Tampa International Airport

AVIATION AUTHORITY

* PERMIT APPLICATION *

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

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

Project Name \ Description:
FL-1020-Cragmont / 150' AGL Communication Tower and Support Facility

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) ☑
Temporary (Crane/Equip.) ☐
Check type of permit being requested

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

Name/Company/Organization: APC Towers III, LLC c/o Mathaniah S. John, P.A.

Contact Person for Requested Activity: Mathaniah John Phone: 727-773-2221

Project Location: 9811 E. US 92 Hwy, Tampa FL Email: mjohn@thelawpavilion.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: Mathaniah S. John, Esq.

Signature of Authorized Representative: Mathaniah S. John Date: 8/29/19

STATE OF Florida, COUNTY OF Pinellas
Sworn to (or affirmed) and subscribed before me this 29th day of August, 20 19, by Mathaniah S. John

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

(NOTARY SEAL)

Notary Public State of Florida
Vicki Lynn Clark
My Commission GG 285454
Expires 12/18/2022

Notary Signature Vicki L. Clark

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. 2019-130

FAA Study Number 2019-ASO-18694-OE

Associated FAA Study Numbers —

Reviewed By: Anthony L. Mayfield

	YES	NO
Variance Required:	☑	☐
Recommend Approval:	☑	☐
Coordinate with Airport Operations:	☑	☐
Coordinate with ATCT:	☐	☑

_____ Zoning Director _____ Date Approved ☐ Denied ☐

Tampa International Airport

AVIATION AUTHORITY

* PETITION FOR VARIANCE *

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

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

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

Please see cover letter enclosed.

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 : 09/09/2019 Nearest Airport: Tampa Executive Airport Overall Height (AMSL): 220'

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: Mattaniah S. Jahn, Esq.

Signature of Authorized Representative: Mattaniah S Jahn Date: 09/09/19

All activities performed under this variance are at applicants own expense and risk, the Authority will not be held liable for any Damages, losses or injuries resulting from or connected with this activity.

STATE OF Florida, COUNTY OF Pinellas
Sworn to (or affirmed) and subscribed before me this 9th day of September 20 19. by Mattaniah Jahn
Personally Known ✓ OR Produced Identification _____ Type of Id Produced _____

(NOTARY SEAL)

Notary Public State of Florida
Vicki Lynn Clark
My Commission GG 285454
Expires 12/18/2022

Notary Signature Vicki L. Clark

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2019-130 **Variance Approval** YES ☐ NO ☐

FAA Study Number: 2019-ASO-18694-OE

Associated Aeronautical Study Numbers: /

FDOT Concurrence: YES: ☐ NO: ☐ WAIVED: ☐ **In accordance with Resolution No. 20___-____**

_____ Board of Adjustment Chairman _____ Date

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

Aeronautical Study No.
2019-ASO-18694-OE
Prior Study No.
2019-ASO-11231-OE

Issued Date: 07/29/2019

Paul Alvarez
Paul.Alvarez
8601 Six Forks Road
suite 250
RALEIGH, NC 27615

**** 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:	Antenna Tower FL-1620 Cragmont
Location:	Tampa, FL
Latitude:	27-59-39.15N NAD 83
Longitude:	82-20-16.68W
Heights:	70 feet site elevation (SE)
	150 feet above ground level (AGL)
	220 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 01/29/2021 unless:

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

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

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 28, 2019. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on September 07, 2019 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 Airspace Policy 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).

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

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 2019-ASO-18694-OE.

Signature Control No: 407926452-412803557 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Frequency Data
Map(s)

cc: FCC

VDF = Tampa Executive Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
IFR = Instrument Flight Rule
MDA = Minimum Descent Altitude

The proposed antenna tower is at a height of 150 feet AGL, 220 feet AMSL.

The antenna tower is located 1.21 NM south of the VDF ARP, Tampa, FL.

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

Section 77.19 (a) VDF: Horizontal Surface --- > Exceeds by 49 feet.

Section 77.17 (a) (3) by 20 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria).

The proposal would necessitate IMPACT ON FOLLOWING SIAP(s) @ VDF:

RNAV (GPS) RWY 05, increases CAT A Circling MDA from 500 to 520.

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 trigger a formal aeronautical study, including circularization, 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. One letter of objection was received during the comment period.

The letter of objection can be summarized as not wanting this approach minimum to be raised by twenty feet.

The controlling obstacle within the Horizontal Surface is currently a building currently under construction and is represented by six ASNs, under ASNs 2017-ASO-9483-OE through 9488, showing the four-corners of the structure and two cases showing the approximate midway points. All the ASNs were filed at a height of 204/240 feet AMSL. The building was previously evaluated and favorable determinations written at the same height but slightly different coordinates. The prior ASNs were 2014-ASO-4776-OE through 4779. The building is located approximately 1.72 to 1.74 NM southwest of the VDF and from 226.45 degrees azimuth clockwise to 228.79 degrees azimuth. Also, located in close proximity to the proposed tower, is an existing tower, under

ASN 2018-ASO- 58-OE, at a height of 418/450 feet AMSL and exceeds the VDF Conical Surface by 278 feet. ASN 18-58 is located approximately 1.64 NM southeast of the VDF.

Obstacle Authoritative Source (OAS) Number 12-028151 has charted ASN 17-9484 and is located within Category A Aircraft Circling Area for the RNAV (GPS) Procedure for Runway 05. ASN 17-9484 received a favorable determination on 06/29/2017. As shown in the Determination of No Hazard for ASN 17-9484, it'll require a 40-foot increase to the Category A Circling minimum, raising the MDA from 500 to 540. ASN 17-9484 had their start of construction notice filed with the FAA, using FAA Form 7460-2, Part 1 (Supplemental Notice), indicating that the project is under construction with an estimated date of completion of 12/01/2019. Upon reaching its greatest height, the building will increase the Circling MDA by 40 feet. Once this change has occurred, ASN 19-18694 will no longer impact the Category A Aircraft Circling Area at VDF.

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 flying in VFR weather conditions at night.

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.

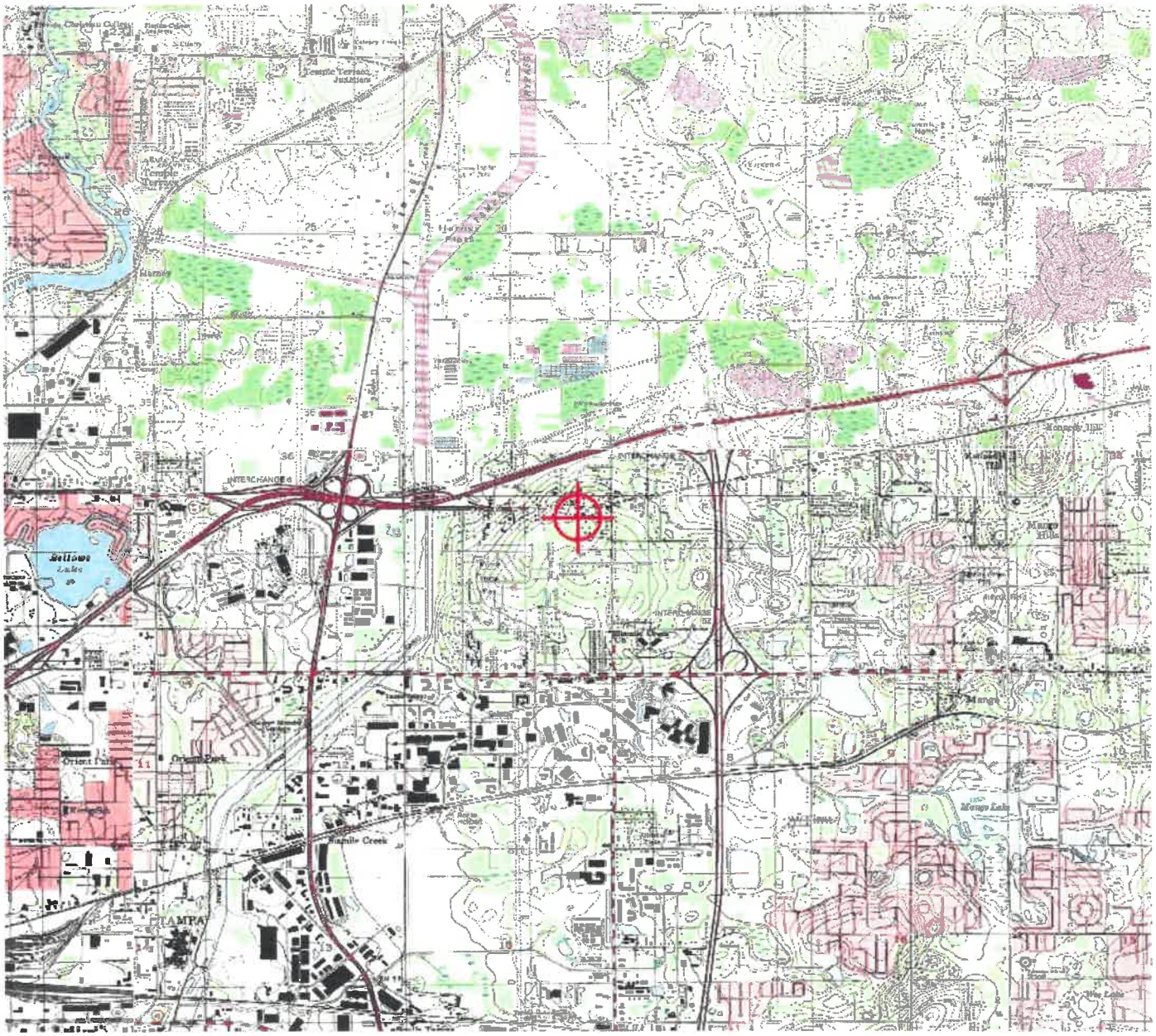
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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.

