



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.

- Need additional height to achieve desired build of home. New flood map forces, elevation of first livable area, causing a need for height exemption of up to 46 feet AMSL, 40 ft above base plot elevation.
-Many other recently constructed houses on our street with heights of 46 AMSL.
- Height variance approval, will enhance the value of the neighborhood (larger houses improve value of street) while not causing any additional obstruction to air traffic - neighbors houses already similar height.

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 : 9/19/22 Nearest Airport: Peter O. Knight Overall Height (AMSL): 46

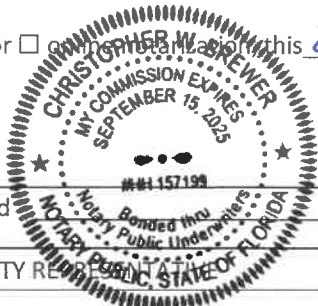
Under penalty of perjury, I hereby certify that the above statements are true and correct and I have full power and authority to act on behalf of the Applicant's named firm, corporation or organization in the submission of this variance request.

Printed Name of Authorized Representative: Nolan Rivers
Signature of Authorized Representative: [Signature] Date: 9/26/22

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

STATE OF FLORIDA, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me by means of [X] physical presence or [] on this 26th day of SEPT, 2022 by Nolan Rivers

(NOTARY SEAL)



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

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REVIEW

Airport Study No. 2022-146

FAA Study Number: 2023-ASO-2272-OE

Associated Aeronautical Study Numbers: 2022-ASO-39239-39242-OE

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

Approved by Board of Adjustment Chairman

Date



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:
eRivers Residence / 836 S Davis Blvd, Tampa FL 33606
Constructing of a new single-family home. Home's highest point will be 40 feet (46 ft AMSL). Four corner points plotted with 1A accuracy by Robertson Survey. FAA determined no hazard to air traffic.

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

Permanent (Height Zoning) Check type of permit
Temporary (Crane/Equip.) 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: Nolan Rivers

Contact Person for Requested Activity: Nolan Rivers

Phone: 215-850-9575

Project Location: 836 S Davis Blvd, Tampa FL 33606 Email: nolanrivers@gmail.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: Nolan Rivers

Signature of Authorized Representative: Date: 9/26/22

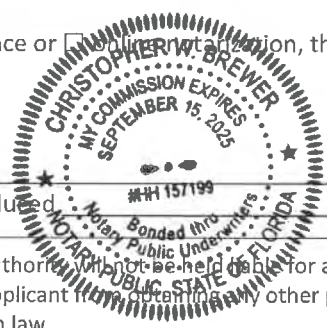
STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of physical presence or virtual presence, this 26th day of Sept, 2022, by Nolan Rivers

(NOTARY SEAL)

Notary Signature:

Personally Known 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. 2022-146

Variance Required:

FAA Study Number 2023-ASO-2272-OE

Recommend Approval:

Associated FAA Study Numbers 2022-ASO-39239-39242-OE

Coordinate with Airport Operations:

Reviewed By: _____

Coordinate with ATCT:

Approved by Zoning Director

Date

Review Summary

Airport Study Number

2022-146

Permit Number

22146

Maximum Height - AMSL

46

Approval Date

Expires

7/25/2024,

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

Penetration to TPF Transitional Surface - No VFR/IFR or Navaid impacts identified. No Hazard as long as conditions are followed.

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

No

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or within 5 days after the construction reaches its greatest height.Occupants and/or owners of the units must be informed that the structure considered under this variance lies in close proximity to Peter O Knight Airport and occupants may be subjected to noise and/or light from aircraft operating to and from the airport.The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.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 and in accordance with elevation plans submitted. Installation equipment (Crane) exceeding 46' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.The Aviation Authority requires a survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.You will be required to follow all conditions specified in the FAA Determination to remain in compliance.

Recommended Approval

Yes

Airport Study Number:

2022-146

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.

Occupants and/or owners of the units must be informed that the structure considered under this variance lies in close proximity to Peter O Knight Airport and occupants may be subjected to noise and/or light from aircraft operating to and from the airport.

The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.

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 and in accordance with elevation plans submitted.

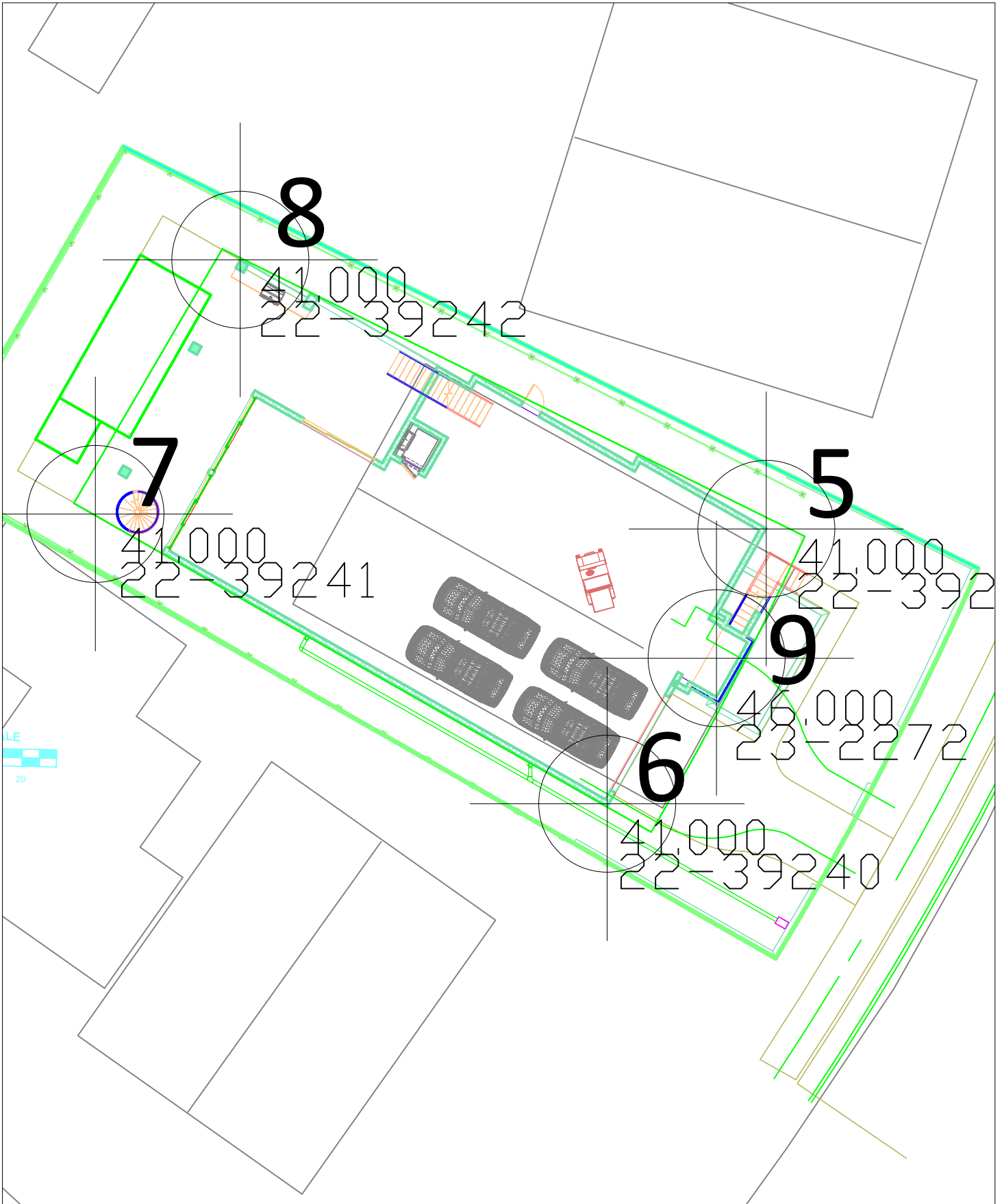
Installation equipment (Crane) exceeding 46' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

