



# 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.

Simpson Residence location at 558 Severn Ave, Tampa FL 33606.

Construction of a new three story single family residence. The home's highest elevation will be 44' AMSL (37' above existing grade). Six roof points have been certified by GeoPoint Surveying. All data points have been issued FAA Determination letters and have "revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation". These determinations are ASN numbers 2023-ASO-29228-OE, 2023-ASO-29229-OE, 2023-ASO-29230-OE, 2023-ASO-25066-OE, 2023-ASO-25067-OE, and 2023-ASO-25068-OE.

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 : 12/5/2023 Nearest Airport: Peter O. Knight Overall Height (AMSL): 44'

**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: Troy Simpson

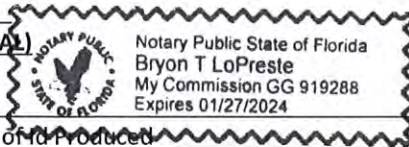
Signature of Authorized Representative:  Date: 12/5/2023

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  physical presence or  online notarization, this 5<sup>th</sup> day of DECEMBER, 2023, by TROY E. SIMPSON

Notary Signature:   
Personally Known  OR Produced Identification  Type of ID Produced: \_\_\_\_\_

(NOTARY SEAL)



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

Airport Study No. 2023-180

FAA Study Number: 2023-ASO-29229-OE

Associated Aeronautical Study Numbers: 29228 - 29230 - 25066 - 25068

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:**

Construction of a new three story single family residence at 558 Severn Ave, Tampa FL . The home's highest elevation will be 44' AMSL (37' above existing grade). Six roof points have been certified by GeoPoint Surveying. All data points have been issued FAA Determination letters and have "revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation". These determinations are ASN numbers 2023-ASO-29228-OE, 2023-ASO-29229-OE, 2023-ASO-29230-OE, 2023-ASO-25066-OE, 2023-ASO-25067-OE, and 2023-ASO-25068-OE.

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

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

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

Name/Company/Organization: Troy & Allison Simpson

Contact Person for Requested Activity: Troy Simpson Phone: 813-944-8404

Project Location: 558 Severn Ave, Tampa, FL 33606 Email: troy.simpson6@gmail.com

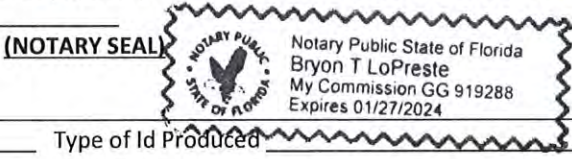
**Under penalty of perjury, I hereby certify that the above statements and supplemental data are true and correct and I have full power and authority to act on behalf of the above named firm, corporation or organization in the submission of this application.**

Printed Name of Authorized Representative: Troy Simpson

Signature of Authorized Representative: *Troy Simpson* Date: 12/5/2023

STATE OF FLORIDA, COUNTY OF HILLSBOROUGH  
Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 5<sup>th</sup> day of DECEMBER, 2023 by TROY E. SIMPSON

Notary Signature *[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. 2023-180 Variance Required: Yes  
FAA Study Number 2023-ASO-29229-OE Recommend Approval: Yes  
Associated FAA Study Numbers 29228 - 29230 - 25066 -25068 Coordinate with Airport Operations: No  
Reviewed By:          Coordinate with ATCT: No

Approved by Zoning Director          Date

# Review Summary

Airport Study Number

2023-180

Permit Number

23180

Maximum Height - AMSL

43

Approval Date

Expires

5/22/2025,

Permit Type

Height Zoning

## Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Within Height Limits

TERPS

Exceeds Height Limits

OEI (62.5:1)

N/A

### Analysis Summary

Penetrates RW 22 Departure - No impacts to Airport Utility - Note in Depature procedure - No Hazard as long as conditions are followed. No IFR/VFR or Navaid impacts identified.

Coordination with ATCT:

No

Emergency Use

No

Objects affecting Navigable

Yes

Airspace

Coordination with Operations:

Yes

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 at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.Occupants and/or owners of the new home understand that the location of the structure lies in the approach and departure path of Peter O. Knight Airport and occupants may be subjected to aircraft overflight.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.Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.Follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 43' 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 post survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.In the event that any proposed elevation is exceeded the applicant acknowledges that they will make the modifications required so as not to exceed the approach transitional surface to Runway 4 at Peter O. Knight Airport.

Recommended Approval

Yes

**Airport Study Number:**

**2023-180**

**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 at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.

Occupants and/or owners of the new home understand that the location of the structure lies in the approach and departure path of Peter O. Knight Airport and occupants may be subjected to aircraft overflight.

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.

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

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

Installation equipment (Crane) exceeding 43' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

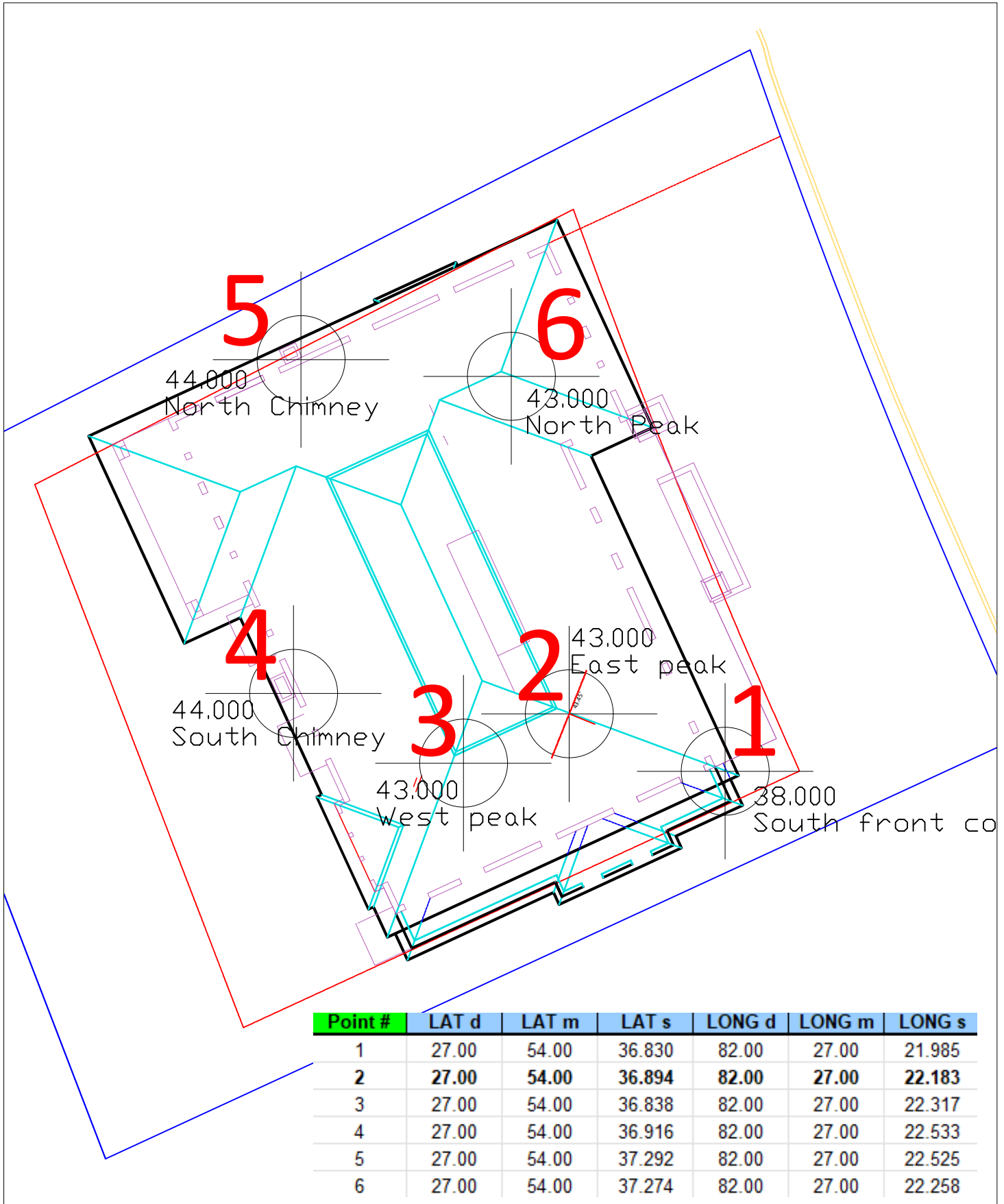
Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

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

In the event that any proposed elevation is exceeded the applicant acknowledges that they will make the modifications required so as not to exceed the approach transitional surface to Runway 4 at Peter O. Knight Airport.