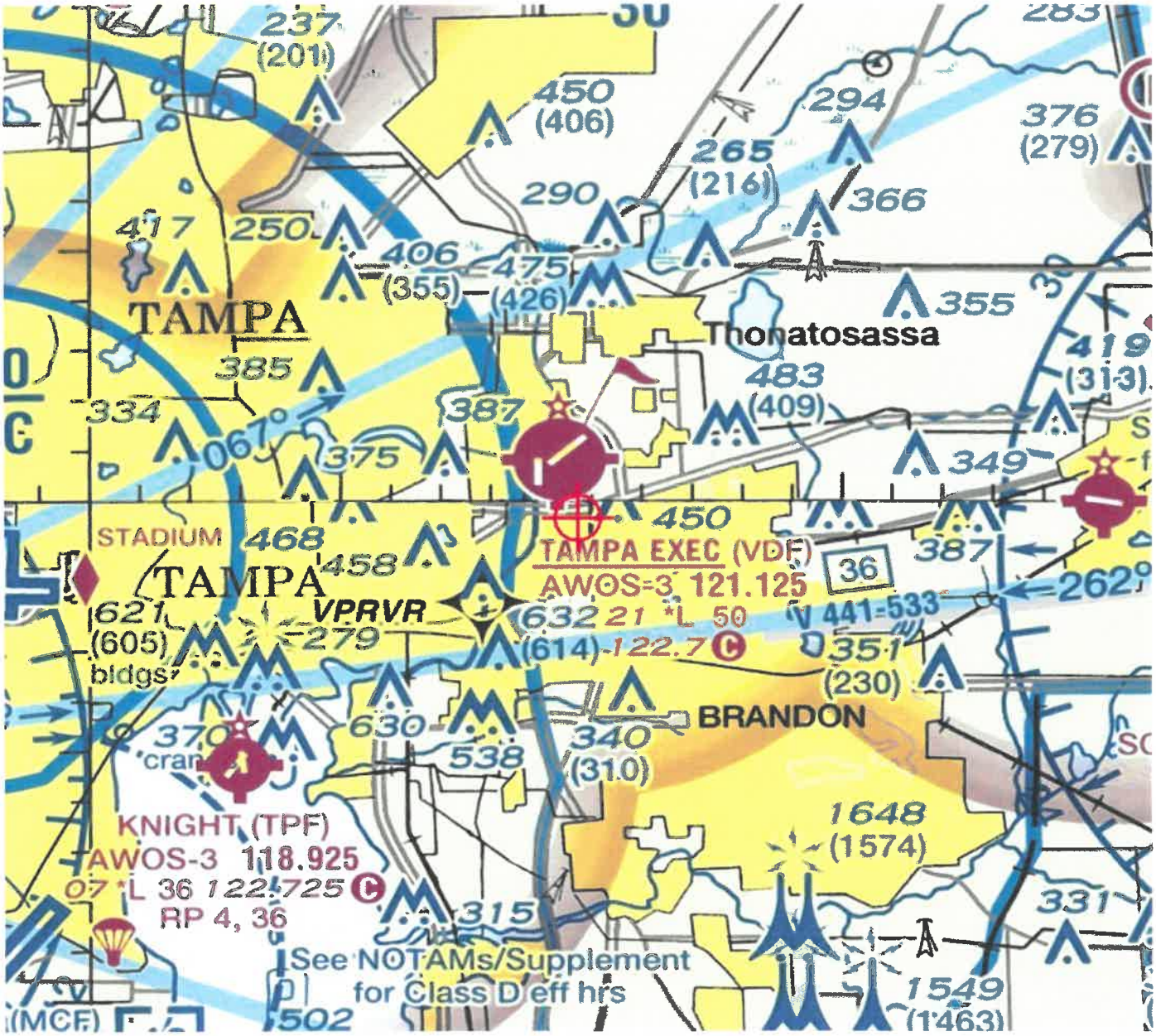
Frequency Data for ASN 2019-ASO-18694-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
6	7	GHz	55	dBW
6	7	GHz	42	dBW
10	11.7	GHz	55	dBW
10	11.7	GHz	42	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
614	698	MHz	1000	W
614	698	MHz	2000	W
698	806	MHz	1000	W
806	901	MHz	500	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
929	932	MHz	3500	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1910	MHz	1640	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
2496	2690	MHz	500	W

TOPO Map for ASN 2019-ASO-18694-OE



Sectional Map for ASN 2019-ASO-18694-OE



Review Summary

Airport Study Number: 2019-10

Permit Number:

Address: 9811 E US 92 Highway

Approval Date:

Expires:

Permit Type: Height Zoning

REVIEW PROCESS **MSL** 70 **AGL** 150 **AMSL** 220 **LAT** 27-59-39.15 **LONG** 82-20-16.68

77.9 Review: Required Notice

77.17 Review: Obstruction

77.19 Review: Exceeds Part 77

TERPS: Within Height Limits

OEI (62.5:1): NA

Analysis Summary

Proposed tower will penetrate VDF Horizontal Surface. No Impacts identified to minimum instrument flight altitude. Existing structure controls the CAT A Circling at 540' AMSL. No Hazard identified as long as conditions are followed.

Coordination with ATCT: ○ Yes ◉ No

Coordination with Operations: ◉ Yes ○ No

Emergency Use: ○ Yes ◉ No

Hazard Marking and/or Lighting: ◉ Yes ○ No

Objects affecting Navigable Airspace: ◉ Yes ○ No

Exceeds Supportive Screening Criteria: ○ Yes ◉ No

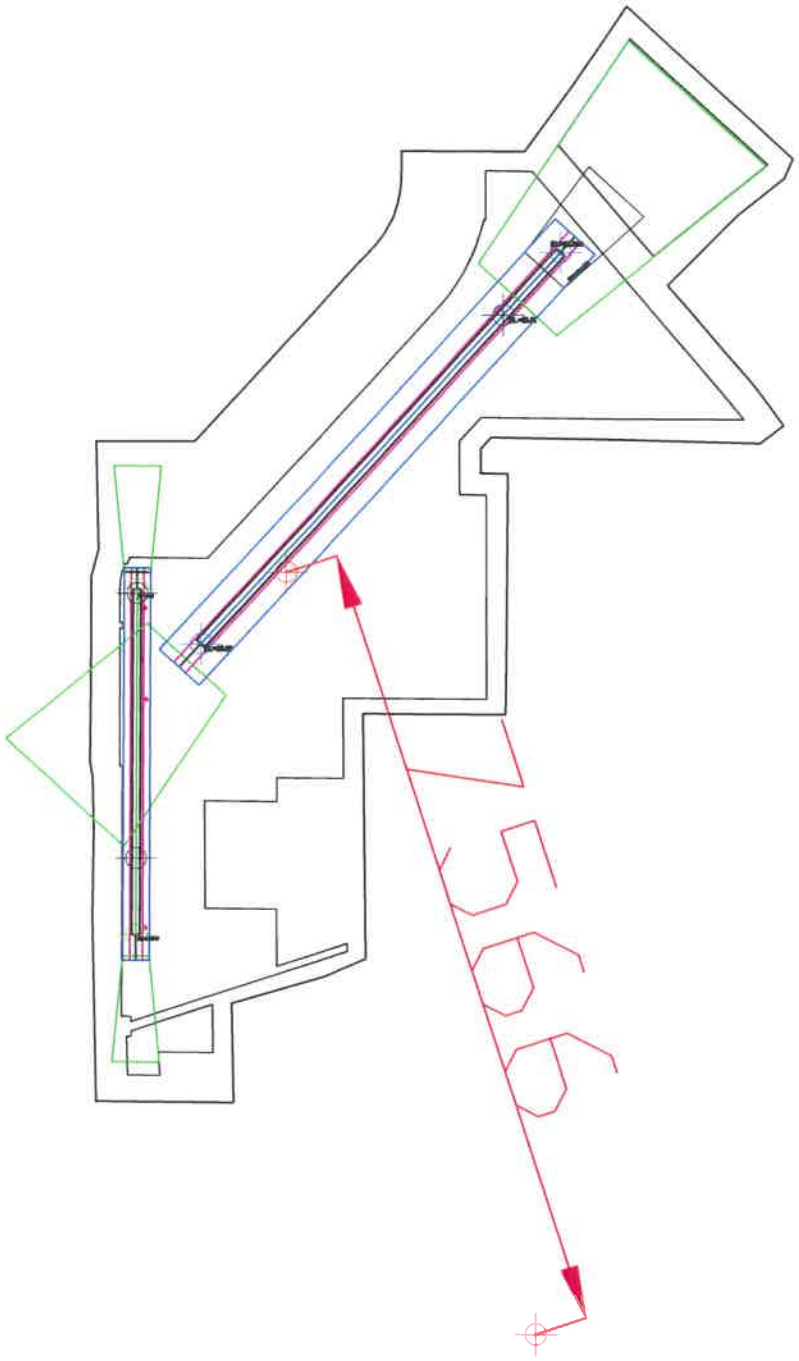
Conditions

- Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1 L, Change 2
- E-File FAA form 7460-2 with the FAA and Airport 10 days prior to start and within 5 days after the construction reaches its greatest height.
- Obtain a temporary permit for any construction equipment that exceeds the height of 220' AMSL.
- You will be required to follow all conditions specified in the FAA Determination to remain in compliance.