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

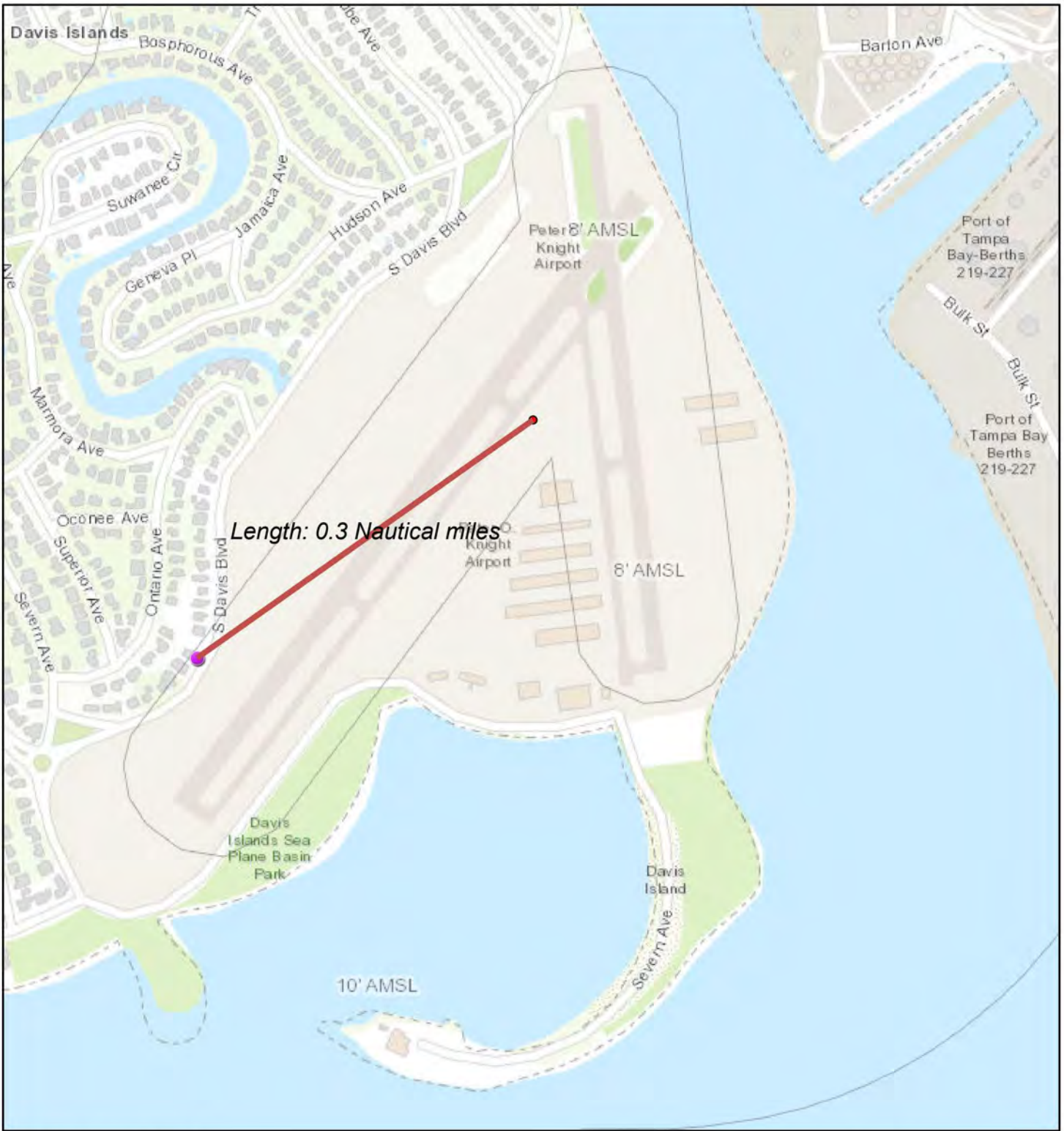
The Aviation Authority requires a survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.

