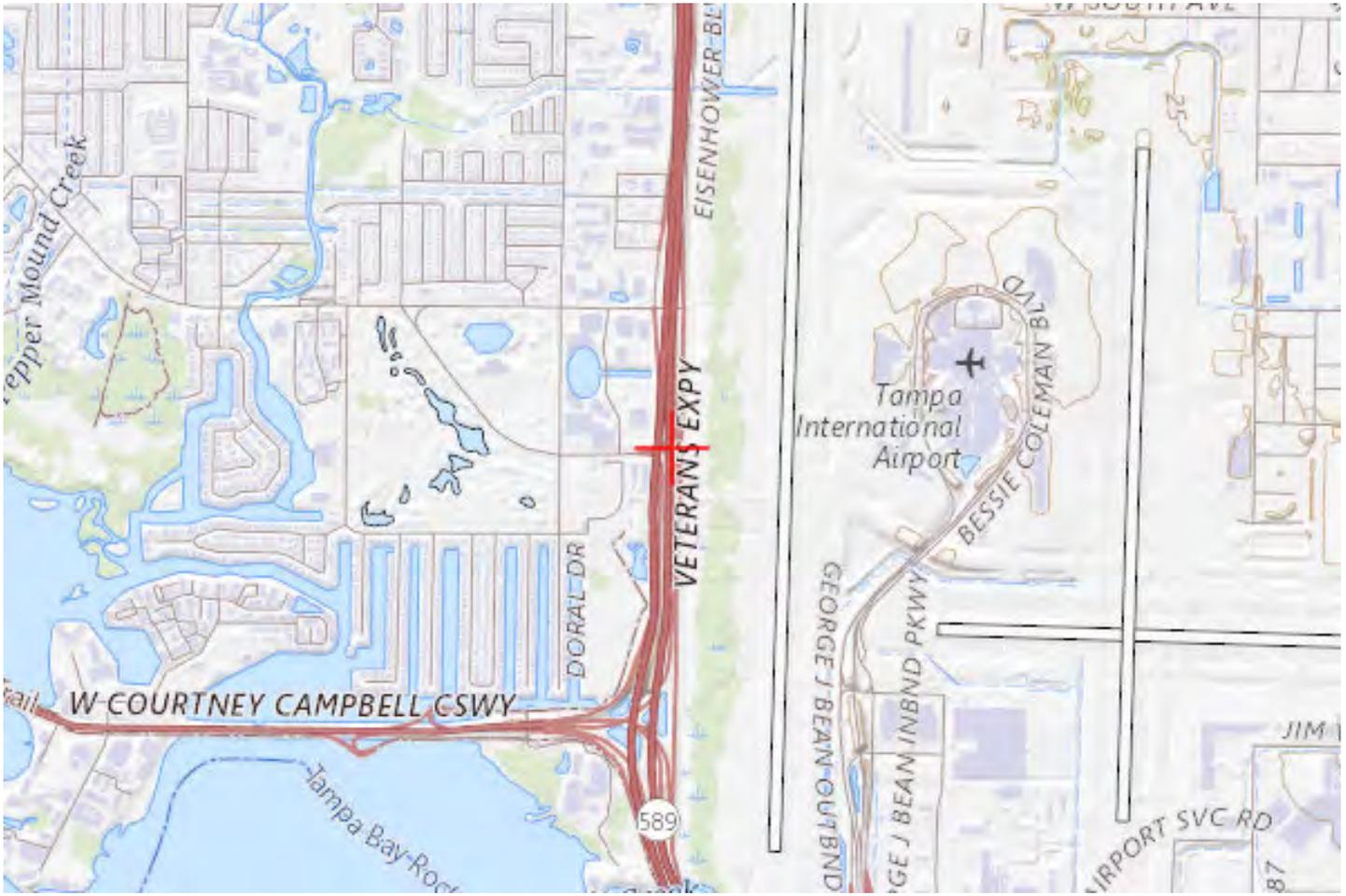
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6559-OE.