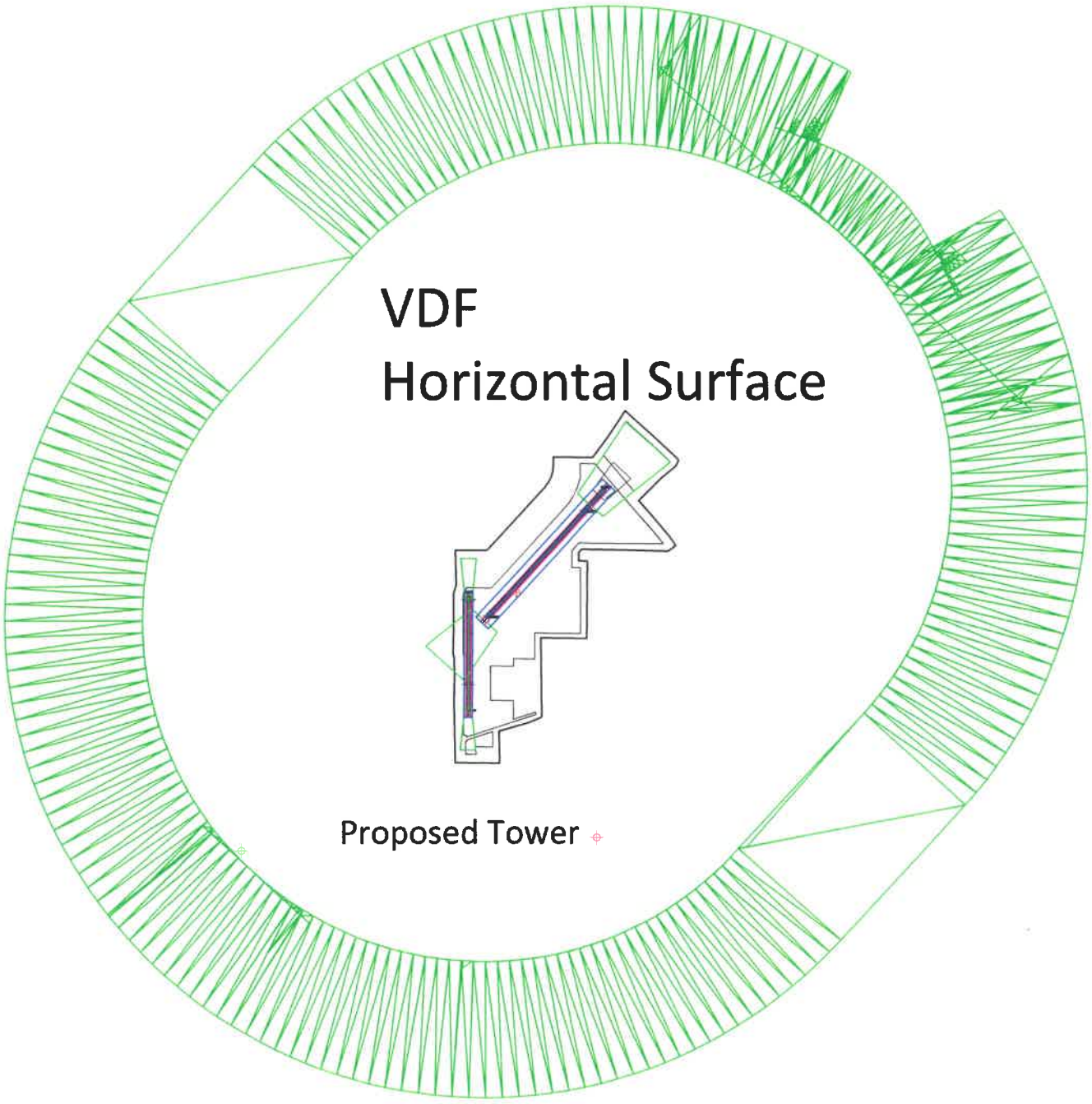
Recommend Approval ◉ Yes ○ No

Associated Points Data for APC Towers III, LLC 19130 - Report created on 9/3/2019 1:37:59 PM									
Point Number	Description	Latitude	Longitude	X	Y	Site Elev. (AMSL)	Struct Height (AGL)	Overall Height (AMSL)	Down & Over From Closest Runway
1	TWR-APC	27° 59' 39.15" N	82° 20' 16.68" W	547,102.0459	1,330,749.3566	70.00	150.00	220.00	Down(+): 3,756.28 Over(-): 3,764.71 Distance from RW 36: 5,318.14

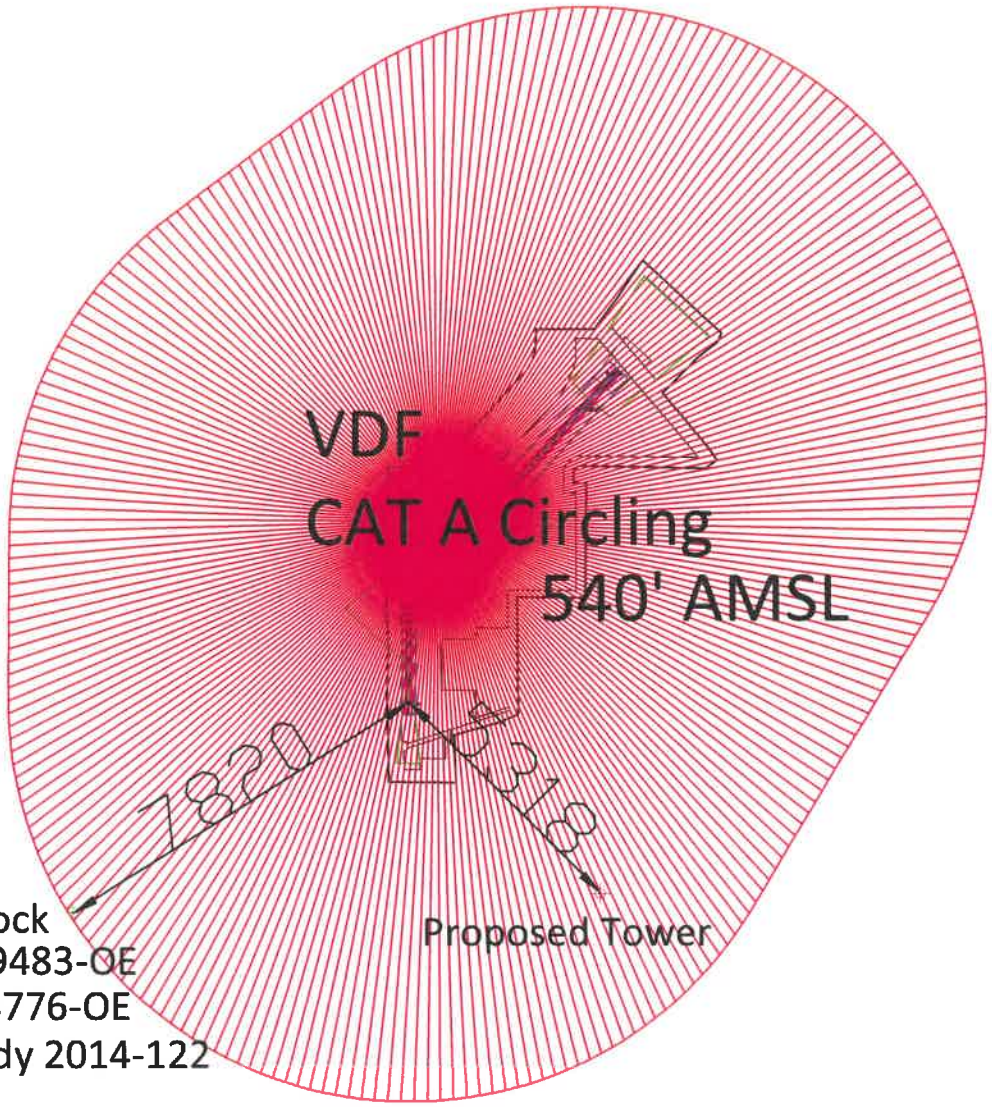
Distance



Part 77



Circling Approach



Hard Rock
2017-ASO-9483-OE
2014-ASO-4776-OE
Airport Study 2014-122
240' AMSL
Controlling Obstruction

TAMPA, FLORIDA

AL-9241 (FAA)

19115

RNAV (GPS) RWY 5

TAMPA EXECUTIVE (VDF)

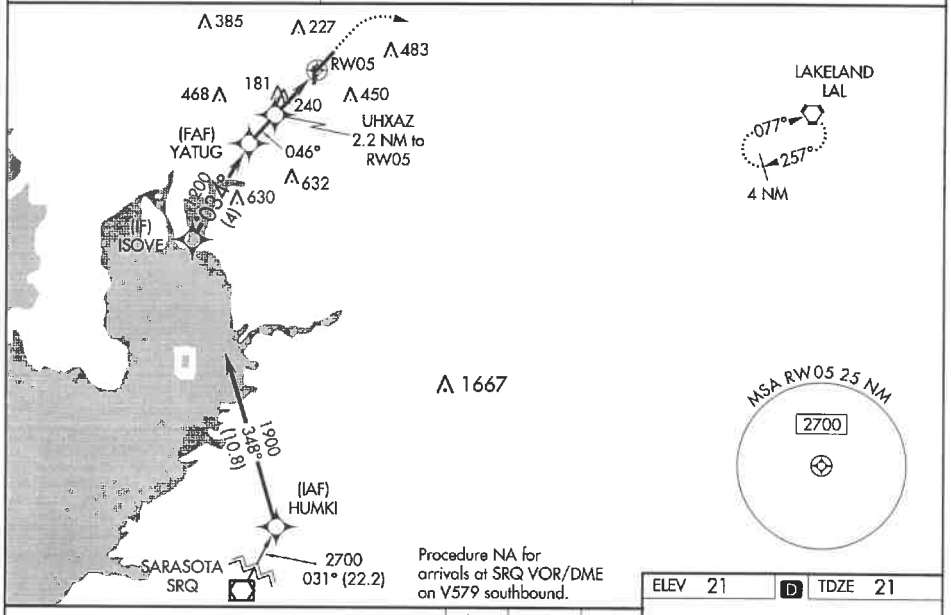
WAAS	APP CRS	Rwy ldg	4956
CH 97426	046°	TDZE	21
W05A		Apt Elev	21