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

Point Locations

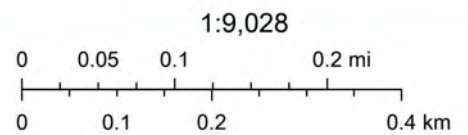


Distance from ARP



1/30/2023, 2:17:07 PM

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



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

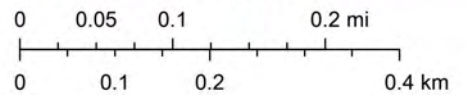
TPF Transitional Surface



Penetrations

1/30/2023, 2:19:32 PM

1:9,028

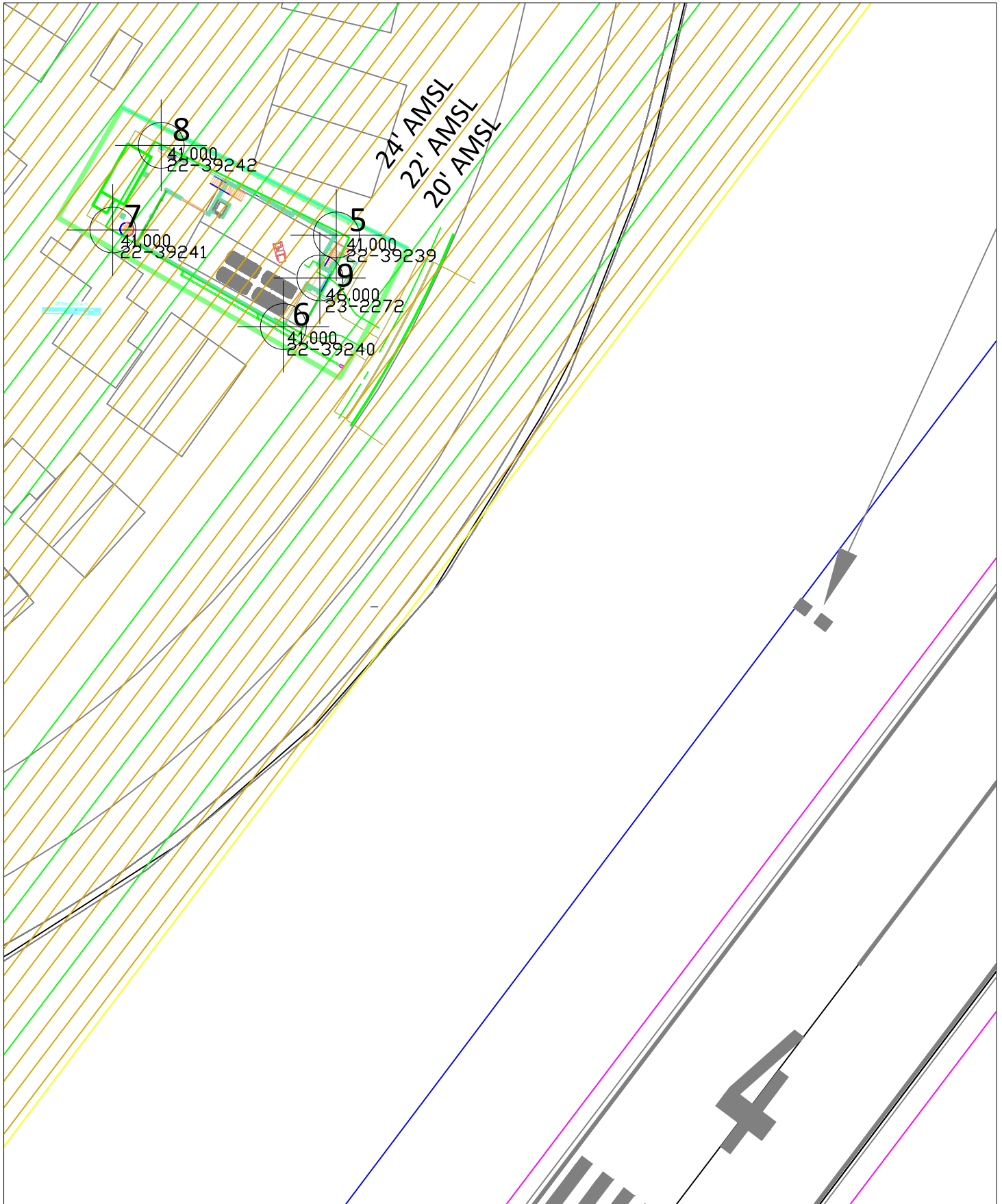


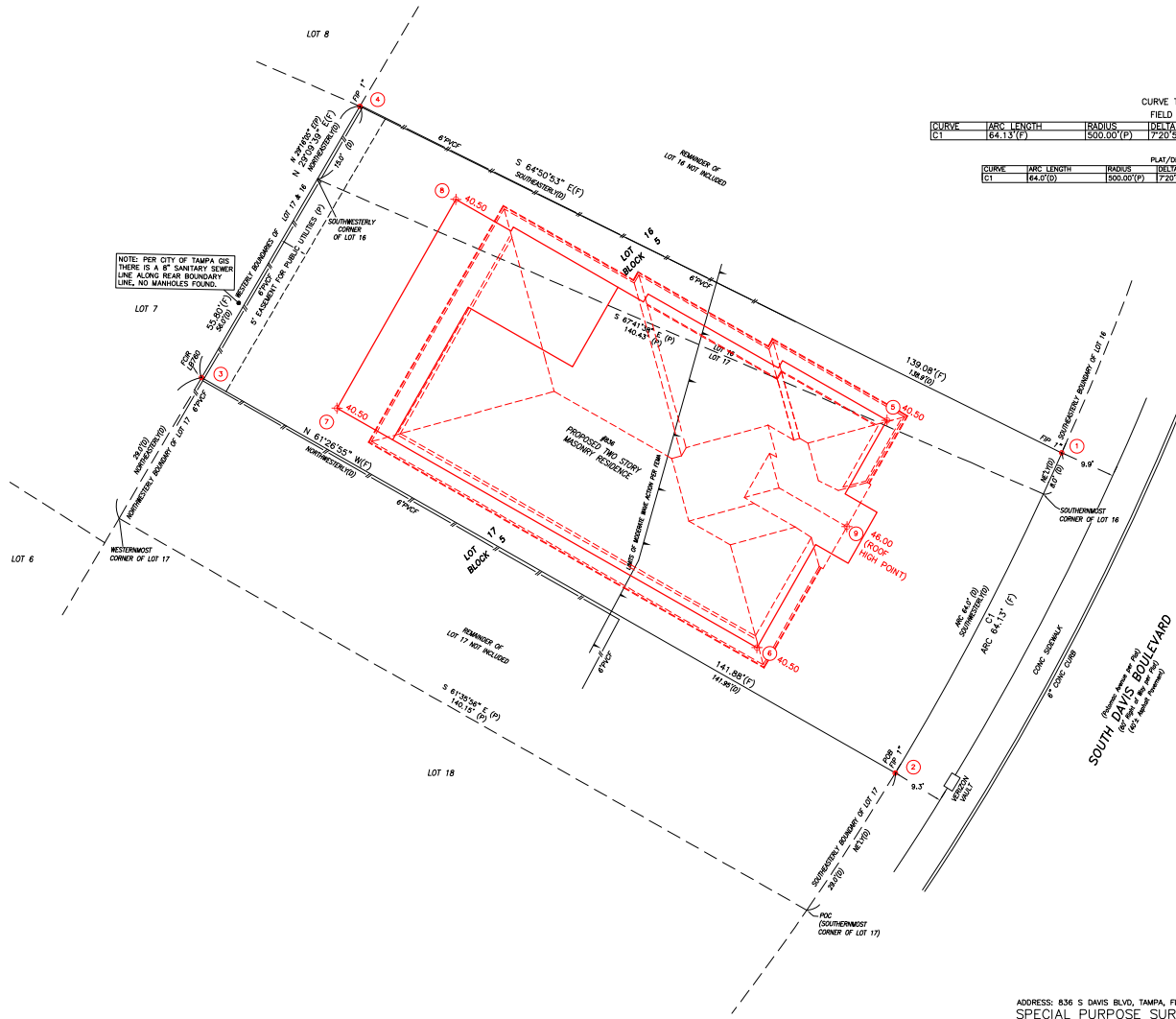
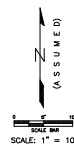
- Override 1
- Override 1
- Airspace - TPF_P77_19_Dissolve
- TPF_18-36_P77_19_Primary
- TPF_18-36_P77_19_Primary_Trans
- TPF_18_P77_19_Inner_Appch
- TPF_18_P77_19_Inner_Trans_Appch
- TPF_22_P77_19_Inner_Appch
- TPF_22_P77_19_Inner_Trans_Appch
- TPF_36_P77_19_Inner_Appch
- TPF_36_P77_19_Inner_Trans_Appch
- TPF_4-22_P77_19_Primary
- TPF_4-22_P77_19_Primary_Trans
- TPF_4_P77_19_Inner_Appch
- TPF_4_P77_19_Inner_Trans_Appch
- TPF_P77_19_Horizontal_Plane
- Airports - ARP
- TPA Height and Zoning

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

ArcGIS Web AppBuilder

Part 77-Transitional Surface





CURVE TABLES:

CURVE	ARC LENGTH	RADIUS	FIELD DATA	
			DELTA ANGLE	CHORD BEARING
C1	64.13'(F)	500.00'(P)	7°20'58"(C)	S 26°21'21" W(F)
C2	64.09'(F)	500.00'(P)	7°20'02"(C)	SW(L)D

NOTE: PER CITY OF TAMPA GIS THERE IS A 8" SANITARY SEWER LINE ALONG REAR BOUNDARY LINE, NO MANHOLES FOUND.