# Project Point Locations

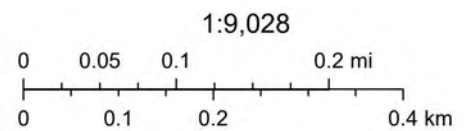


# Distance from ARP



12/5/2023, 3:40:25 PM

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





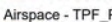
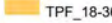

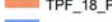



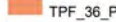


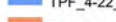

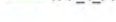






University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Tony Mantegna

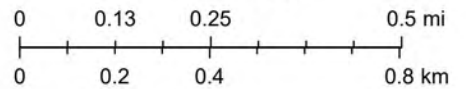
# Part 77 - Approach Transitional



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1:18,056

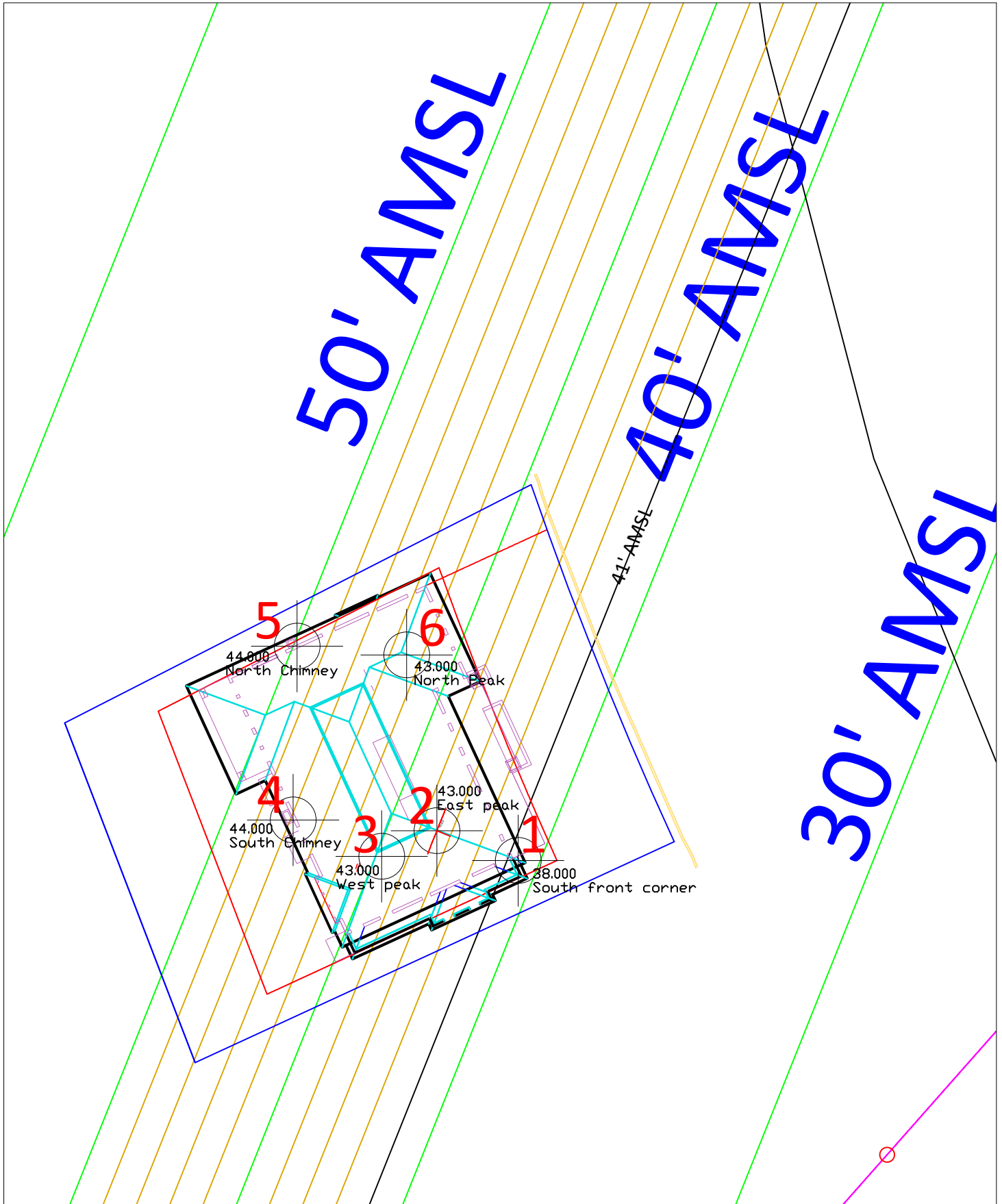
-  Override 1
-  Override 1
-  Airspace - TPF\_P77\_19\_Dissolve
-  TPF\_18-36\_P77\_19\_Primary
-  TPF\_18-36\_P77\_19\_Primary\_Trans
-  TPF\_18\_P77\_19\_Inner\_Appch
-  TPF\_18\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_22\_P77\_19\_Inner\_Appch
-  TPF\_22\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_36\_P77\_19\_Inner\_Appch
-  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\_Conical
-  TPF\_P77\_19\_Horizontal\_Plane
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



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



# Part 77-Approach Transitional



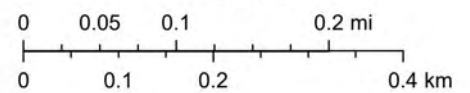
# RW 22 Departure



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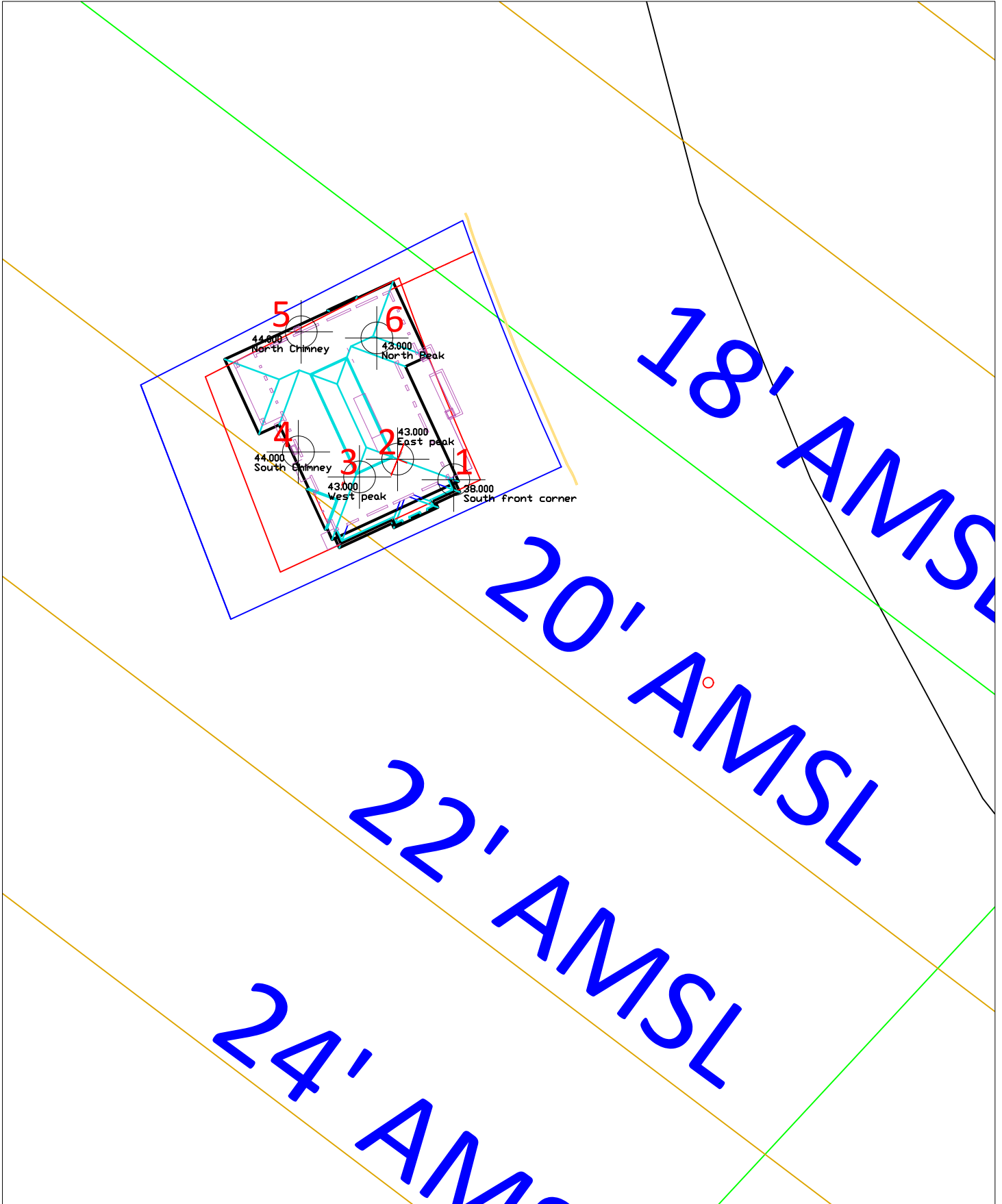
1:9,028