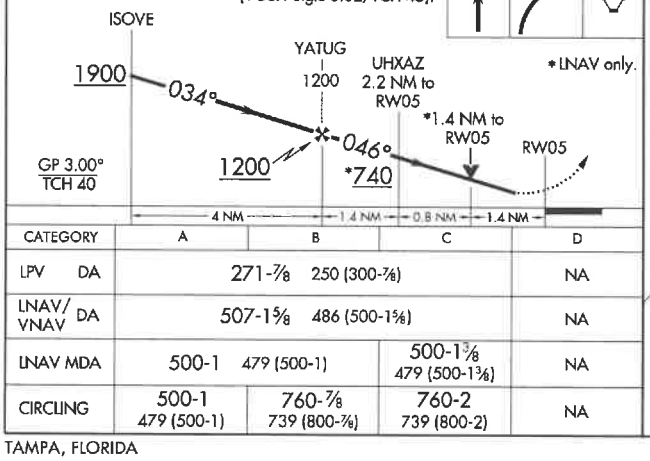
RNP APCH.

▼ Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, ▲ LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 316 feet, LNAV/VNAV DA to 507 feet; increase all MDAs 40 feet and increase LNAV and Circling Cat C visibilities ¼ SM. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. Circling Rwy 18, 36 NA at night.

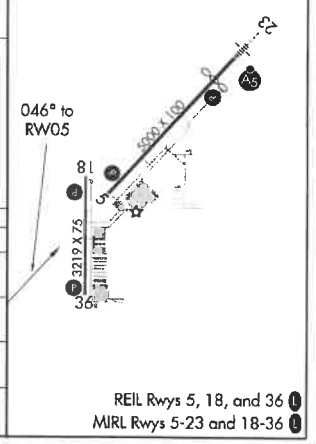
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA	271-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	507-1⅝ 486 (500-1⅝)			NA
LNAV MDA	500-1 479 (500-1)		500-1⅜ 479 (500-1⅜)	NA
CIRCLING	500-1 479 (500-1)	760-⅞ 739 (800-⅞)	760-2 739 (800-2)	NA



REIL Rwys 5, 18, and 36 (L)
MIRL Rwys 5-23 and 18-36 (L)

TAMPA, FLORIDA
Orig-D 25APR19

28°01'N-82°21'W

TAMPA EXECUTIVE (VDF)

RNAV (GPS) RWY 5

SE-3, 15 AUG 2019 to 12 SEP 2019

SE-3, 15 AUG 2019 to 12 SEP 2019

TAMPA, FLORIDA | AL-9241 (FAA) | 19115

ILS or LOC RWY 23

TAMPA EXECUTIVE (VDF)

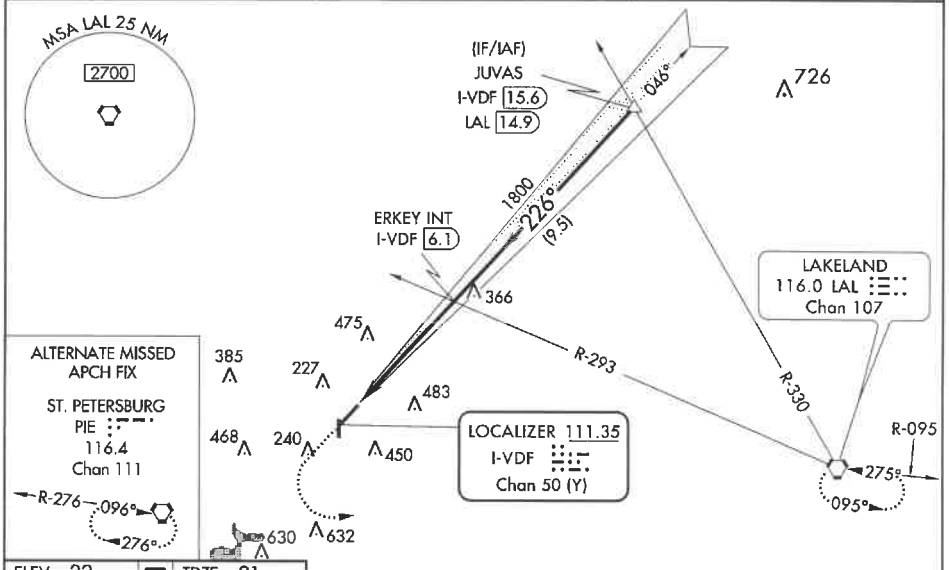
LOC/DME I-VDF	APP CRS	Rwy Idg	4200
111.35	226°	TDZE	21
Chan 50 (Y)		Apt Elev	22

When local altimeter setting not received, use Tampa Intl altimeter setting and increase S-ILS 23 DA to 323; increase all MDA 40 feet and S-LOC and Circling Cat C visibilities ¼ SM. For inop MALSR when using Tampa Intl altimeter setting, increase S-LOC 23 Cat C visibility to 1⅝. Inop table does not apply to S-ILS 23 and S-LOC 23 Cats A/B. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night.

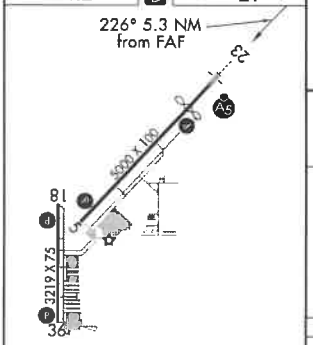
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF)

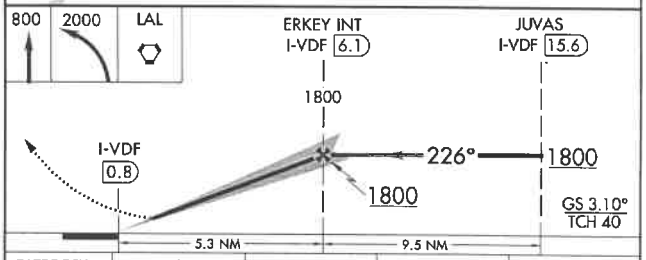


ELEV 22 | D | TDZE 21



REIL Rwys 5, 18, and 36
MIRL Rwys 5-23 and 18-36

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 23	298-1	277 (300-1)		NA
S-LOC 23	560-1	539 (600-1)		NA
CIRCLING	560-1 538 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

TAMPA, FLORIDA
Amdt 1D 25APR19

28°01'N-82°21'W

TAMPA EXECUTIVE (VDF)

ILS or LOC RWY 23

SE-3, 15 AUG 2019 to 12 SEP 2019

SE-3, 15 AUG 2019 to 12 SEP 2019

TAMPA, FLORIDA | AL-9241 (FAA) | 19115

RNAV (GPS) RWY 23
TAMPA EXECUTIVE (VDF)

WAAS	APP CRS	Rwy Idg	4200
CH 78100	226°	TDZE	21
W23A		Apt Elev	22

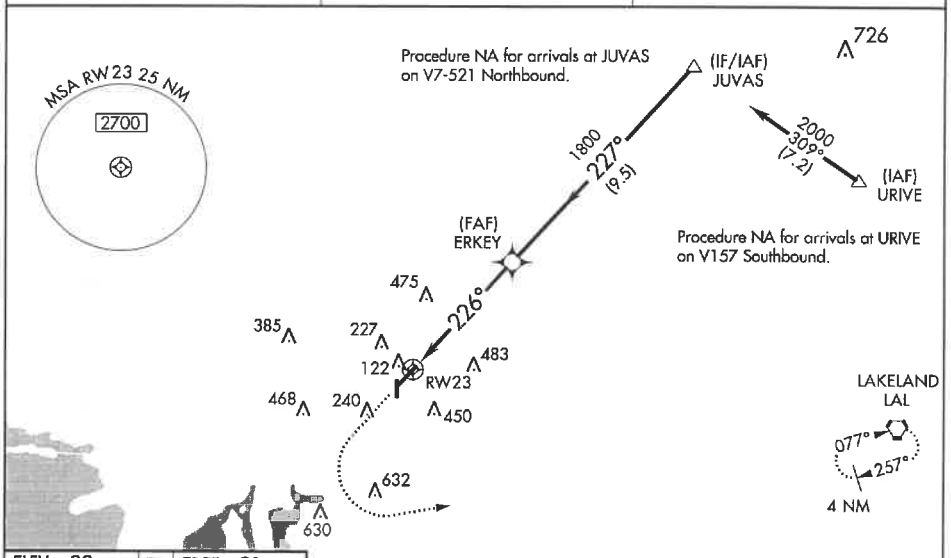
RNP APCH.

Inop table does not apply to LPV and LNAV Cat A/B. Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 323 feet, LNAV/VNAV DA to 513; increase all MDAs 40 feet, and LNAV and Circling Cat C visibilities ¼ SM. Circling Rwy 18, 36 NA at night.

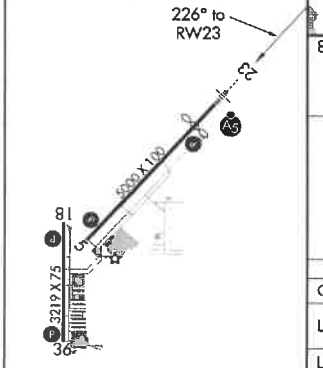
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2700 direct to LAL VORTAC and hold.