- COORDINATE POSITIONS REFER TO NAD 83 (2011), FLORIDA WEST.
- ① = COORDINATE NUMBER
- 27°54'46.153" - 82°27'13.606"
 - 27°54'46.689" - 82°27'13.933"
 - 27°54'46.280" - 82°27'15.310"
 - 27°54'46.758" - 82°27'14.999"
 - 27°54'46.209" - 82°27'13.951"
 - 27°54'45.811" - 82°27'14.208"
 - 27°54'46.227" - 82°27'15.042"
 - 27°54'46.589" - 82°27'14.868"
 - 27°54'46.022" - 82°27'14.031"

SURVEYORS NOTES

- LEGAL DESCRIPTION SHOWN HEREIN PER DEED.
- THIS SURVEY SHALL VALID WITHOUT THE SIGNATURE AND ORIGINAL SEAL OF THE SURVEYOR AND THE ORIGINAL REPRODUCTION OF THIS SURVEY IS EXPRESSLY FORBIDDEN.
- NO UNDERGROUND IMPROVEMENTS LOCATED UNLESS OTHERWISE SHOWN. DISCREPANCIES BETWEEN PROPERTY LINES OF ADJOINING PARCELS NOT REVEALED UNLESS OTHERWISE SHOWN.
- BEARINGS SHOWN REFER TO THE NORTHERLY BOUNDARY OF SUBJECT PROPERTY; SAG BEARING IS S 49°00'00" E, SOUTHWESTERLY PER DEED.
- THE FIELD SURVEYED SITE APPEARS TO BE IN FLOOD ZONE "AE" (DATE 12/12/2009) ACCORDING TO THE NATIONAL FLOOD INSURANCE AND MAP ACT OF 1968. LOCAL FLOODING AND RAINFALL RECORDS AND MAP OF RELATIONSHIP LOCAL FLOODING AND RAINFALL RECORDS AND MAP NUMBER 125030002L, EFFECTIVE DATE: 10-7-2011. ROBERTSON & ASSOCIATES SURVEYING, INC. AS THE SURVEYOR, MAKES NO WARRANTY REGARDING THE ACCURACY OF THIS ZONE DETERMINATION. THE PROPERTY OWNER, THE CLIENT, THE LOCAL AGENCY HAVING JURISDICTION OVER SUCH MATTERS SHOULD BE CONTACTED PRIOR TO ANY ADJUSTMENTS BEING MADE FROM THIS INFORMATION. THE ABOVE REFERENCES MAP STATES IN THE NOTES TO THE USER THAT THIS MAP IS FOR INSURANCE PURPOSES ONLY.
- FINAL FLOOD HAZARD MAPPING: THIS PRODUCT WAS NOT DESIGNED TO MAKE PRECISE IN-PLACE FLOOD RISK DETERMINATIONS. THIS PRODUCT IS NOT SUITABLE FOR ENGINEERING APPLICATIONS AND SHOULD NOT BE USED TO DETERMINE ABSOLUTE DIMENSIONS OF FLOOD BOUNDARIES.
- PROPERTY OWNER SHOULD OBTAIN WRITTEN FLOOD ZONE DETERMINATION FROM OUR LOCAL RETAINING, PLANNING AND BUILDING DEPARTMENT PRIOR TO ANY CONSTRUCTION PLANNING AND/OR CONSTRUCTION.
- UNLESS OTHERWISE SHOWN, ENCROACHMENTS OF UNDERGROUND UTILITIES, WALL FOUNDATIONS, WELLS, NOT RECORDED IN THIS SURVEY, ARE NOT SHOWN. THE SURVEYOR MAKES NO WARRANTY OF FENCES AND/OR WALLS (IF PRESENT) ARE NOT FIELD DETERMINED.
- RE-USE OF THIS SURVEY FOR PURPOSES OTHER THAN INTENDED, WITHOUT WRITTEN PERMISSION FROM THE SURVEYOR, IS EXPRESSLY FORBIDDEN. ANY REUSE OF THIS SURVEY FOR PURPOSES OTHER THAN INTENDED SHALL BE CONSIDERED TO BE AN INFRINGEMENT OF THE SURVEYOR'S RIGHTS AND SHALL BE SUBJECT TO LEGAL ACTION.
- ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
- THIS SURVEY WAS PERFORMED USING THE TRAVEL AND TAPE SURVEY METHOD AND CHECKED BY MEASUREMENT, TRANSITS, CLIPPING, AND REDUNDANT MEASUREMENTS TO CONFIRM THAT COULD NOT BE COVERED BY AN INSTRUMENT. THE CALCULATED MEASUREMENTS, CLIPPING MEASUREMENTS OR CHECKS THE CLIPPING REQUIREMENTS SET FORTH IN FLORIDA ADMINISTRATIVE CODE 54-17.
- THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF AN INSTRUMENT OF TITLE. THE UNDERGROUND MATTER IS NOT GUARANTEED AS TO THE EXISTENCE, SIZE OR LOCATION OF UTILITY LINES, RIGHTS OF WAY, ENCUMBRANCES, AGREEMENTS OR SIMILAR MATTERS.
- THE TREES SHOWN HEREIN WERE LOCATED USING METHODS ADOPTED FOR THEIR LOCATION, LOCATION AND IDENTIFICATION. HOWEVER, THIS COMPANY AND THE SIGNING SURVEYOR RESERVES THE RIGHT TO REVISY COORDINATE OF ALL TREES LOCATED IN THE FIELD. THE SIGNING SURVEYOR RESERVES THE RIGHT TO REVISY THE COORDINATE OF ANY TREES LOCATED IN THE FIELD. THE SIGNING SURVEYOR OF ANY TREES CRITICAL TO THEIR DESIGN SO THAT THOSE TREES CAN BE REVEALED PRIOR TO LOCAL CONSTRUCTION.
- THE ELEVATIONS SHOWN HEREIN ARE BASED ON CITY OF TAMPA, BENCH MARK HW-0216, ELEVATION = 4.851 FEET (NAVD.1988).

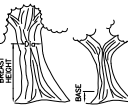
ELEVATIONS REFER TO NAVD 1988.

LEGEND

(A) = ARBITRARY (X) = FIELD	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(C) = CALCULATED	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(D) = DEED	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(E) = MEASURED	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(F) = FIELD	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(G) = GROUND	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(H) = HORIZONTAL	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(I) = INTERIOR	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(J) = JUNCTION	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(K) = KITCHEN	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(L) = LIVING	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(M) = MASONRY	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(N) = NORTH	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(O) = OFFICE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(P) = PAVEMENT	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(Q) = QUARTERS	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(R) = REAR	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(S) = SIDE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(T) = TOWER	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(U) = UTILITY	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(V) = VENT	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(W) = WALL	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(X) = X-RAY	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(Y) = YARD	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE
(Z) = ZONE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE	OP = OPERATIONAL PROTECTION BY METAL FENCE

TREE NOTE

ALL TREE LOCATIONS INFORMATION SHOULD BE FIELD VERIFIED IF CRITICAL TO DESIGN. TREES BY NATURE ARE IRREGULAR IN SIZE AND SHAPE AND EVERY EFFORT IS MADE TO ACCURATELY LOCATE THE TREE. TREES SHOWN HEREON THE TREE SIZE IS DETERMINED AT THE DIAMETER OF TREE AT BREAST HEIGHT.