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



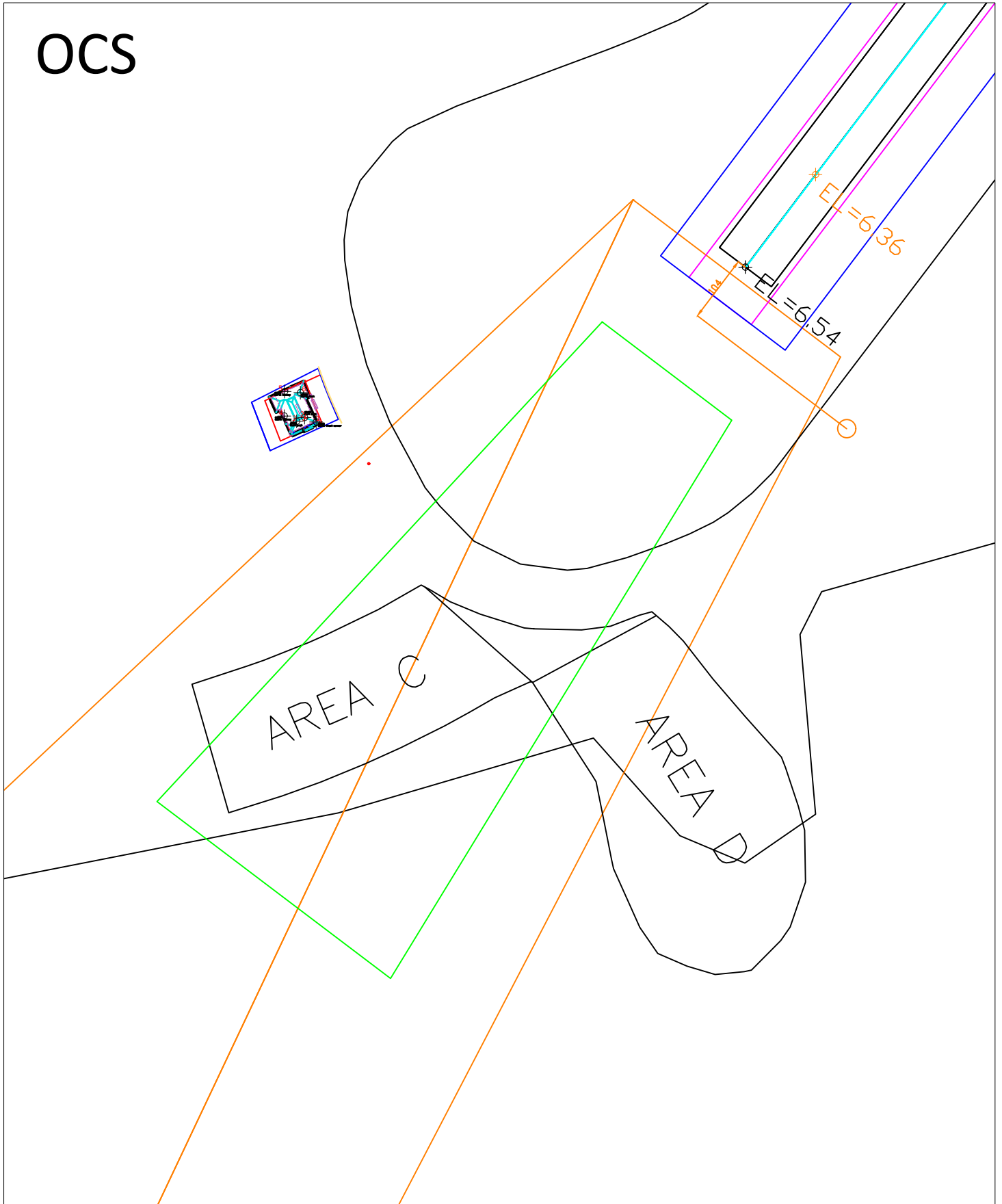
University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Tony Mantegna

# Departure



# Approach Obstacle Clearance Surface

OCS





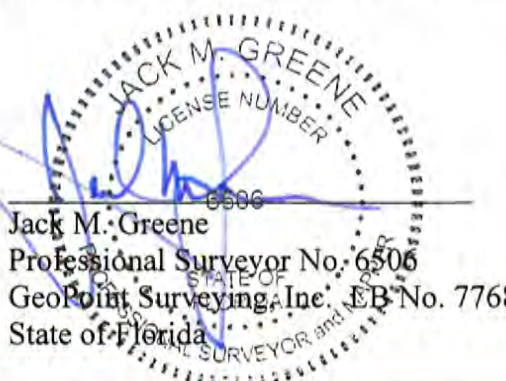
**FAA 1A Certification Letter**

**Date:** June 23, 2023  
**For:** Troy & Allison Simpson  
**Re:** New Single Family Home Construction  
**Site:**  
**Address:** 558 Severn Ave.  
Tampa, FL 33606

I certify that the Latitudes and Longitudes of the points referenced below are accurate to within  $\pm 15.0$  feet horizontally at the described above mean sea level (AMSL) elevations and are accurate to within  $\pm 3.0$  feet vertically.

	<b>Latitude</b>	<b>Longitude</b>	<b>AMSL (feet)</b>
Point 1	27°54'36.830" N	82°27'21.985" W	38.0
Point 2	27°54'36.894" N	82°27'22.183" W	43.0
Point 3	27°54'36.838" N	82°27'22.317" W	43.0
Point 4	27°54'36.916" N	82°27'22.533" W	44.0
Point 5	27°54'37.292" N	82°27'22.525" W	44.0
Point 6	27°54'37.274" N	82°27'22.258" W	43.0

The Latitude and Longitude as identified hereon are referenced to the North American Datum of 1983/07 (NAD 83/07) and are expressed in degrees, minutes, and seconds. The elevations show hereon in feet are referenced to the North American Vertical Datum of 1988 (NAVD 88).



Jack M. Greene  
Professional Surveyor No. 6506  
GeoPoint Surveying, Inc. EB No. 7768  
State of Florida



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

Aeronautical Study No.  
 2023-ASO-29229-OE  
 Prior Study No.  
 2023-ASO-25064-OE

Issued Date: 11/22/2023

Troy Simpson  
 Troy Simpson  
 558 Severn Ave  
 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 Point 2.1  
 Location: Tampa, FL  
 Latitude: 27-54-36.89N NAD 83  
 Longitude: 82-27-22.18W  
 Heights: 7 feet site elevation (SE)  
 36 feet above ground level (AGL)  
 43 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does 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)

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 05/22/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-29229-OE.

**Signature Control No: 601834740-605350506**

( EBO )

Michael Blaich  
Specialist

Attachment(s)  
Additional Information  
Map(s)



## Additional information for ASN 2023-ASO-29229-OE

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

The proposed residential home refiled three points, based on a change of coordinates and decrease to the AGL, under ASNs 2023-ASO-29228-OE through 29230, at a height of 31 and 36 feet AGL, 38 and 43 feet AMSL. The proposed points would be located from 701 to 728 feet from RWY 04 and approximately from 0.47 to 0.48 NM southwest of the TPF ARP, Tampa, FL and from 228.86 degrees azimuth clockwise to 229.26 degrees azimuth from TPF.

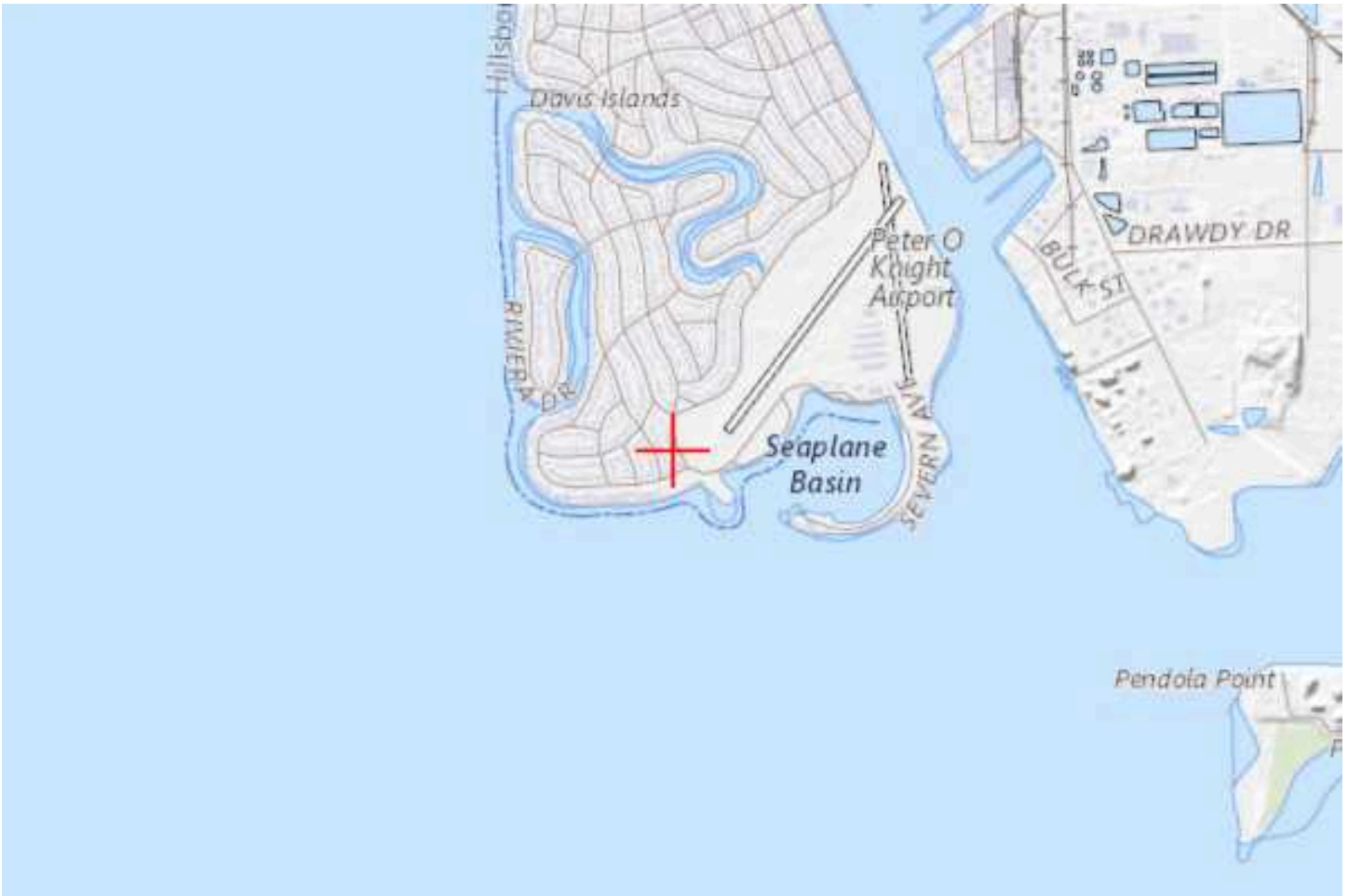
The proposed points would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