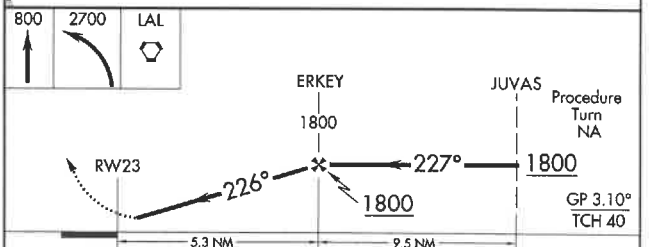
AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7(CTAF)



ELEV 22 | D | TDZE 21



REIL Rwys 5, 18, and 36 (L)
MIRL Rwys 5-23 and 18-36 (L)



CATEGORY	A	B	C	D
LPV DA	298-1	277 (300-1)		NA
LNAV/VNAV DA	488-1⅛	467 (500-1⅛)		NA
LNAV MDA	560-1	539 (600-1)		NA
CIRCLING	560-1 538 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

TAMPA, FLORIDA
Amdt 1D 25APR19

28°01'N-82°21'W

TAMPA EXECUTIVE (VDF)
RNAV (GPS) RWY 23

SE-3, 15 AUG 2019 to 12 SEP 2019

SE-3, 15 AUG 2019 to 12 SEP 2019

TAMPA, FLORIDA

AL-9241 (FAA)

19115

RNAV (GPS) RWY 18

TAMPA EXECUTIVE (VDF)

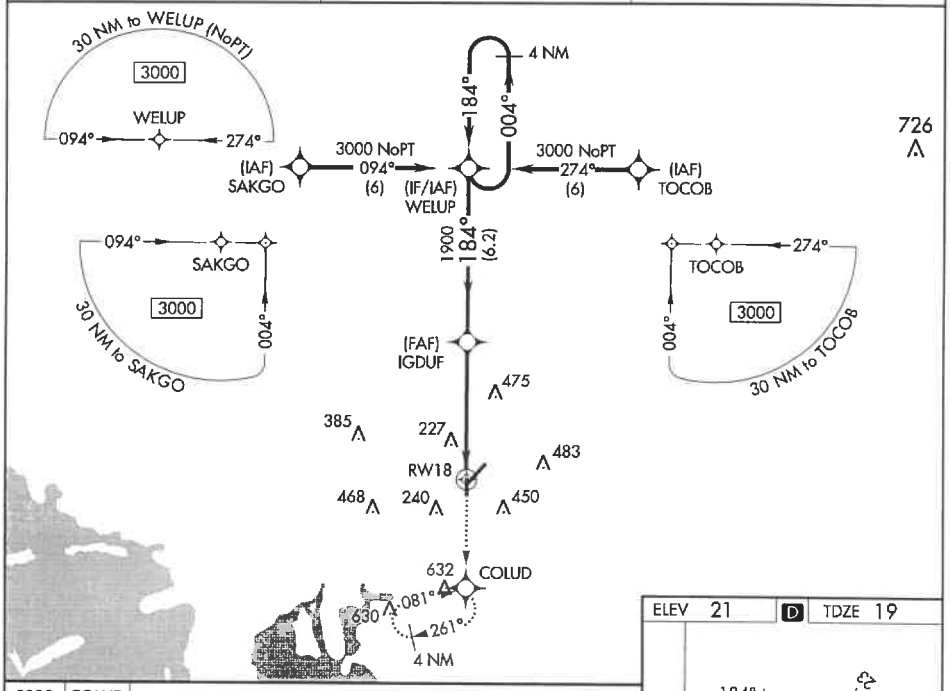
APP CRS	Rwy Idg	3219
184°	TDZE	19
	Apt Elev	21

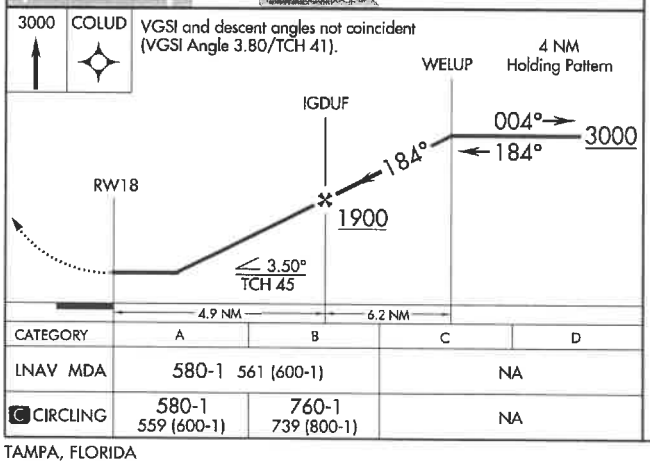
RNP APCH.

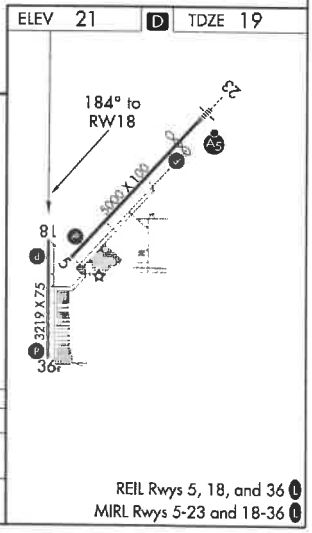
▼ When local altimeter not received, use Tampa Intl altimeter setting and increase all ▲ MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18, 36 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct COLUD and hold, continue climb-in-hold to 3000.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 561 (600-1)		NA	
C CIRCLING	580-1 559 (600-1)	760-1 739 (800-1)	NA	

REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

TAMPA, FLORIDA
Amdt 1B 25APR19

28°01'N-82°21'W

TAMPA EXECUTIVE (VDF)

RNAV (GPS) RWY 18

SE-3, 15 AUG 2019 to 12 SEP 2019

SE-3, 15 AUG 2019 to 12 SEP 2019

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

Aeronautical Study No.
2017-ASO-9483-OE

Issued Date: 06/29/2017

Steve Peck
Klai Juba Wald Architects - HR
4444 West Russell Road
Suite J
Las Vegas, NV 89118

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

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

Structure:	Building A
Location:	Tampa, FL
Latitude:	27-59-35.18N NAD 83
Longitude:	82-22-12.36W
Heights:	36 feet site elevation (SE)
	204 feet above ground level (AGL)
	240 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

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

See attachment for additional condition(s) or information.

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 12/29/2018 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 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 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 2017-ASO-9483-OE.

Signature Control No: 331094897-336745459 (EBO)
Michael Blaich
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2017-ASO-9483-OE

ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
IFR = Instrument Flight Rule
RNAV = Area Navigation
GPS = Global Positioning System
CAT = Category
MDA = Minimum Descent Altitude

The building (currently under construction) is represented by 6 ASNs, showing the four corners of the structure and two cases showing the approximate midway points. The building was previously evaluated and favorable determinations written at the same height but slightly different coordinates. The prior ASNs were 2014-ASO-4776-OE through 4779. The building is located approximately 1.72 NM southwest of the Tampa Executive Airport (VDF), Florida. The building will be located approximately 1.72 NM southwest of the VDF ARP and extends to approximately 1.74 NM southwest of the VDF ARP and from 226.45 degrees azimuth clockwise to 228.79 degrees azimuth.

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

Section 77.17 (a)(2) VDF --- > Exceeds by 4 feet (all the ASNs).

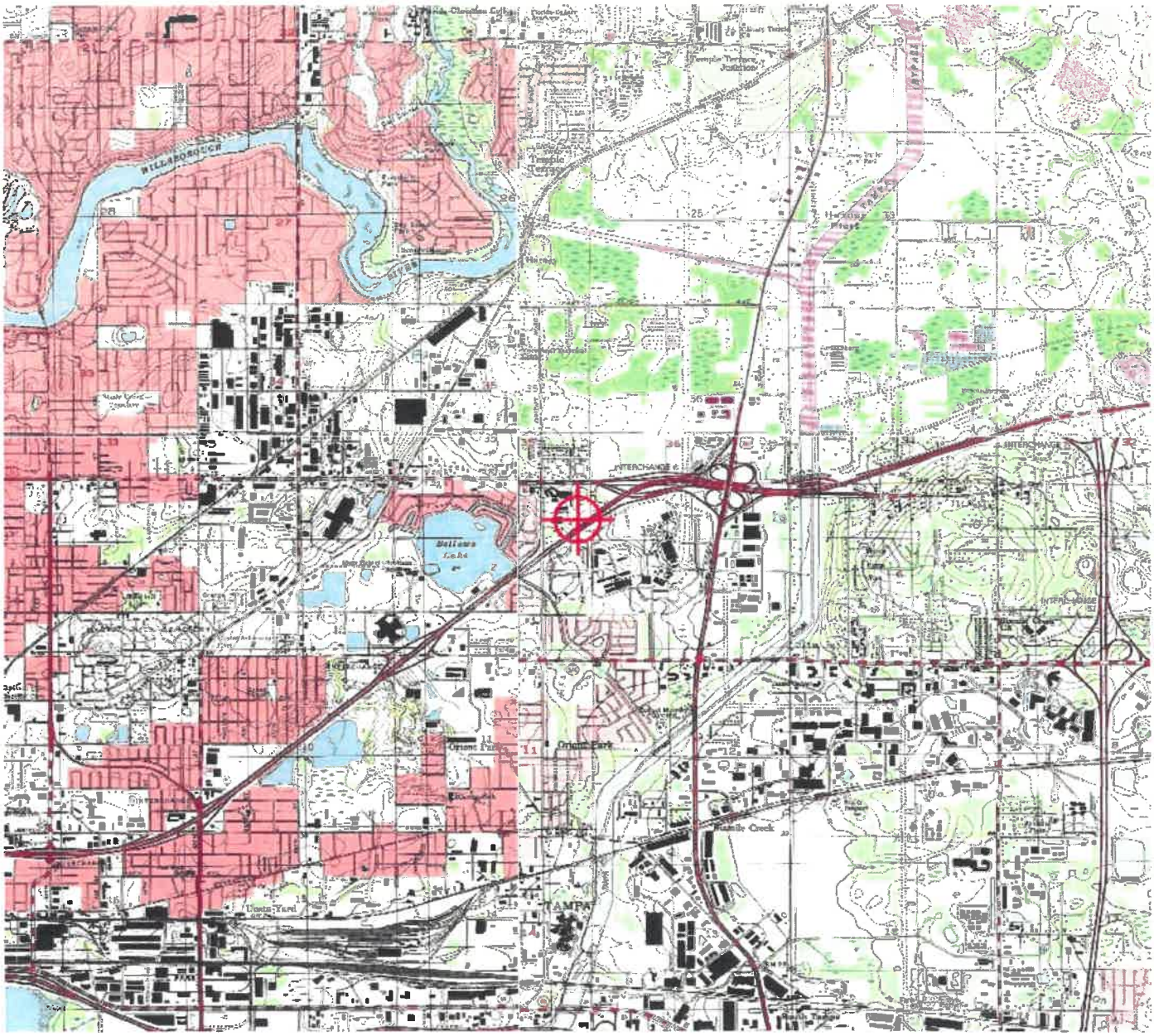
Section 77.19 (a) VDF: Horizontal Surface --- > Exceeds by 69 feet (all the ASNs).