TREE LEGEND

BB=BARBADO	LEUCOCYSTIS
CI=CHERRY	OR=ORANGE
CH=CHERRY LAUREL	PE=PALM
CO=COCONUT	PO=POINCIANA
CU=CUCURBIT	PO=POINCIANA
EG=EGGPLANT	PO=POINCIANA
FL=FLORIDA PALM	PO=POINCIANA
FR=FRUIT	PO=POINCIANA
GR=GRAPES	PO=POINCIANA
HA=HAZEL	PO=POINCIANA
HE=HEMP	PO=POINCIANA
HO=HONEYDEW	PO=POINCIANA
IP=IPOMOEHA	PO=POINCIANA
JA=JACARANDA	PO=POINCIANA
KE=KEY LIME	PO=POINCIANA
LI=LIME	PO=POINCIANA
MA=MAIZE	PO=POINCIANA
ME=MELOON	PO=POINCIANA
MI=MIAMI PALM	PO=POINCIANA
MO=MOON	PO=POINCIANA
NA=NAUTICAL	PO=POINCIANA
NI=NISSAN	PO=POINCIANA
NO=NOODLE	PO=POINCIANA
OR=ORANGE	PO=POINCIANA
PE=PALM	PO=POINCIANA
PI=PISTACHIO	PO=POINCIANA
PL=PLUM	PO=POINCIANA
PO=POINCIANA	PO=POINCIANA
PR=PRUNE	PO=POINCIANA
PU=PUERARIA	PO=POINCIANA
RA=RAPE	PO=POINCIANA
RE=REBECCA	PO=POINCIANA
RI=RISE	PO=POINCIANA
RO=ROSE	PO=POINCIANA
RU=RUSSIAN	PO=POINCIANA
SA=SAFFRON	PO=POINCIANA
SC=SCORPION	PO=POINCIANA
SE=SEED	PO=POINCIANA
SH=SHOULDER	PO=POINCIANA
SI=SIENNA	PO=POINCIANA
SO=SOY	PO=POINCIANA
SP=SPINACH	PO=POINCIANA
ST=STRAWBERRY	PO=POINCIANA
TA=TAKE	PO=POINCIANA
TE=TEA	PO=POINCIANA
TI=TIFFANY	PO=POINCIANA
TO=TOBACCO	PO=POINCIANA
TR=TRIPLE	PO=POINCIANA
TS=TSURU	PO=POINCIANA
TV=TV	PO=POINCIANA
UN=UNKNOWN	PO=POINCIANA

ADDRESS: 836 S DAVIS BLVD, TAMPA, FL 33606
SPECIAL PURPOSE SURVEY
 (SHOWING COORDINATE LOCATION OF PROPERTY AND PROPOSED HOUSE)
 NOT A BOUNDARY SURVEY

DATE OF FIELD SURVEY: 9-8-2022

OFFICE REVISIONS

DATE	BY	DESCRIPTION
11-17-22	SB	HOUSE REVISIONS, COORDINATES UPDATED
11-17-22	SB	REVISED COORDINATE OF POINT #6

Prepared For: **NOLAN RIVERS**

Digitally signed by **ALVIE GRIFFITH**
 Date: 2022.11.17
 12:07:47 -05'00'



ROBERTSON SURVEYING
 Surveyor Business Lic # 158108
 14052 N. Florida Ave., Tampa FL 33613
 Phone: (813) 389-2484

Drawn By: SB

Checked By: PC

Job No.: **22-106 FAA**

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL (OR DIGITAL SEAL) OF A FLORIDA LICENSED SURVEYOR AND MAPPER

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY ALVIE GRIFFITH USING A DIGITAL SIGNATURE AND DATE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPY.



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

Aeronautical Study No.
 2023-ASO-2272-OE
 Prior Study No.
 2022-ASO-39242-OE

Issued Date: 01/25/2023

Nolan Rivers
 Nolan Rivers
 836 S Davis Blvd
 Tampa, FL 33606

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

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

Structure: House Rivers Residence F
 Location: Tampa, FL
 Latitude: 27-54-46.02N NAD 83
 Longitude: 82-27-14.03W
 Heights: 6 feet site elevation (SE)
 40 feet above ground level (AGL)
 46 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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.

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

This determination expires on 07/25/2024 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.

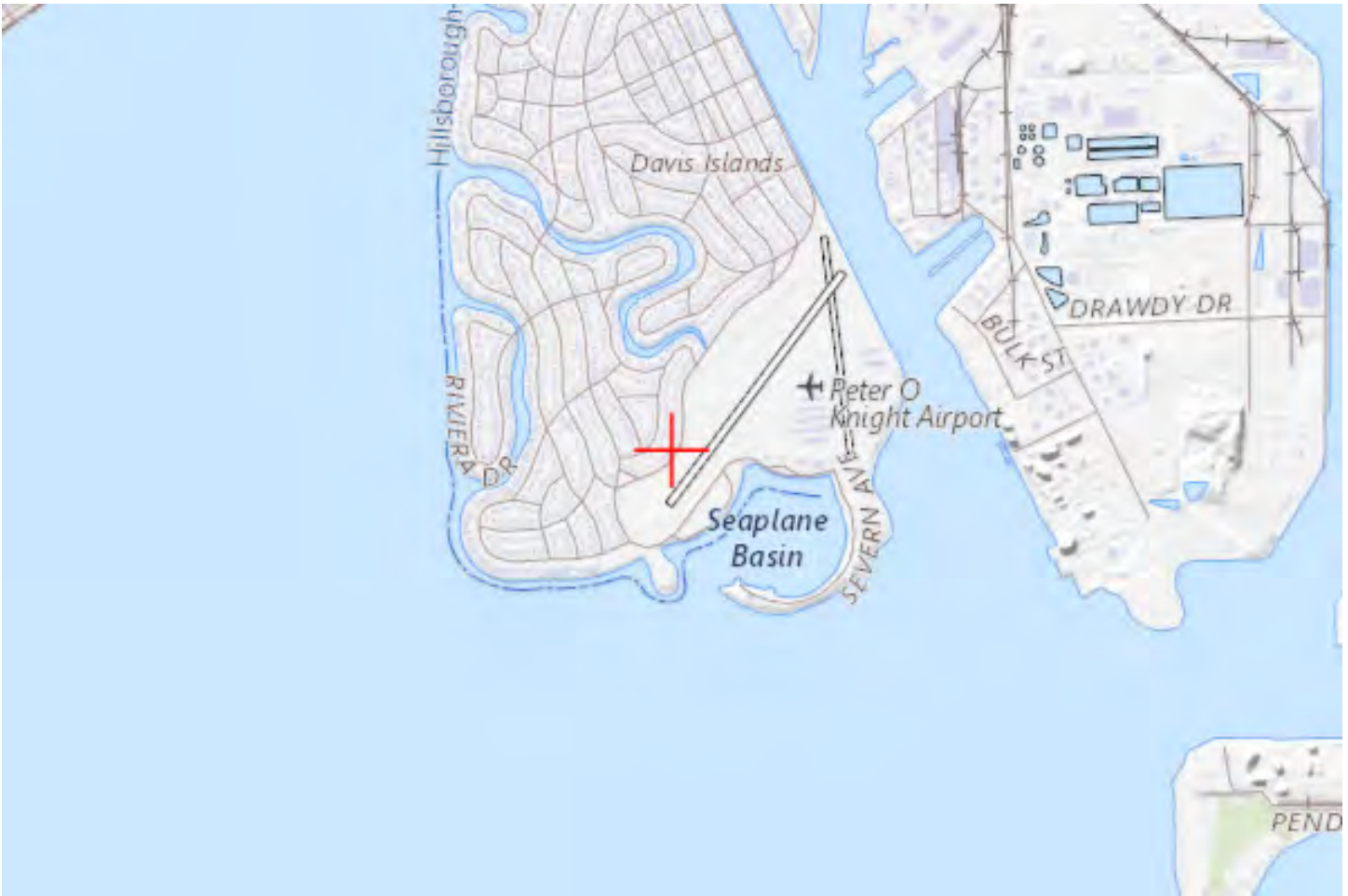
If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-2272-OE.

Signature Control No: 569236600-569714118

(EBO)

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.
 2022-ASO-39239-OE
 Prior Study No.
 2022-ASO-34975-OE

Issued Date: 01/09/2023

Nolan Rivers
 Nolan Rivers
 836 S Davis Blvd
 Tampa, FL 33606

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

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

Structure: House Rivers Residence F
 Location: Tampa, FL
 Latitude: 27-54-46.21N NAD 83
 Longitude: 82-27-13.95W
 Heights: 6 feet site elevation (SE)
 40 feet above ground level (AGL)
 46 feet above mean sea level (AMSL)

Reduced Height
 35' AGL
 41' 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)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

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

This determination expires on 07/09/2024 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 February 08, 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 February 18, 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, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

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

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

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-39239-OE.