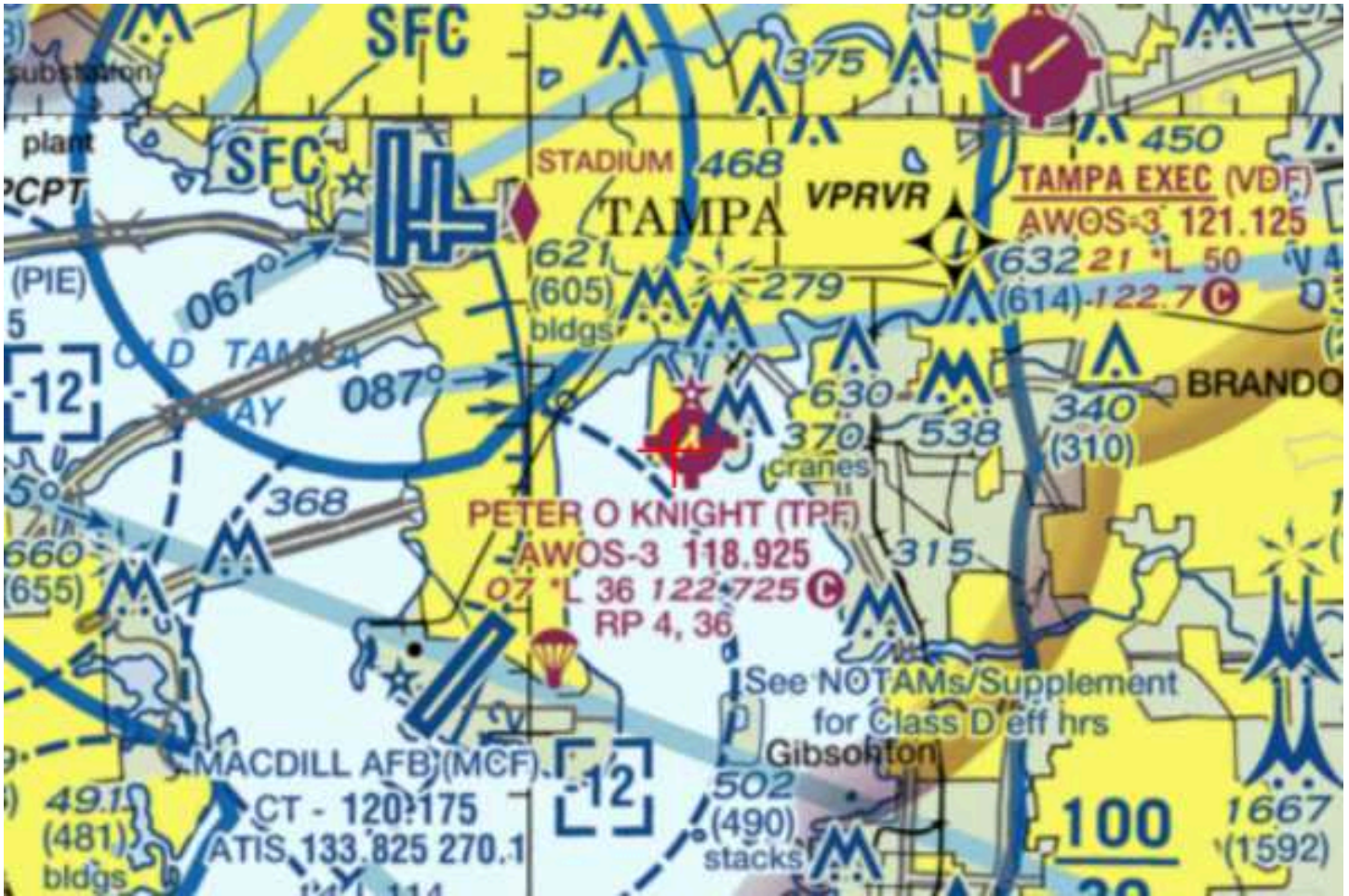
Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria):

The proposed points penetrate RWY 22 40:1 Departure Surface by 17, 21, and 22 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 7A, TAKE-OFF OBSTACLE NOTES: RWY 22, house points from 587 to 604 feet from DER and from 381 to 405 feet right of centerline.

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

An obstacle that penetrates the 40:1 departure slope is considered to be an obstruction to air navigation. Further study is required to determine if adverse effect exists. Any proposed obstacle that penetrates the 40:1 departure slope, originating at the DER by up to 35 feet will be evaluated by the Terminal Procedures and Charting Group and air traffic personnel and determined that there would not be a substantial adverse effect on the navigable airspace.







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

Aeronautical Study No.  
 2023-ASO-29228-OE  
 Prior Study No.  
 2023-ASO-25063-OE

Issued Date: 11/22/2023

Troy Simpson  
 Troy Simpson  
 558 Severn Ave  
 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 Point 1.1  
 Location: Tampa, FL  
 Latitude: 27-54-36.83N NAD 83  
 Longitude: 82-27-21.99W  
 Heights: 7 feet site elevation (SE)  
 31 feet above ground level (AGL)  
 38 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)

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 05/22/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.
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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.

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

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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](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-29228-OE.

**Signature Control No: 601834739-605350508**

( EBO )

Michael Blaich  
Specialist

Attachment(s)  
Additional Information  
Map(s)

## Additional information for ASN 2023-ASO-29228-OE

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

The proposed residential home refiled three points, based on a change of coordinates and decrease to the AGL, under ASNs 2023-ASO-29228-OE through 29230, at a height of 31 and 36 feet AGL, 38 and 43 feet AMSL. The proposed points would be located from 701 to 728 feet from RWY 04 and approximately from 0.47 to 0.48 NM southwest of the TPF ARP, Tampa, FL and from 228.86 degrees azimuth clockwise to 229.26 degrees azimuth from TPF.

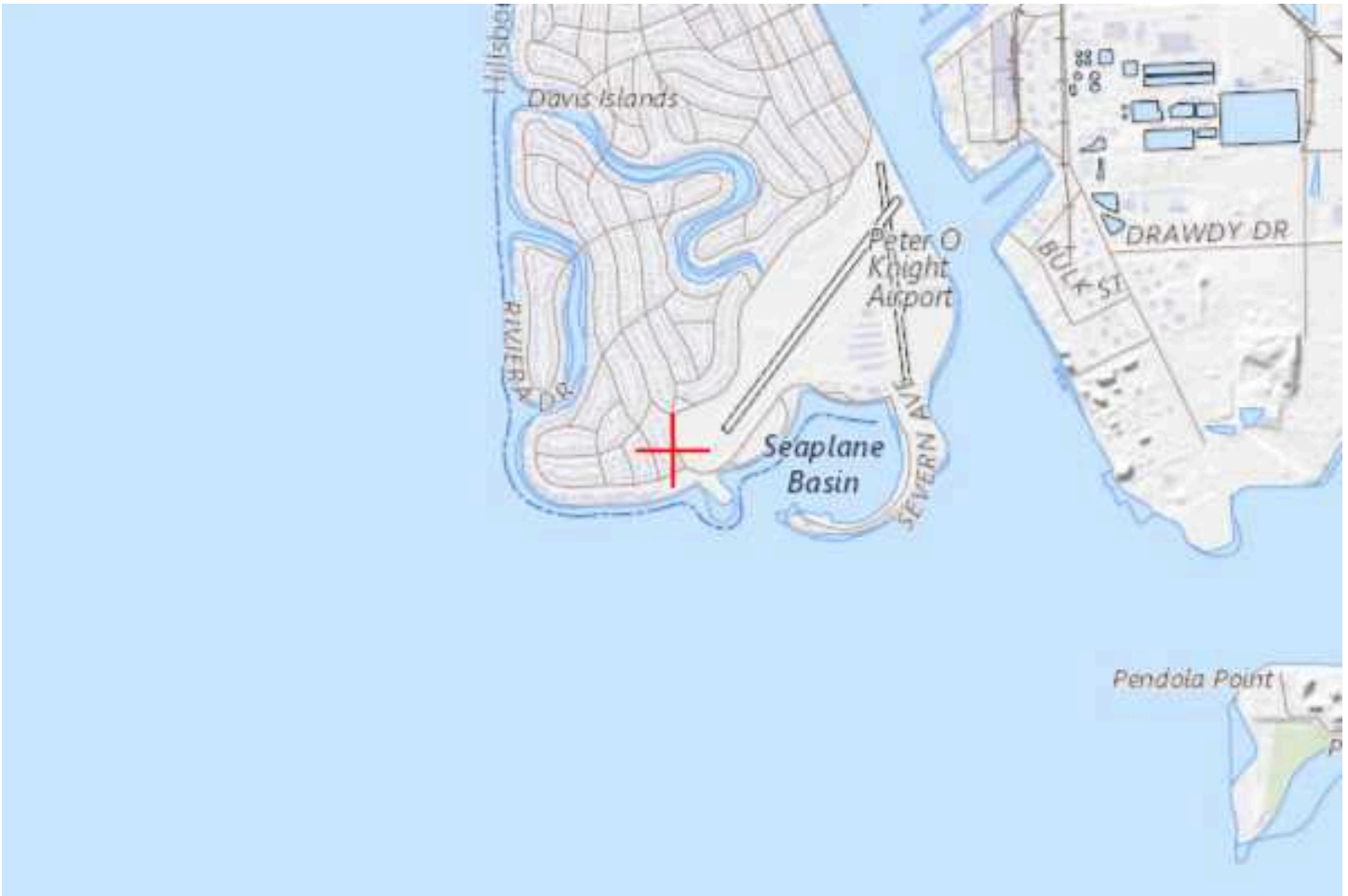
The proposed points would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