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria).

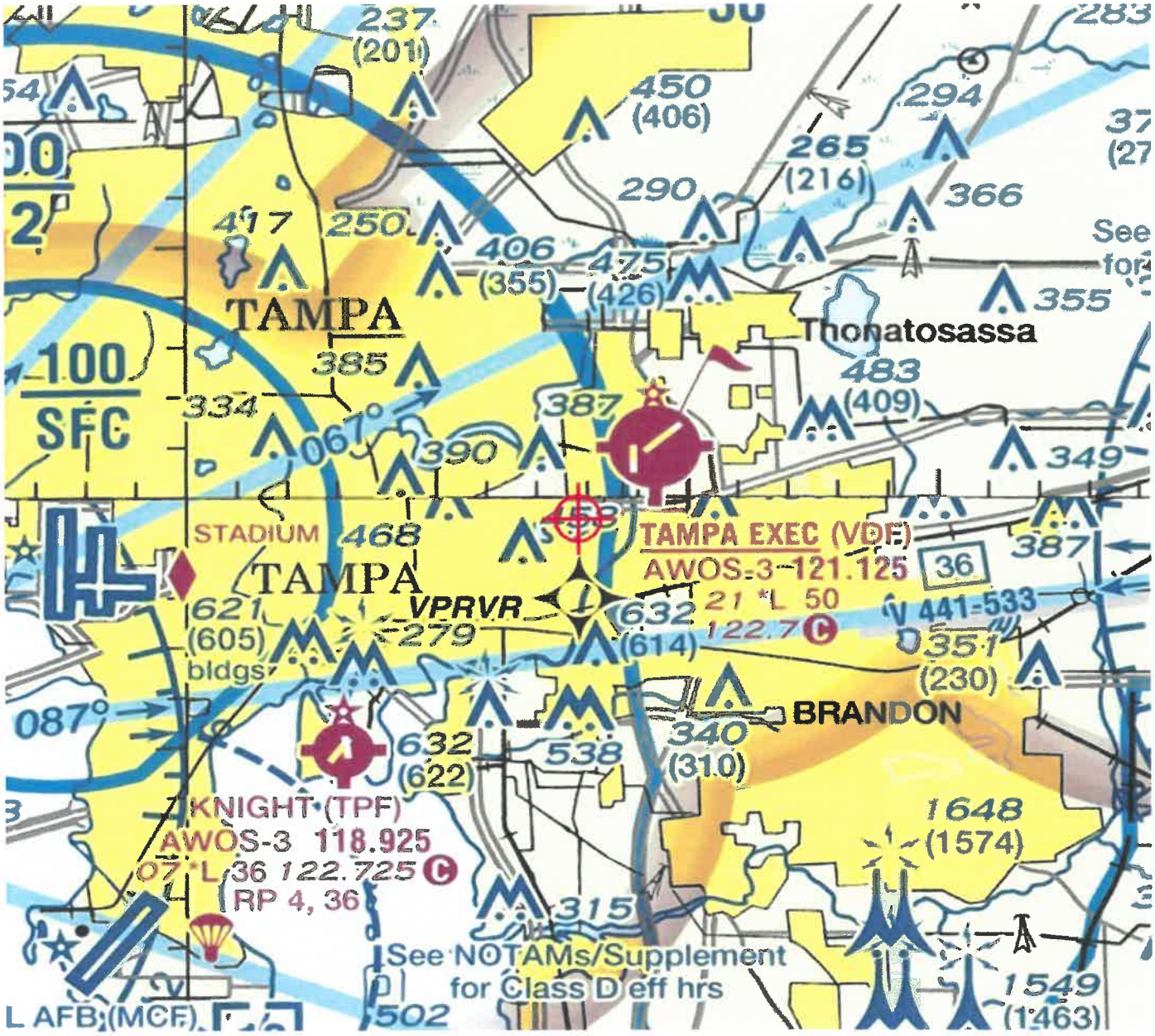
IMPACT ON FOLLOWING SIAP(s) @ VDF:

RNAV (GPS) RWY 05, increases CAT A Circling MDA from 500 to 540 (five of the ASNs, 2017-ASO-9483-OE through 9486 and 9488).

TOPO Map for ASN 2017-ASO-9483-OE



Sectional Map for ASN 2017-ASO-9483-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2014-ASO-4776-OE

Issued Date: 09/16/2014

Steve Peck
Klai Juba Wald Architects
4444 West Russell Road
Suite J
Las Vegas, NV 89118

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

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

Structure:	Building Point 1
Location:	Tampa, FL
Latitude:	27-59-35.76N NAD 83
Longitude:	82-22-11.86W
Heights:	34 feet site elevation (SE)
	206 feet above ground level (AGL)
	240 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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 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 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.

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

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

If we can be of further assistance, please contact our office at (404) 305-7081. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-ASO-4776-OE.

Signature Control No: 214528109-229419330 (EBO)
Michael Blaich
Specialist

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-ASO-616-OE
Prior Study No.
2002-ASO-5440-OE

Issued Date: 04/21/2008

Gerard Shore
Seminole Gaming
1 Seminole Way
Hollywood, FL 33314

**** NOTICE OF PRESUMED HAZARD ****

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

Structure:	Building Tampa Hard Rock Hotel/Casino Expansion
Location:	Del Rio, FL
Latitude:	27-59-42.66N NAD 83
Longitude:	82-22-10.91W
Heights:	750 feet above ground level (AGL) 771 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 169 feet above ground level (190 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

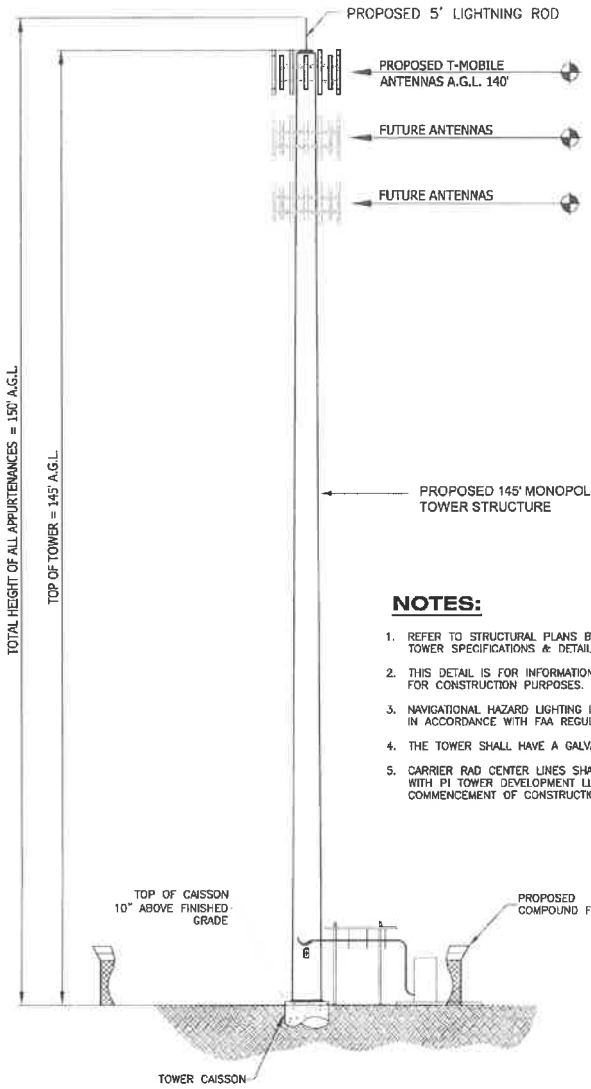
Any height exceeding 219 feet above ground level (240 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-ASO-616-OE.