Signature Control No: 558224386-567617381

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-39239-OE

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of five points, represented by ASNs 2022-ASO-39239-OE through 39242 and 39275. The project points were submitted at a height of 35 and 40 feet AGL, 41 and 46 feet AMSL. The building points are located 369 to 458 feet from RWY 04 and approximately 0.28 to 0.30 NM southwest of the TPF ARP and from 236.11 degrees azimuth clockwise to 239.18 degrees azimuth from TPF.

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

Section 77.19 (e) TPF: Transition Surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. The proposals will exceed Runway 04/22 Transition Surface from 5 to 22 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 proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

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

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

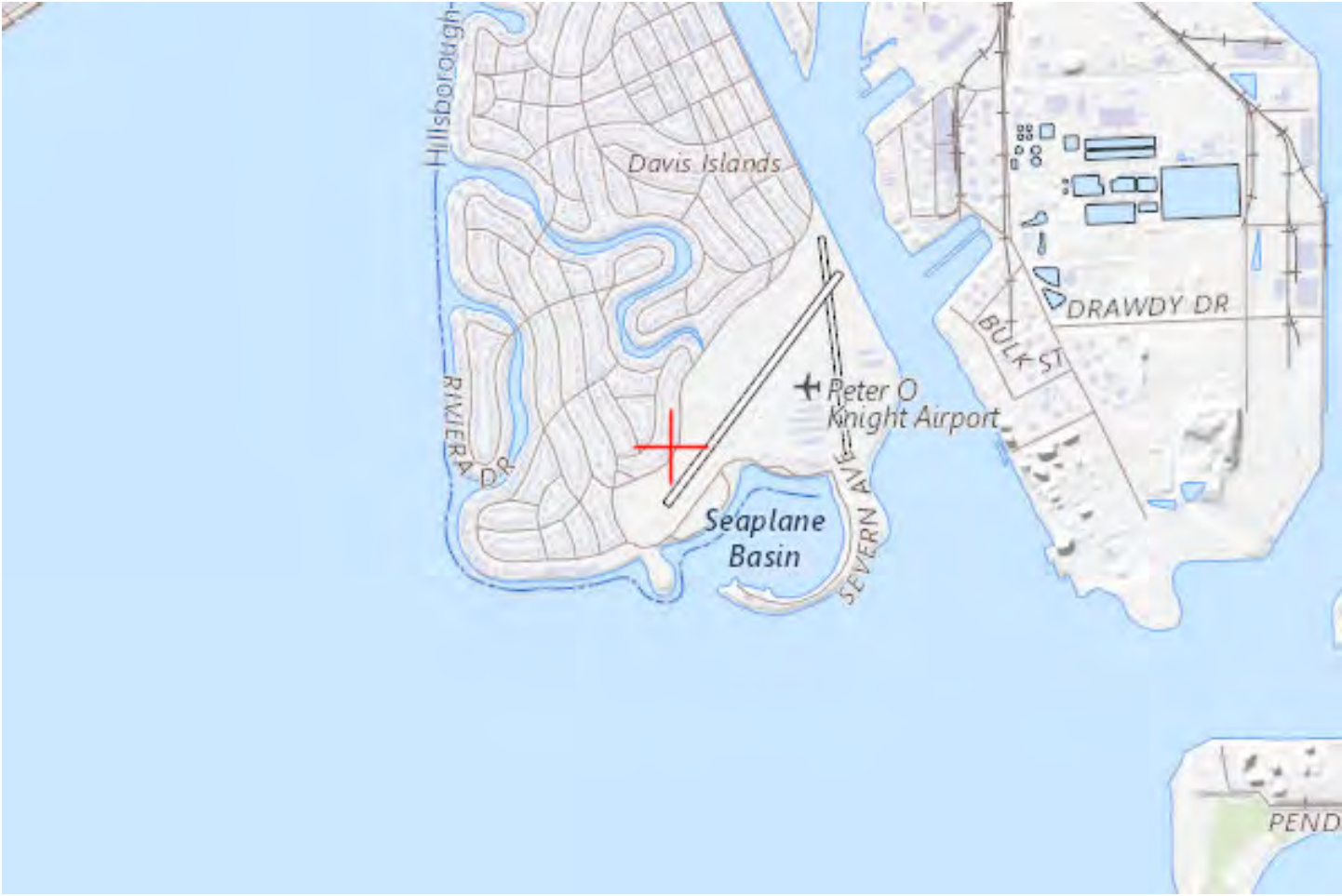
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure 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 proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

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







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

Aeronautical Study No.
 2022-ASO-39240-OE
 Prior Study No.
 2022-ASO-34975-OE

Issued Date: 01/09/2023

Nolan Rivers
 Nolan Rivers
 836 S Davis Blvd
 Tampa, FL 33606

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

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

Structure: House Rivers Residence F
 Location: Tampa, FL
 Latitude: 27-54-45.81N NAD 83
 Longitude: 82-27-14.20W
 Heights: 6 feet site elevation (SE)
 35 feet above ground level (AGL)
 41 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)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

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

This determination expires on 07/09/2024 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 February 08, 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 February 18, 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, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

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

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

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-39240-OE.

Signature Control No: 558224387-567618591

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-39240-OE

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of five points, represented by ASNs 2022-ASO-39239-OE through 39242 and 39275. The project points were submitted at a height of 35 and 40 feet AGL, 41 and 46 feet AMSL. The building points are located 369 to 458 feet from RWY 04 and approximately 0.28 to 0.30 NM southwest of the TPF ARP and from 236.11 degrees azimuth clockwise to 239.18 degrees azimuth from TPF.

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

Section 77.19 (e) TPF: Transition Surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. The proposals will exceed Runway 04/22 Transition Surface from 5 to 22 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 proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