Signature Control No: 573412654-583147390

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
 2023-ASO-6560-OE

Issued Date: 04/28/2023

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: Light Pole 2212+37.00
 Location: Tampa, FL
 Latitude: 27-58-54.01N NAD 83
 Longitude: 82-32-46.00W
 Heights: 11 feet site elevation (SE)
 40 feet above ground level (AGL)
 51 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 10/28/2024 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.
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6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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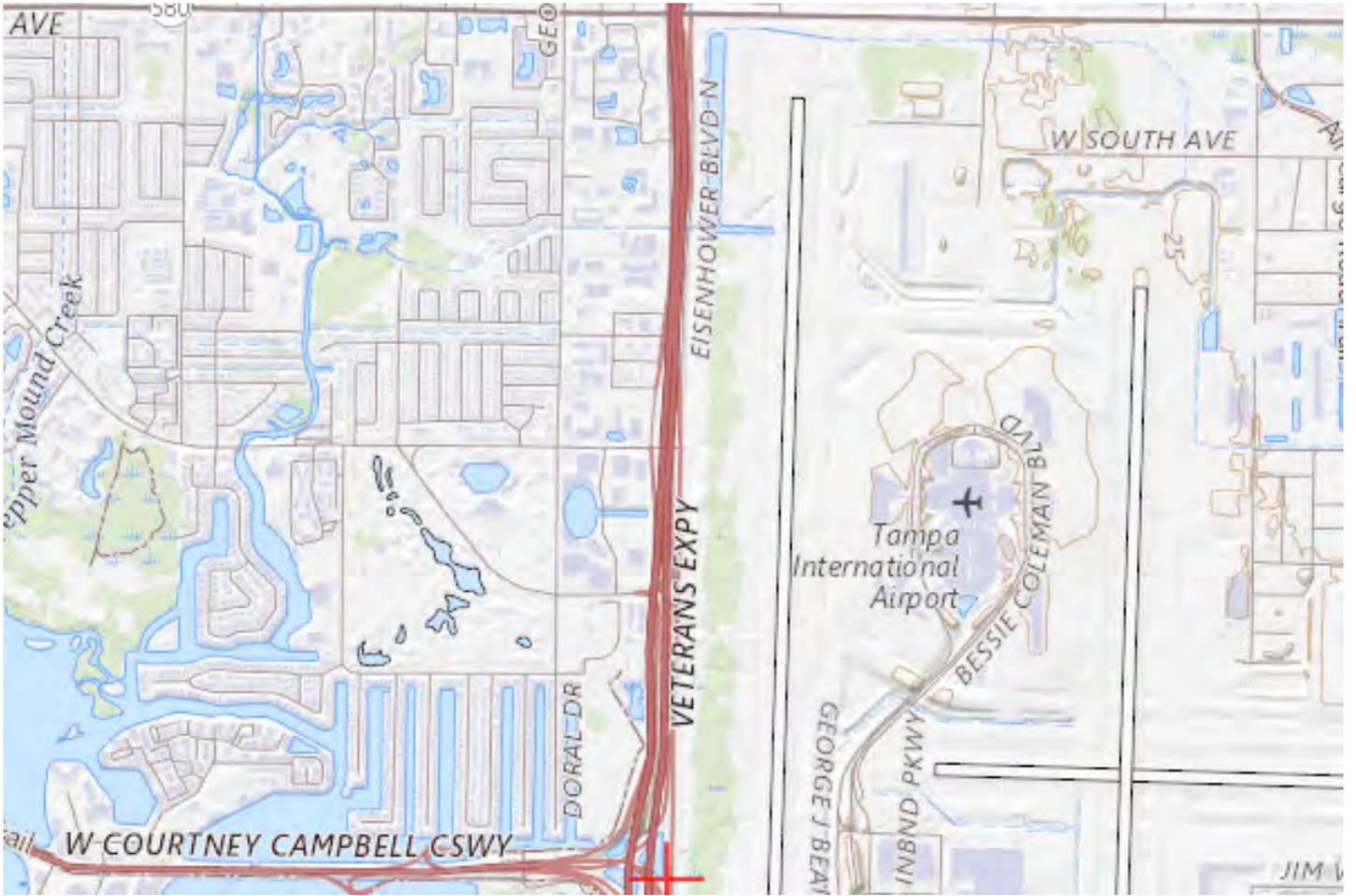
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6560-OE.

Signature Control No: 573412655-583147384

(DNE)

Michael Blaich
Specialist

Attachment(s)
Map(s)





Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

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Date: September 7, 2023

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

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: 2023-110 FAA: 2023-ASO-6576-6580,13961-13968-OE
Structure: Light poles and ITS Height AGL: 70' Height AMSL: 81'

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 77.19 (E). Based on FAA Determinations and as long as conditions are followed we don't see an impact to the utility of our Airports.

Hearing is scheduled for October 19, 2023

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

Sincerely,

DocuSigned by:

Anthony S. Mantegna

Anthony S. Mantegna

Sr Manager of Planning

Cc: Jeff Siddle

Michael Kamprath