1 TOWER ELEVATION
SCALE: N.T.S.

NOTES:

1. REFER TO STRUCTURAL PLANS BY OTHERS FOR TOWER SPECIFICATIONS & DETAILS.
2. THIS DETAIL IS FOR INFORMATION ONLY AND NOT FOR CONSTRUCTION PURPOSES.
3. NAVIGATIONAL HAZARD LIGHTING IS NOT REQUIRED IN ACCORDANCE WITH FAA REGULATIONS.
4. THE TOWER SHALL HAVE A GALVANIZED FINISH.
5. CARRIER RAD CENTER LINES SHALL BE VERIFIED WITH PI TOWER DEVELOPMENT LLC PRIOR TO COMMENCEMENT OF CONSTRUCTION.

B+T GRP

APC Towers
8601 SIX FORKS RD., SUITE 250
RALEIGH, NC 27615
(919) 249-7732

APC TOWERS

CRAGMONT
9811 E US 92 HIGHWAY
TAMPA, FL 33610

HILLSBOROUGH COUNTY

PROPOSED 145' MONOPOLE

PROJECT NO:	123853
CHECKED BY:	MAS

ISSUED FOR:

REV	DATE	DRWN	DESCRIPTION
C	07/31/19	CJL	SWING/MAN GATE
D	08/12/19	MST	SLIDE GATE
E	08/14/19	MST	FINAL
G	08/15/19	MST	FINAL

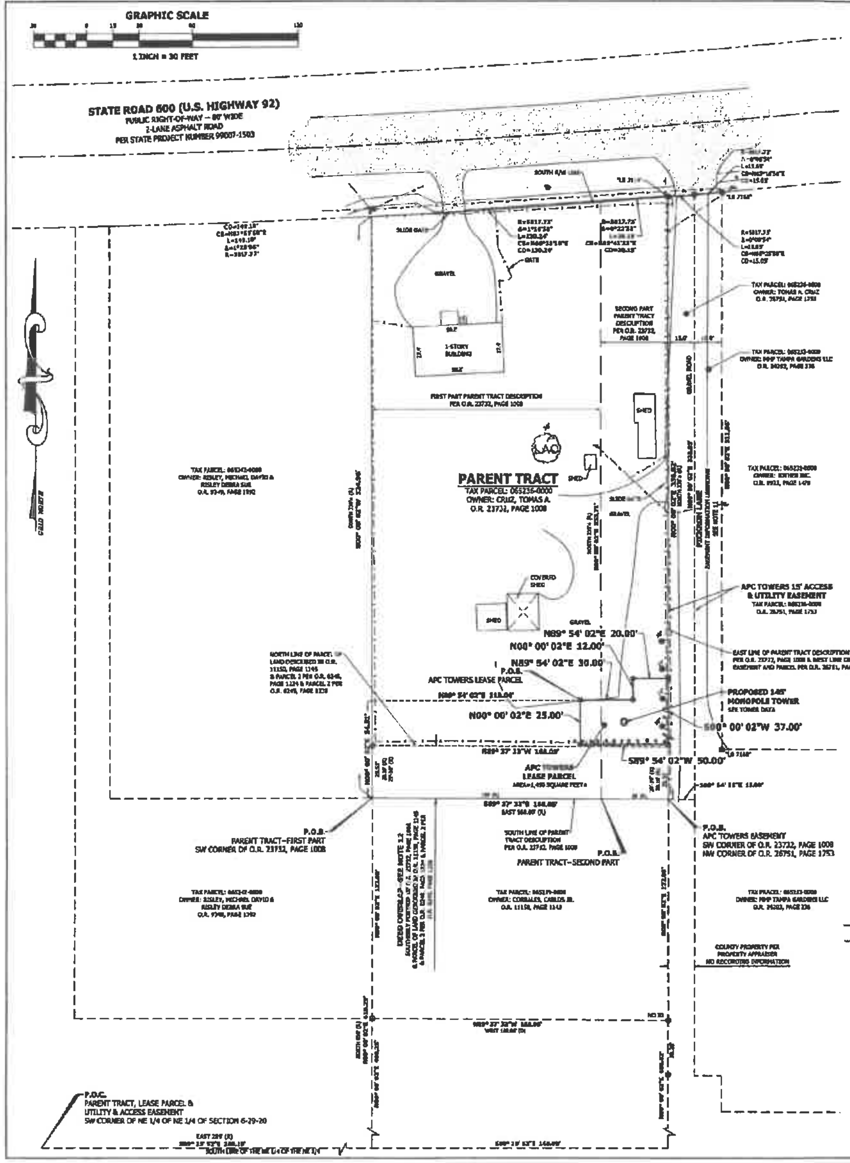
B&T ENGINEERING, INC.
1717 S. BOULDER AVENUE
TULSA, OK 74119
COA: 27495 Expires 2/28/21

JOHN W. KELLY III
LICENSE
No. 66194
STATE OF FLORIDA
PROFESSIONAL ENGINEER
8/15/19

JOHN W. KELLY P.E.
LIC: 66194
Expires 2/28/21

TOWER ELEVATION

SHEET NUMBER:
C-3



BOUNDARY & TOPOGRAPHIC SURVEY

OF APC TOWERS LEASE PARCEL

IN SECTION 6, TOWNSHIP 29 SOUTH, RANGE 20 EAST,
HILLSBOROUGH COUNTY, FLORIDA

PARENT TRACT DESCRIPTION (O.R. 23732, PAGE 1008)
SITUATED IN THE COUNTY OF HILLSBOROUGH, STATE OF FLORIDA

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 29 SOUTH, RANGE 20 EAST; RUN THENCE EAST 289 FEET; THENCE NORTH 610 FEET FOR A POINT OF BEGINNING. FROM SAID POINT OF BEGINNING RUN EAST 130 FEET; THENCE NORTH 336 FEET, MORE OR LESS, TO THE SOUTH BOUNDARY LINE OF THE RIGHT OF WAY OF STATE ROAD NO. 17; THENCE WESTERLY ALONG THE SAID RIGHT OF WAY 130 FEET, MORE OR LESS, TO A POINT DUE NORTH OF THE POINT OF BEGINNING; THENCE SOUTH AND PARALLEL WITH THE SAID EAST BOUNDARY LINE 330 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, HILLSBOROUGH COUNTY, FLORIDA.

AND

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 6, TOWNSHIP 29 SOUTH, RANGE 20 EAST; RUN THENCE EAST 289 FEET; THENCE NORTH 610 FEET; THENCE EAST 130 FEET FOR A POINT OF BEGINNING. FROM THE POINT OF BEGINNING RUN THENCE EAST 38 FEET; THENCE NORTH 336 FEET, MORE OR LESS, TO THE SOUTH BOUNDARY LINE OF STATE ROAD NO. 17; THENCE WESTERLY ALONG THE SAID RIGHT OF WAY 38 FEET, MORE OR LESS, TO A POINT NORTH OF THE POINT OF BEGINNING; THENCE SOUTH 335 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, ALL LYING AND BEING IN HILLSBOROUGH COUNTY, FLORIDA.

APC TOWERS LEASE PARCEL
A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA; SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA; THENCE S89° 25' 52"E ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER FOR 288.15 FEET; THENCE N00° 00' 02"E FOR 610.25 FEET TO THE SOUTHWEST CORNER OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 23732, PAGE 1008; THENCE CONTINUE N00° 00' 02"E FOR 54.51 FEET; THENCE S89° 54' 02"E FOR 118.04 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL OF LAND; THENCE N89° 54' 02"E FOR 30.00 FEET; THENCE N00° 00' 02"E FOR 12.00 FEET; THENCE N89° 54'02"E FOR 20.00 FEET; THENCE S00° 00' 02"W FOR 37.00 FEET; THENCE S89° 54' 02"W FOR 50.00 FEET; THENCE N00° 00' 02"E FOR 25.00 FEET TO THE POINT OF BEGINNING. SAID PARCEL OF LAND SITUATE, LYING AND BEING IN HILLSBOROUGH COUNTY, FLORIDA CONTAINING 1,490 SQUARE FEET MORE OR LESS.

APC TOWERS 15' ACCESS AND UTILITY EASEMENT
A 15-FEET WIDE EASEMENT FOR THE PURPOSE OF ACCESS AND UTILITIES LYING IN SECTION 6, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA; SAID EASEMENT BEING THE SAME AS HILLSBOROUGH COUNTY TAX PARCEL NUMBER 065236-0000 AS DESCRIBED IN OFFICIAL RECORDS BOOK 26751, PAGE 1753 OF THE PUBLIC RECORDS OF SAID COUNTY, AND ALSO BEING A PORTION OF PICKRON LANE (A PRIVATE ROAD); SAID EASEMENT ALSO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TRACT BEGINNING 437 FEET EAST AND 610 FEET NORTH OF THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 RUN EAST 15 FEET NORTH TO STATE ROAD 17 WESTERLY ALONG ROAD 15 FEET AND SOUTH TO BEGINNING, RECORDED IN THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, ALL LYING AND BEING IN SECTION 6, TOWNSHIP 29 SOUTH, RANGE 20 EAST.