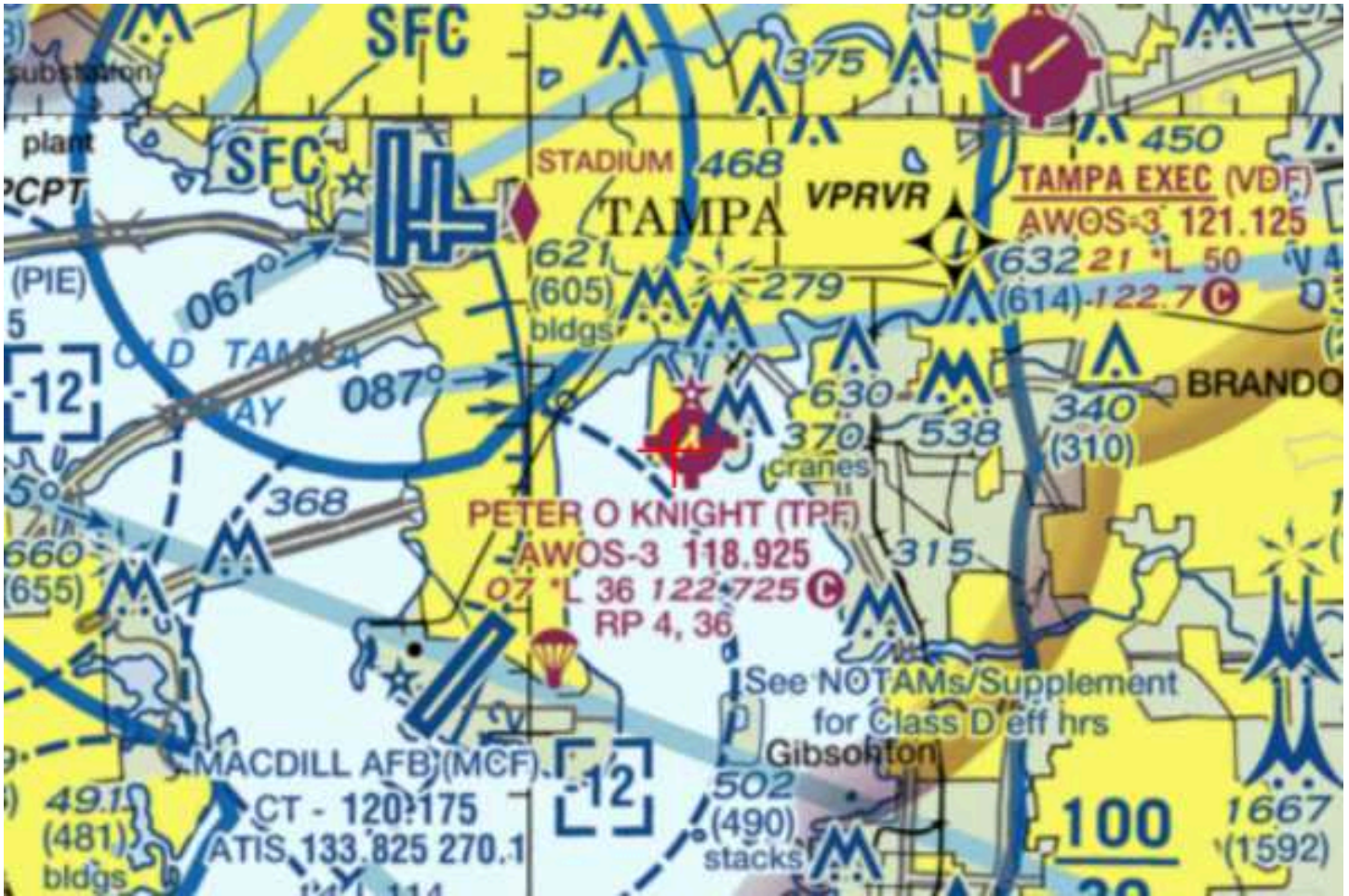
Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria):

The proposed points penetrate RWY 22 40:1 Departure Surface by 17, 21, and 22 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 7A, TAKE-OFF OBSTACLE NOTES: RWY 22, house points from 587 to 604 feet from DER and from 381 to 405 feet right of centerline.

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

An obstacle that penetrates the 40:1 departure slope is considered to be an obstruction to air navigation. Further study is required to determine if adverse effect exists. Any proposed obstacle that penetrates the 40:1 departure slope, originating at the DER by up to 35 feet will be evaluated by the Terminal Procedures and Charting Group and air traffic personnel and determined that there would not be a substantial adverse effect on the navigable airspace.









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

Aeronautical Study No.  
 2023-ASO-29230-OE  
 Prior Study No.  
 2023-ASO-25065-OE

Issued Date: 11/22/2023

Troy Simpson  
 Troy Simpson  
 558 Severn Ave  
 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 Point 3.1  
 Location: Tampa, FL  
 Latitude: 27-54-36.84N NAD 83  
 Longitude: 82-27-22.32W  
 Heights: 7 feet site elevation (SE)  
 36 feet above ground level (AGL)  
 43 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does 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)

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 05/22/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-29230-OE.

**Signature Control No: 601834741-605350507**

( EBO )

Michael Blaich  
Specialist

Attachment(s)  
Additional Information  
Map(s)

## Additional information for ASN 2023-ASO-29230-OE

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

The proposed residential home refiled three points, based on a change of coordinates and decrease to the AGL, under ASNs 2023-ASO-29228-OE through 29230, at a height of 31 and 36 feet AGL, 38 and 43 feet AMSL. The proposed points would be located from 701 to 728 feet from RWY 04 and approximately from 0.47 to 0.48 NM southwest of the TPF ARP, Tampa, FL and from 228.86 degrees azimuth clockwise to 229.26 degrees azimuth from TPF.

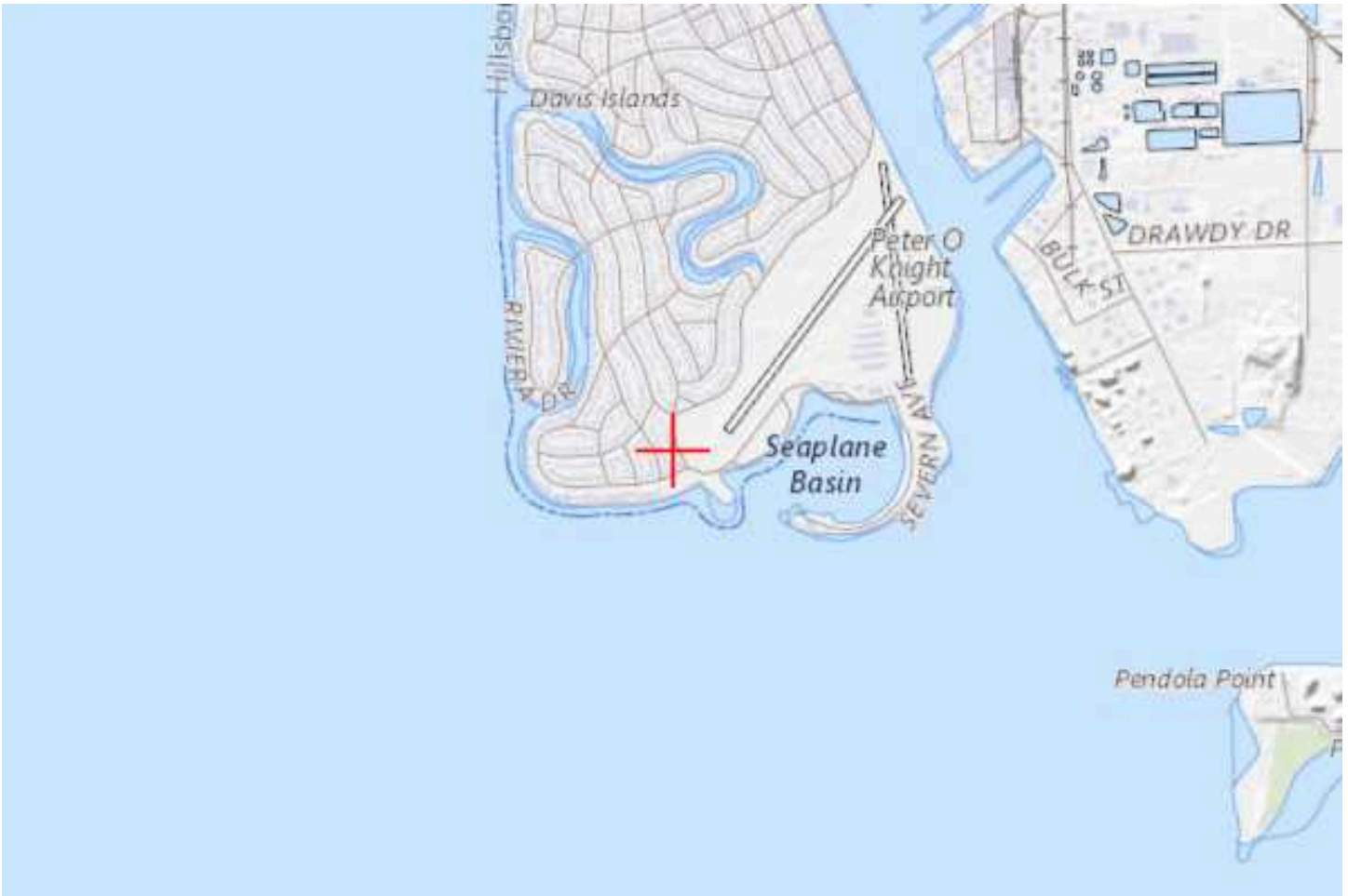
The proposed points would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

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

The proposed points penetrate RWY 22 40:1 Departure Surface by 17, 21, and 22 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 7A, TAKE-OFF OBSTACLE NOTES: RWY 22, house points from 587 to 604 feet from DER and from 381 to 405 feet right of centerline.