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

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

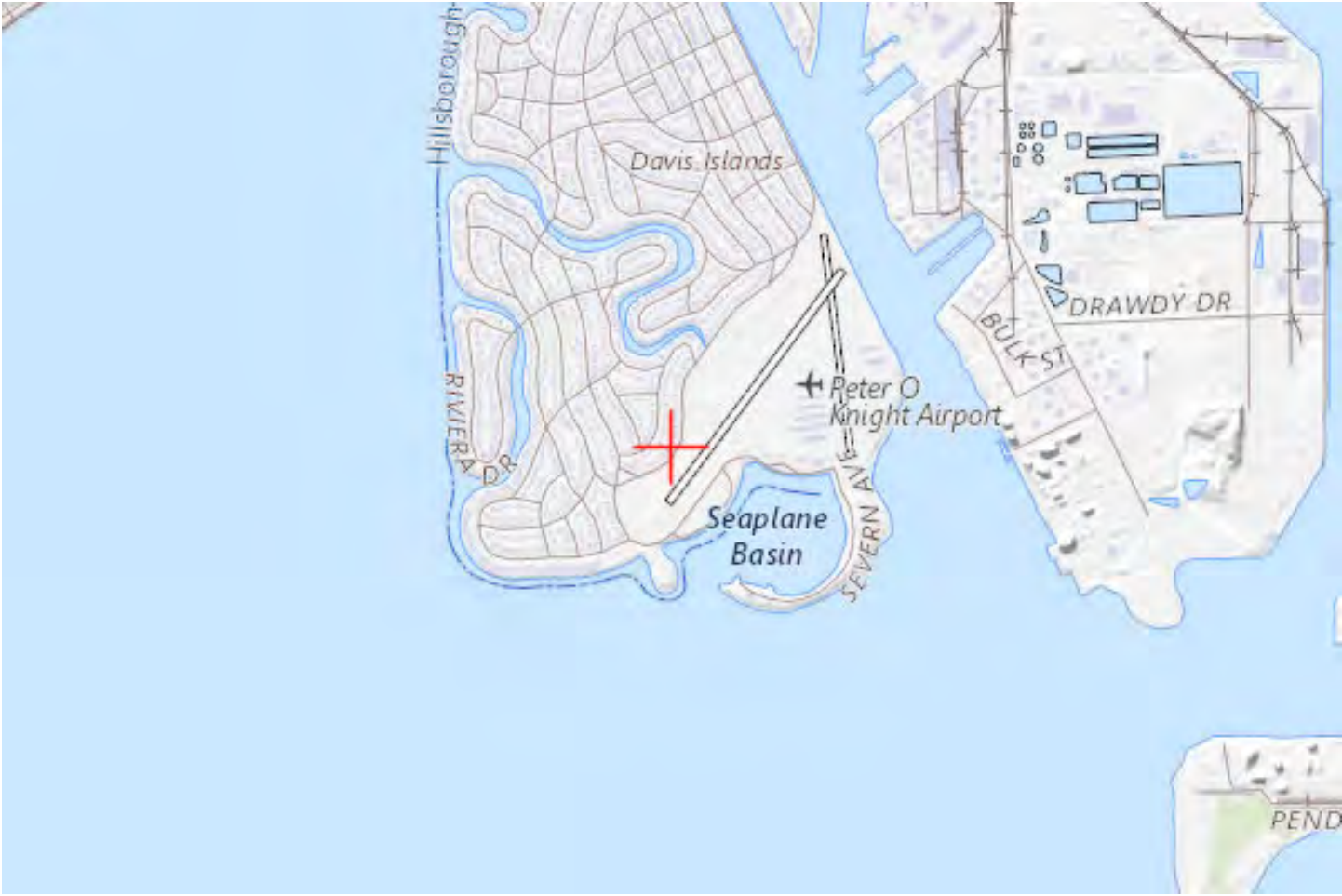
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure 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 proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

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







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

Aeronautical Study No.
 2022-ASO-39241-OE
 Prior Study No.
 2022-ASO-34975-OE

Issued Date: 01/09/2023

Nolan Rivers
 Nolan Rivers
 836 S Davis Blvd
 Tampa, FL 33606

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

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

Structure: House Rivers Residence F
 Location: Tampa, FL
 Latitude: 27-54-46.22N NAD 83
 Longitude: 82-27-15.04W
 Heights: 6 feet site elevation (SE)
 35 feet above ground level (AGL)
 41 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)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

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

This determination expires on 07/09/2024 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 February 08, 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 February 18, 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, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

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

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

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-39241-OE.

Signature Control No: 558224388-567618593

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-39241-OE

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of five points, represented by ASNs 2022-ASO-39239-OE through 39242 and 39275. The project points were submitted at a height of 35 and 40 feet AGL, 41 and 46 feet AMSL. The building points are located 369 to 458 feet from RWY 04 and approximately 0.28 to 0.30 NM southwest of the TPF ARP and from 236.11 degrees azimuth clockwise to 239.18 degrees azimuth from TPF.

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

Section 77.19 (e) TPF: Transition Surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. The proposals will exceed Runway 04/22 Transition Surface from 5 to 22 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 proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

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

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

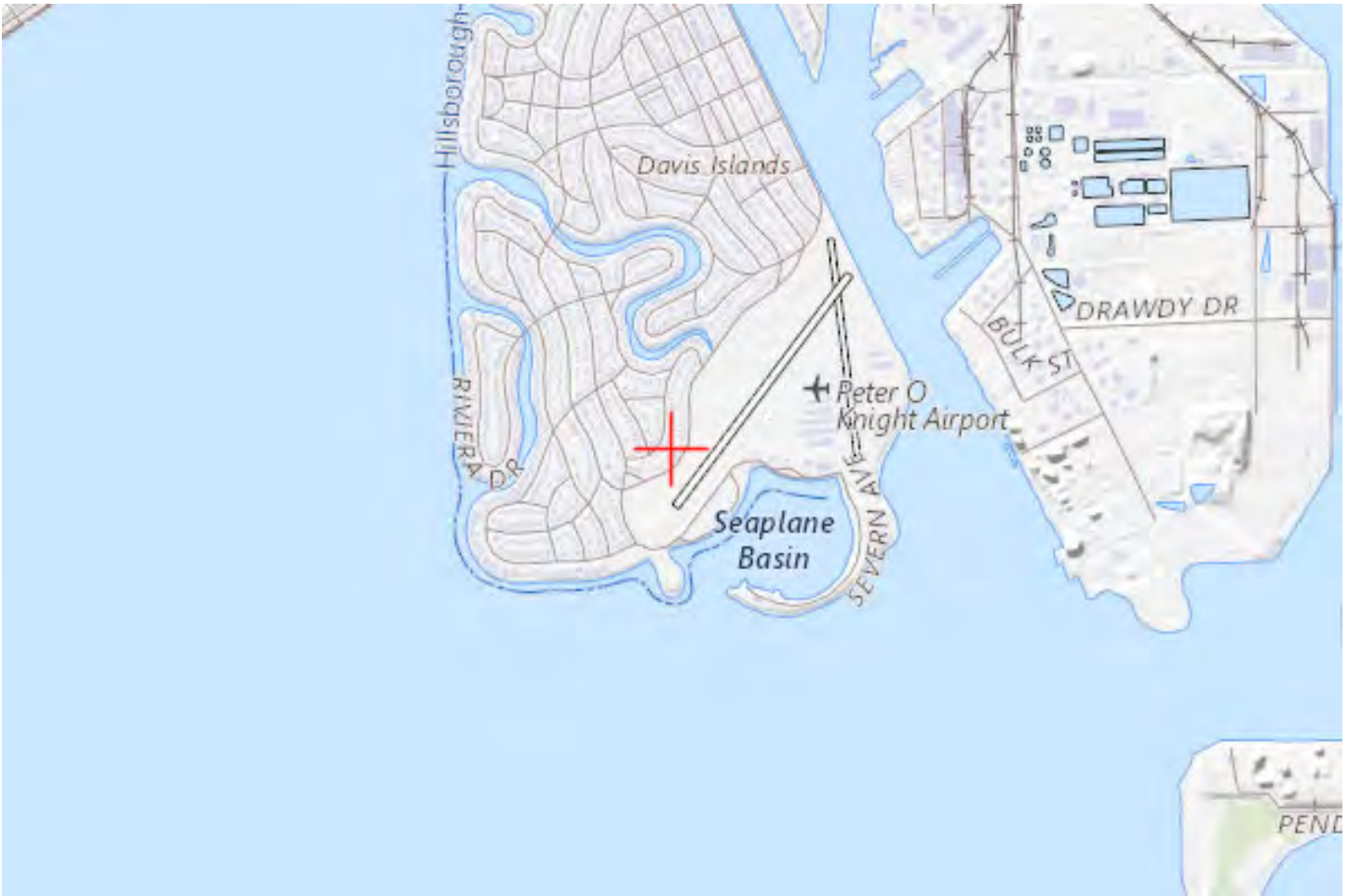
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure 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 proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

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







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

Aeronautical Study No.
 2022-ASO-39242-OE
 Prior Study No.
 2022-ASO-34975-OE

Issued Date: 01/09/2023

Nolan Rivers
 Nolan Rivers
 836 S Davis Blvd
 Tampa, FL 33606

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

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

Structure: House Rivers Residence F
 Location: Tampa, FL
 Latitude: 27-54-46.59N NAD 83
 Longitude: 82-27-14.80W
 Heights: 6 feet site elevation (SE)
 35 feet above ground level (AGL)
 41 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)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

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

This determination expires on 07/09/2024 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 February 08, 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 February 18, 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, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

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

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

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-39242-OE.

Signature Control No: 558224389-567618590

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-39242-OE

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of five points, represented by ASNs 2022-ASO-39239-OE through 39242 and 39275. The project points were submitted at a height of 35 and 40 feet AGL, 41 and 46 feet AMSL. The building points are located 369 to 458 feet from RWY 04 and approximately 0.28 to 0.30 NM southwest of the TPF ARP and from 236.11 degrees azimuth clockwise to 239.18 degrees azimuth from TPF.

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

Section 77.19 (e) TPF: Transition Surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. The proposals will exceed Runway 04/22 Transition Surface from 5 to 22 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 proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

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

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

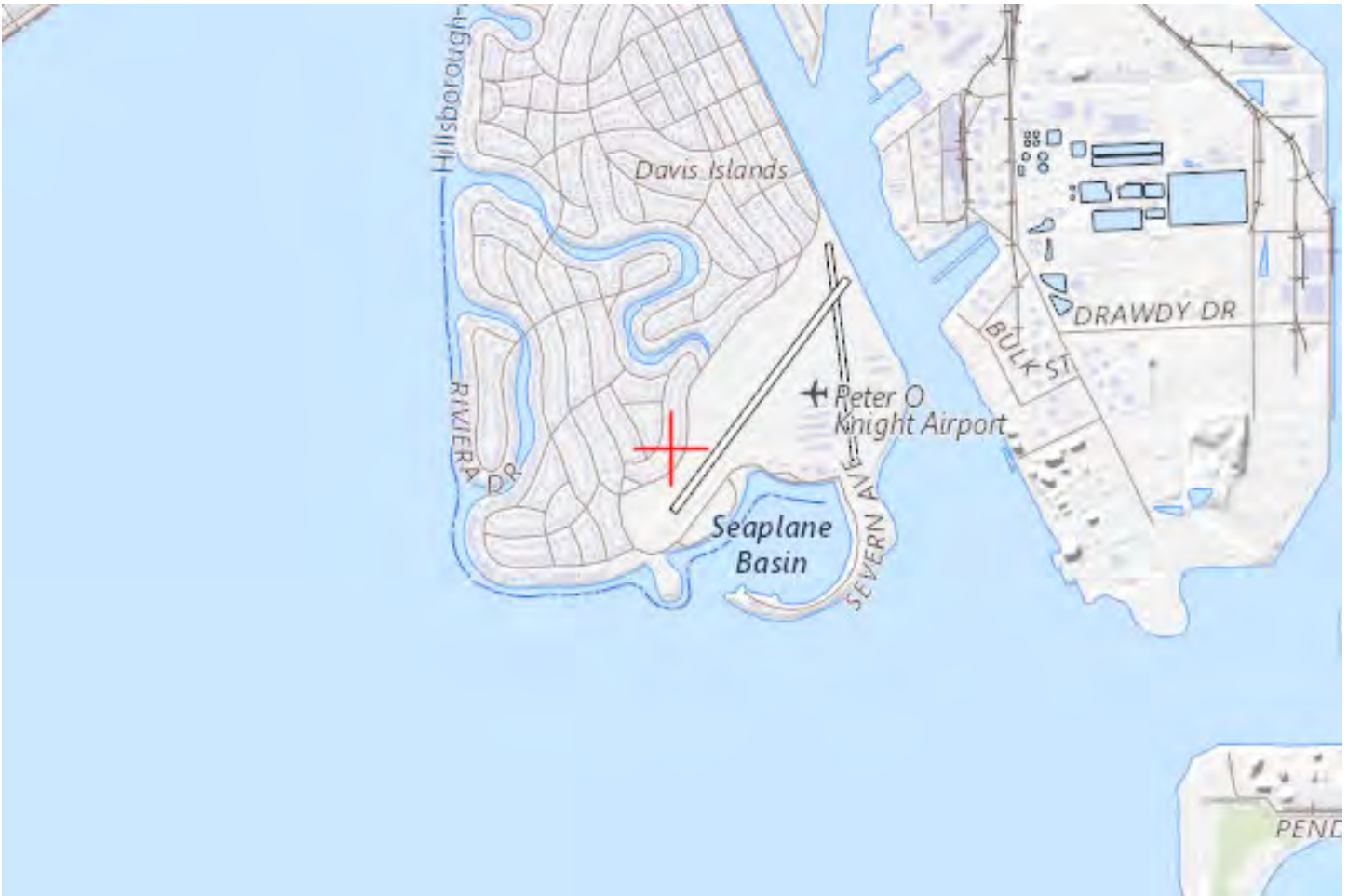
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure 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 proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

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







ROBERTSON SURVEYING

Surveyor Business Lic # LB8106
14052 N. Florida Ave. Tampa FL 33613
Phone: (813) 388-2484

October 7th, 2022

Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth TX 76177
Attn: Terri Johnson

RE: NOLAN PAUL RIVERS
836 S DAVIS BLVD
Tampa, FL 33606

Structure: Building Single Family Residence Location:
836 S DAVIS BLVD, TAMPA, FL. 33606

Latitude: 27°54'46.209" N NAD 83

Longitude: 82°27'13.951" W

Heights: 6.00 Feet Site Elevation (SE)

40.00 Feet above Ground Level (AGL) Per Site Plan Furnished

46.00 Feet Above Mean Sea Level (AMSL) Per Site Plan Furnished

1. Are the coordinates filed for the corner/point of the building closest to the nearest runway at Peter O. Knight Airport? YES
2. Upon request, be prepared to provide a survey, project plan, drawing or other image that includes the coordinates(latitude/longitude) in degrees, minutes, seconds (DD-MM-SS.SS) for each corner of the building. INCLUDED IN PACKAGE
3. File a separate case for temporary construction equipment. If a different agency is responsible for the equipment, ensure they are notified of the requirement to file with the FAA. TO BE FILED BY CLIENT

Patrick J Collins, LS 5523
Robertson & Associates Surveying, Inc LB 8106
14052 N Florida Ave
Tampa, Fl. 33613
813-388-2484

From: [Tony Mantegna](#)
To: [Greg Jones \(greg.jones@dot.state.fl.us\)](mailto:greg.jones@dot.state.fl.us)
Cc: [Morgan Gray Greif](#)
Subject: Height Zoning Permit Request Airport Study 2022-146
Date: Wednesday, February 1, 2023 11:49:00 AM
Attachments: [Airport Study 2022-146 - FDOT.pdf](#)

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.

Hearing is scheduled for March 23, 2023.

FAA Study 2023-ASO-2272-OE
Airport Study number – 2022-146
Project: New home construction
Location - 836 S Davis Blvd

Tony Mantegna / Tampa International Airport / Height Zoning & Land Use Manager

Primary: 813-870-7863 | Email: tmantegna@tampaairport.com