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

An obstacle that penetrates the 40:1 departure slope is considered to be an obstruction to air navigation. Further study is required to determine if adverse effect exists. Any proposed obstacle that penetrates the 40:1 departure slope, originating at the DER by up to 35 feet will be evaluated by the Terminal Procedures and Charting Group and air traffic personnel and determined that there would not be a substantial adverse effect on the navigable airspace.







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

Aeronautical Study No.  
 2023-ASO-25066-OE  
 Prior Study No.  
 2022-ASO-8089-OE

Issued Date: 09/26/2023

david hittmeier  
 david hittmeier  
 117 west alfred street  
 tampa, FL 33603

**\*\* 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 Simpson Residence Point 4  
 Location: Tampa, FL  
 Latitude: 27-54-36.91N NAD 83  
 Longitude: 82-27-22.53W  
 Heights: 7 feet site elevation (SE)  
 37 feet above ground level (AGL)  
 44 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)

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 03/26/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-25066-OE.

**Signature Control No: 595841085-600281978**

( EBO )

Michael Blaich  
Specialist

Attachment(s)  
Additional Information  
Map(s)

## Additional information for ASN 2023-ASO-25066-OE

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

The proposed six residential home points, under ASNs 2023-ASO-25063-OE through 25068, at a height of 37 feet AGL, 44 feet AMSL.

The proposed points would be located from 709 to 744 feet from RWY 04 and approximately from 0.47 to 0.48 NM southwest of the TPF ARP, Tampa, FL and from 229.09 degrees azimuth clockwise to 230.18 degrees azimuth from TPF.

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

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

The proposed points penetrate RWY 22 40:1 Departure Surface by 22 and 23 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 7A, TAKE-OFF OBSTACLE NOTES: RWY 22, house points from 566 to 610 feet from DER and from 395 to 447 feet right of centerline (all six ASNs).

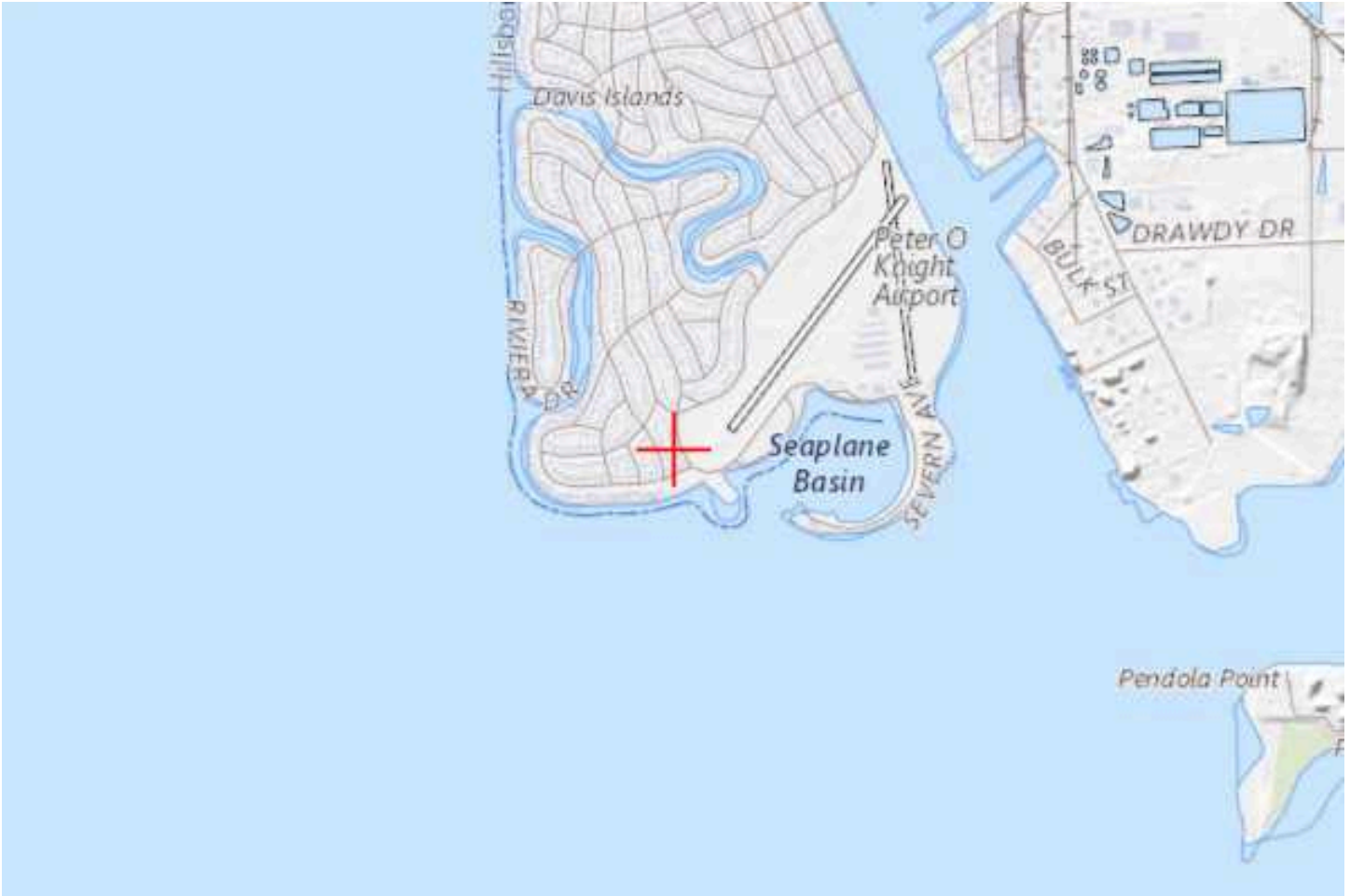
**Section 77.19 (e) TPF: Transition Surface.** These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions 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 proposed points will exceed Runway 04/22 Transition Surface by 1 foot (two ASNs, 23-25063 and 25064).**

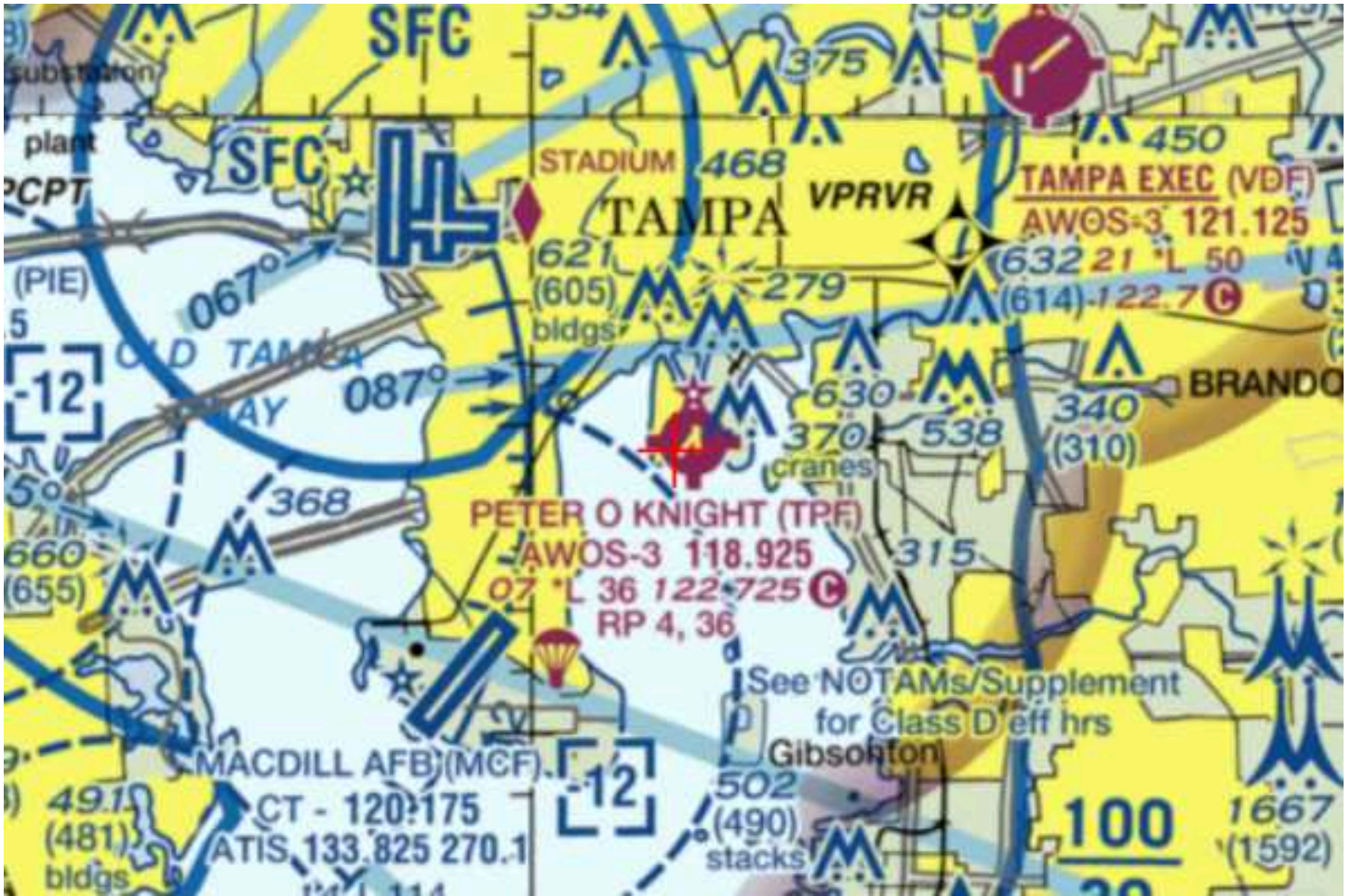
Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further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

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



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







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

Aeronautical Study No.  
 2023-ASO-25067-OE  
 Prior Study No.  
 2022-ASO-8089-OE

Issued Date: 09/26/2023

david hittmeier  
 david hittmeier  
 117 west alfred street  
 tampa, FL 33603

**\*\* 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 Simpson Residence Point 5  
 Location: Tampa, FL  
 Latitude: 27-54-37.29N NAD 83  
 Longitude: 82-27-22.52W  
 Heights: 7 feet site elevation (SE)  
 37 feet above ground level (AGL)  
 44 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)

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 03/26/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-25067-OE.

**Signature Control No: 595841086-600281980**

( EBO )

Michael Blaich  
Specialist

Attachment(s)  
Additional Information  
Map(s)

## Additional information for ASN 2023-ASO-25067-OE

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

The proposed six residential home points, under ASNs 2023-ASO-25063-OE through 25068, at a height of 37 feet AGL, 44 feet AMSL.

The proposed points would be located from 709 to 744 feet from RWY 04 and approximately from 0.47 to 0.48 NM southwest of the TPF ARP, Tampa, FL and from 229.09 degrees azimuth clockwise to 230.18 degrees azimuth from TPF.

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

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

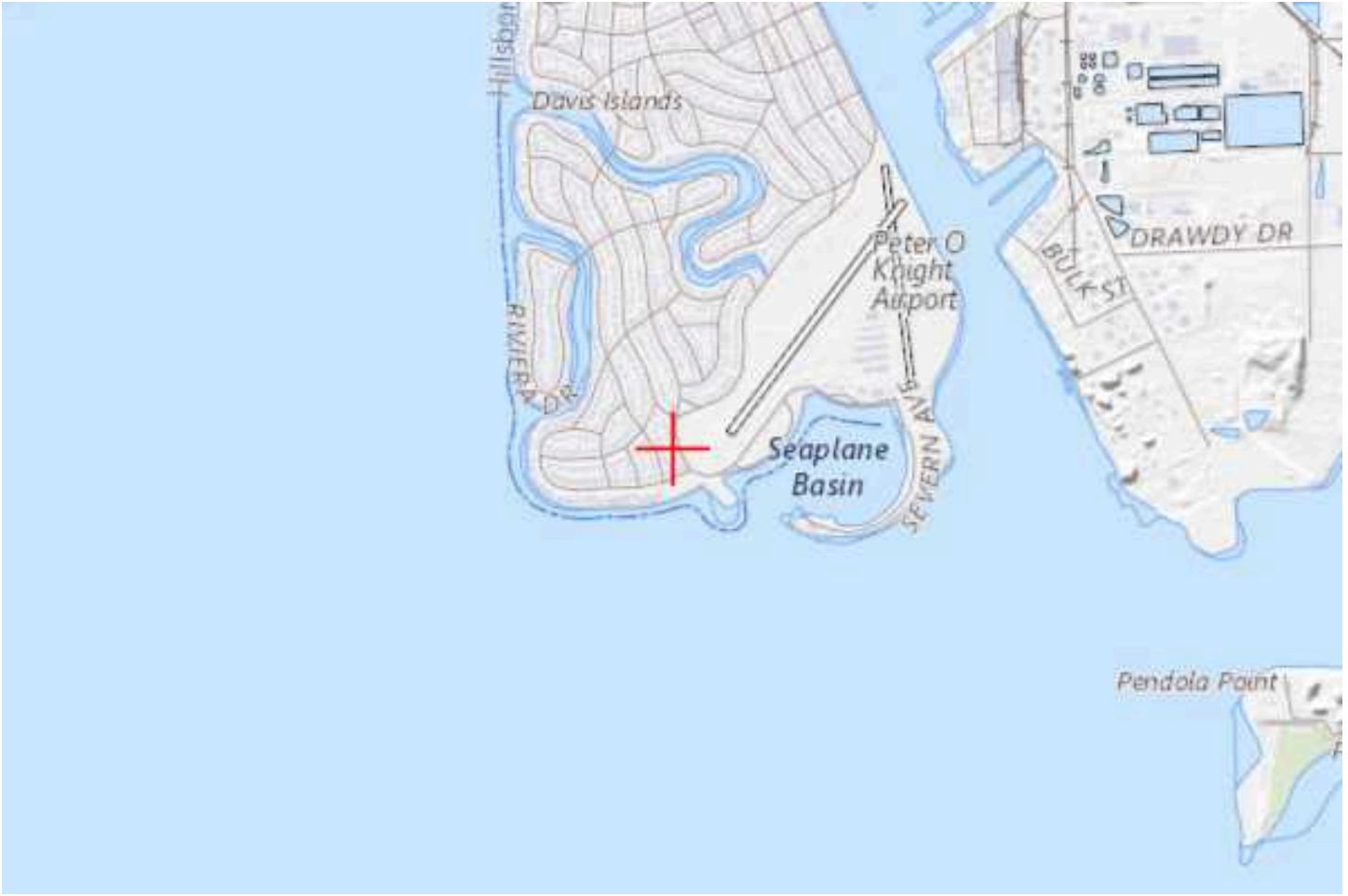
The proposed points penetrate RWY 22 40:1 Departure Surface by 22 and 23 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 7A, TAKE-OFF OBSTACLE NOTES: RWY 22, house points from 566 to 610 feet from DER and from 395 to 447 feet right of centerline (all six ASNs).

**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 proposed points will exceed Runway 04/22 Transition Surface by 1 foot (two ASNs, 23-25063 and 25064).**

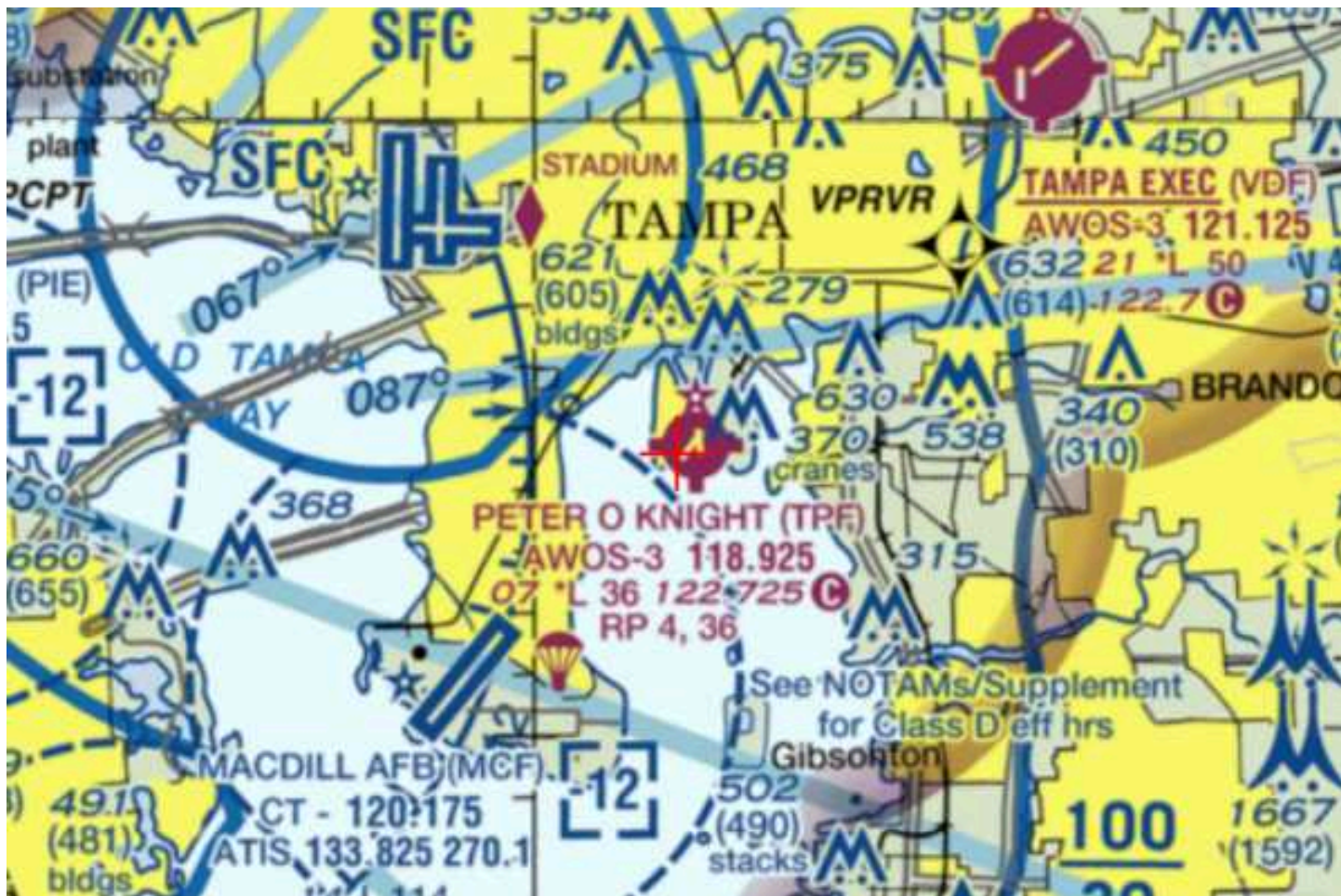
Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further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

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

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









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

Aeronautical Study No.  
 2023-ASO-25068-OE  
 Prior Study No.  
 2022-ASO-8089-OE

Issued Date: 09/26/2023

david hittmeier  
 david hittmeier  
 117 west alfred street  
 tampa, FL 33603

**\*\* 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 Simpson Residence Point 6  
 Location: Tampa, FL  
 Latitude: 27-54-37.27N NAD 83  
 Longitude: 82-27-22.25W  
 Heights: 7 feet site elevation (SE)  
 37 feet above ground level (AGL)  
 44 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)

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 03/26/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

- (b) extended, revised, or terminated by the issuing office.
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If we can be of further assistance, please contact our office at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-25068-OE.

**Signature Control No: 595841087-600281976**

( EBO )

Michael Blaich  
Specialist

Attachment(s)  
Additional Information  
Map(s)

## Additional information for ASN 2023-ASO-25068-OE

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

The proposed six residential home points, under ASNs 2023-ASO-25063-OE through 25068, at a height of 37 feet AGL, 44 feet AMSL.

The proposed points would be located from 709 to 744 feet from RWY 04 and approximately from 0.47 to 0.48 NM southwest of the TPF ARP, Tampa, FL and from 229.09 degrees azimuth clockwise to 230.18 degrees azimuth from TPF.

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

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

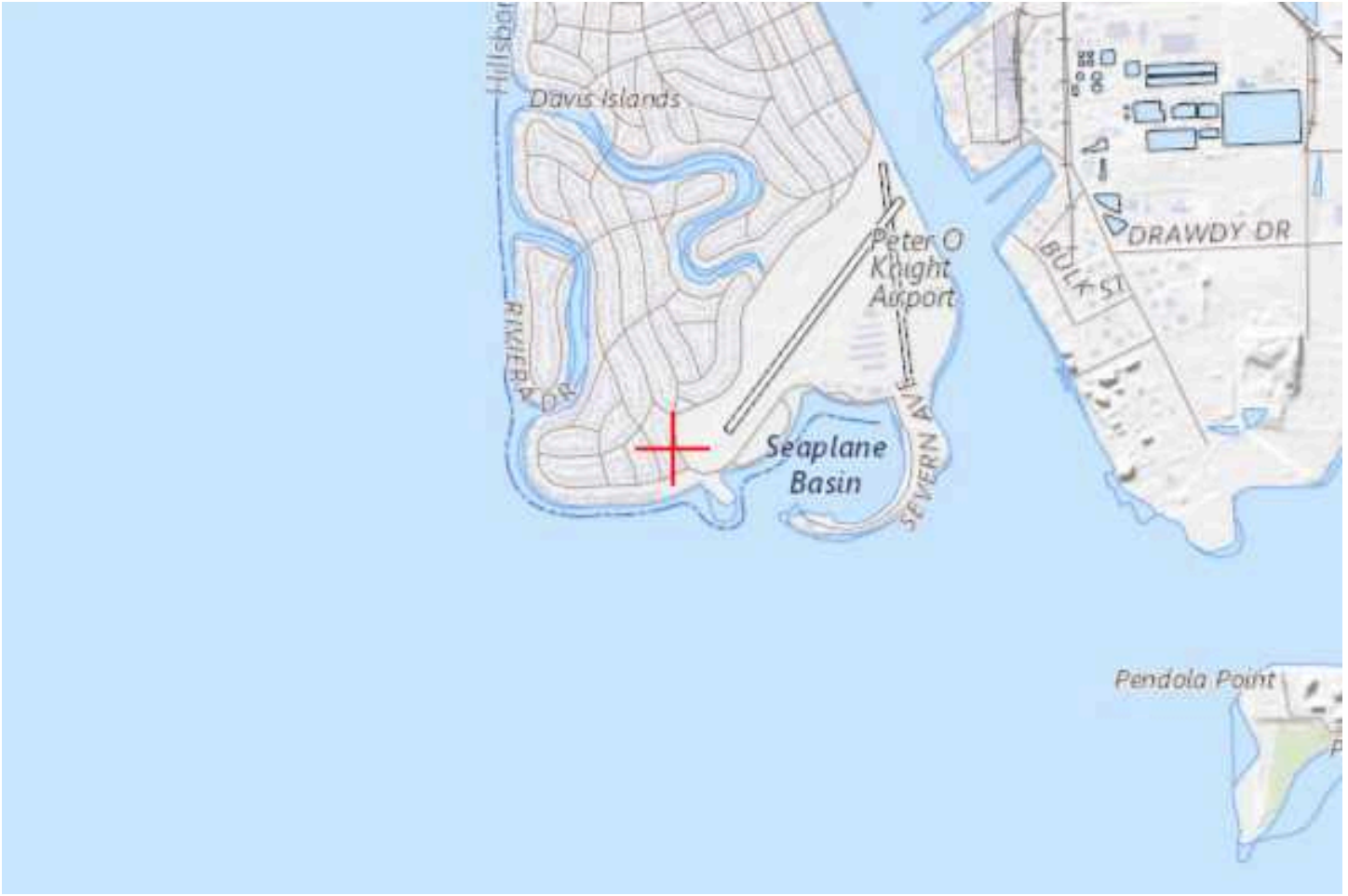
The proposed points penetrate RWY 22 40:1 Departure Surface by 22 and 23 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 7A, TAKE-OFF OBSTACLE NOTES: RWY 22, house points from 566 to 610 feet from DER and from 395 to 447 feet right of centerline (all six ASNs).

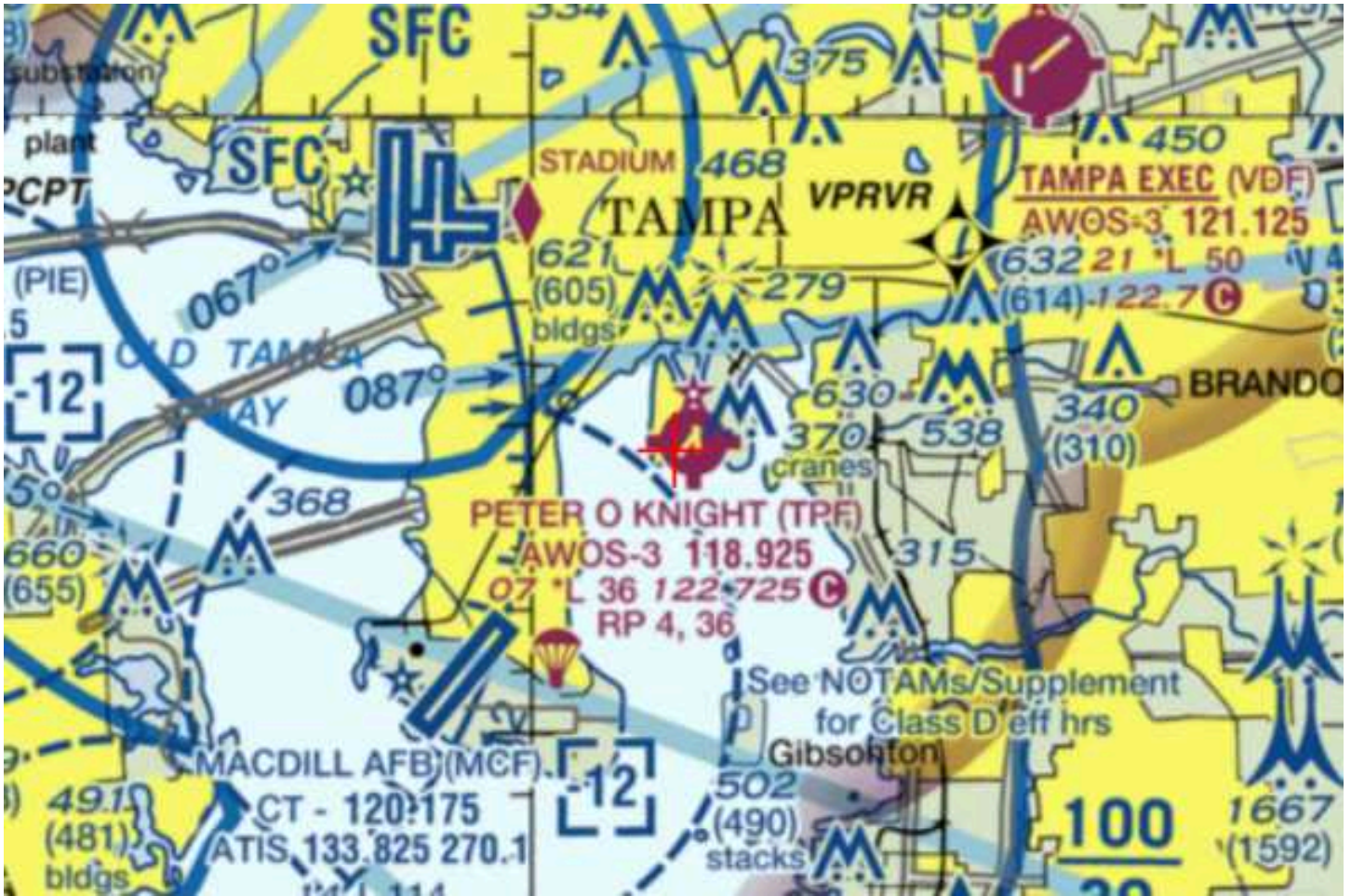
**Section 77.19 (e) TPF: Transition Surface.** These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions 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 proposed points will exceed Runway 04/22 Transition Surface by 1 foot (two ASNs, 23-25063 and 25064).**

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

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

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





**From:** [Tony Mantegna](#)  
**To:** [David A. Roberts \(david.roberts@dot.state.fl.us\)](mailto:david.roberts@dot.state.fl.us)  
**Subject:** Height Zoning Permit Request 2023-180  
**Date:** Thursday, December 7, 2023 1:55:00 PM  
**Attachments:** [Airport Study No 2023-180 FDOT.pdf](#)

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Dave:

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 January 11, 2024.

FAA Study 2023-ASO-29229-OE  
Airport Study number – 2023-180  
Project: New building  
Location – 558 Severn Ave.

**Tony Mantegna | Tampa International Airport | Sr. Manager of Planning**

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