SURVEYOR'S NOTES

1. BEARINGS SHOWN HEREON ARE GRID NAD83 FLORIDA STATE PLANE, WEST ZONE, ESTABLISHED WITH RTK GPS OBSERVATIONS AND REFERENCED TO STATE OF FLORIDA PERMANENT CONTROL NETWORK AS REFERENCED BY THE EAST LINE OF THE PARENT TRACT AS BEARING N00° 00' 02"E.
2. THE BOUNDARY AND TOPOGRAPHIC SURVEY SHOWN HEREON IS BASED ON ACTUAL FIELD MEASUREMENTS AND OBSERVATIONS DATED MARCH 14, 2019.
3. THIS SURVEY MAP OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. ELEVATIONS ARE NAVD 1988 AND ARE REFERENCED TO THE STATE OF FLORIDA PERMANENT CONTROL NETWORK.
5. CENTER OF PROPOSED TOWER LATITUDE, LONGITUDE AND ELEVATION SHOWN HEREON WERE ESTABLISHED FROM RTK GPS OBSERVATIONS. THE VALUES FOR THE PROPOSED TOWER LATITUDE, LONGITUDE AND ELEVATION SHOWN HEREON EXCEED FAA "1-A" ACCURACY REQUIREMENTS.
6. THE PURPOSE OF THIS SURVEY IS TO SHOW IMPROVEMENTS ASSOCIATED WITH A PROPOSED TELECOMMUNICATIONS FACILITY AND PROVIDE LEGAL DESCRIPTIONS FOR SAID FACILITY AND ASSOCIATED EASEMENTS. THIS IS NOT A SURVEY OF THE PARENT TRACT. PARENT TRACT DATA IS FOR INFORMATION ONLY.
7. MEASURED BEARINGS AND DISTANCES WERE IN SUBSTANTIAL AGREEMENT WITH RECORD DATA UNLESS OTHERWISE NOTED.
8. PROPERTY TIES ARE PERPENDICULAR MEASURE UNLESS OTHERWISE NOTED.
9. UNDERGROUND FOUNDATIONS AND UTILITIES WERE NOT LOCATED AS PART OF THIS SURVEY UNLESS OTHERWISE NOTED HEREON.
10. THE APC TOWERS LEASE PARCEL ARE LOCATED ENTIRELY WITHIN THE DESCRIBED PARENT TRACT.
11. PICKRON LANE APPEARS TO BE A 30' WIDE PRIVATE ROAD. THE WEST 15-FEET IS TAX PARCEL: 065236-0000 AND THE EAST 15-FEET IS A PORTION OF TAX PARCEL: 065233-0000 AS DEPICTED HEREON. THE APC TOWERS 15' ACCESS & UTILITY EASEMENT IS THE SAME AS SAID WEST 15-FEET AND SAID TAX PARCEL: 065236-0000.
12. THERE APPEARS TO BE AN APPROXIMATELY 29.31' WIDE OVERLAP IN THE RECORDED DEED DESCRIPTIONS FOR TAX PARCEL 065236-0000 (THE PARENT TRACT) AND TAX PARCEL 065239-0000 (THE SOUTHERLY ADJOINER) AS DEPICTED HEREON. TITLE TO SAID OVERLAP IS UNKNOWN TO THIS SURVEYOR. THE APC TOWERS LEASE PARCEL AND EASEMENT ARE OUTSIDE SAID OVERLAP.

FLOOD ZONE NOTE
THE HEREON DESCRIBED LEASE PARCEL AND EASEMENTS APPEAR TO LIE IN FLOOD ZONE X BASED ON THE FEDERAL EMERGENCY MANAGEMENT ACT FIRM, COMMUNITY PANEL MAP NUMBER 12057C0380J DATED SEPTEMBER 27, 2013.

TOWER DATA
(PROPOSED 145' MONOPOLE TOWER)
NAD 83
LATITUDE: 27° 59' 39.15" NORTH
LONGITUDE: 82° 20' 16.69" WEST
GROUND ELEVATION: 69.4' NAVD 1988 (AVERAGE)

TITLE COMMITMENT
THIS SURVEY MAP DEPICTS THE LOCATION OF RECORDED ENCUMBRANCES, EASEMENTS, AND OTHER MATTERS LISTED IN SCHEDULE B - SECTION 2 OF THE COMMITMENT TO INSURE TITLE, COMMITMENT NUMBER 01-19000730-01T, PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, DATED JANUARY 4, 2019.

NO PLOTTABLE ITEMS

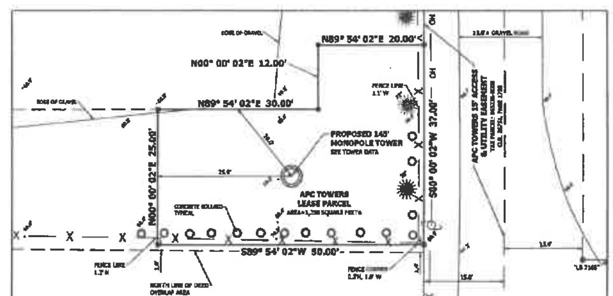
TREE LEGEND

- LAUREL TREE
- PINE TREE
- INDICATES SIZE (IN INCHES) OF TREE TRUNK AS MEASURED AT 4' ± ABOVE GROUND

ALL TREES WITH 4"+ DIAMETER AT BREAST HEIGHT LYING WITHIN THE APC TOWERS LEASE PARCEL AND EASEMENTS WERE LOCATED AND ARE SHOWN HEREON.

LEGEND

- INDICATES 5/8" REBAR & CAP SET STAMPED "LB 7810"
- INDICATES 5/8" REBAR & CAP FOUND IDENTIFICATION AS NOTED
- INDICATES NAIL & DISK FOUND STAMPED "LB 7168"
- INDICATES 1" IRON PIPE FOUND NO IDENTIFICATION
- INDICATES 4"X4" CONCRETE MONUMENT FOUND NO IDENTIFICATION
- R/W INDICATES RIGHT-OF-WAY
- O.R. INDICATES OFFICIAL RECORDS BOOK
- INDICATES WOOD UTILITY POLE
- INDICATES FIBER JUNCTION BOX
- —X— INDICATES 6' CHAIN LINK FENCE
- —OH— INDICATES OVERHEAD UTILITY WIRES
- INDICATES TELEPHONE PEDESTAL
- INDICATES CONCRETE BOLLARD
- (R) INDICATES RECORD DATA WHEN DIFFERENT THAN MEASURED
- INDICATES EXISTING SPOT ELEVATION
- P.O.B. INDICATES POINT OF BEGINNING
- P.O.C. INDICATES POINT OF COMMENCEMENT
- R INDICATES RADIUS
- Δ INDICATES CENTRAL ANGLE
- L INDICATES ARC LENGTH
- CB INDICATES CHORD BEARING
- CD INDICATES CHORD DISTANCE
- ID INDICATES IDENTIFICATION



BENCHMARKS
#1 - TOP OF REBAR & CAP AT SE LEASE PARCEL CORNER ELEVATION=69.71' NAVD 1988
#2 - TOP OF REBAR & CAP AT SW LEASE PARCEL CORNER ELEVATION=69.75' NAVD 1988

APC TOWERS LEASE PARCEL DETAIL — SCALE 1"=10'

REVISION: 7-12-19 REVISED LEASE PARCEL & EASEMENT PARCEL OWNER
REVISION: 6-4-19 REVISED TOWER HEIGHT

STONECYPHER SURVEYING INC.
1225 NW 16TH AVENUE GAINESVILLE, FLORIDA 32601
TEL: (352) 379-0948
Email: dwd@stone-survey.com
WWW.STONE-SURVEY.COM
Professional Surveying & Mapping Certificate of Authorization No.: LB 7810

BOOK/PAGE	34/26	DAVID W. STONECYPHER 7-12-2019	SCALE	1"=30'
DRAWN	MJJ	PROFESSIONAL SURVEYOR & MAPPER FLA. LICENSE NO. 6891	DATE	MARCH 14, 2019
CHECKED	DWS		PROJECT #	19-0037

COMMUNICATION TOWER SITE -- CRAGMONT DRIVE
SITE NUMBER: FL-1620

DRAWING #: APC-FL-1620 CRAGMONT SURVEY.DWG — **APC TOWERS, LLC** — SHEET # 1 OF 1

STONECYPHER SURVEYING INC.

1225 NW 16TH AVENUE, GAINESVILLE, FLORIDA 32601 PHONE: 352-379-0948

FAA "1-A" CERTIFICATION

March 27, 2019

APC Towers, LLC
3000 Aerial Center Parkway
Suite 110
Morrisville, NC 27560

Site Name:	**Cragmont Drive**
Site Number:	**FL-1620**
Site Data:	**Proposed 145' Monopole Tower with 5' Lightning Rod**
Site Address:	**9811 E US 92 Highway, Tampa, FL 33610**

Tower Information

Geographic Coordinates: Latitude – **27° 59' 39.15" North**
Longitude – **82° 20' 16.68" West**

Ground Elevation: Base of Proposed Tower – **69.4'**

Certification

I hereby certify that the latitude of **27° 59' 39.15"** and the longitude of **82° 20' 16.68"** are within 20-feet horizontally, and that the ground elevation at the base of the tower of **69.4** feet is accurate to within 3-feet vertically. The horizontal datum (coordinates) are in terms of North American Datum of 1983 (NAD 83) and is expressed as degrees, minutes, and seconds, to the nearest hundredth of a second. The vertical datum (elevation) is in terms of the North American Vertical Datum of 1988 (NAVD 88) and is determined to the nearest foot.

David W. Stonecypher
Professional Surveyor and Mapper No. LS 6391
Stonecypher Surveying Inc. – Business No. LB 7810
State of Florida

LAW OFFICE OF
Mattaniah S. Jahn, P.A.

935 Main Street, Suite D1
Safety Harbor, FL 34695
Telephone: (727) 773-2221
Facsimile: (727) 773-2616

SENT VIA ELECTRONIC MAIL

September 9, 2019

Tony Mantegna
Tampa International Airport
4160 George J. Bean Parkway
Suite 2400
Tampa, FL 33607

RE: APC Towers III, LLC
Site Name: FL-1620 – Cragmont Dr.
9811 E. Highway 92, Tampa, FL
PIN - U-06-29-20-ZZZ-000002-38490.0 – Folio: 065240-0000
Petition for Variance for 150' AGL (220' AMSL) Monopole and Support Facility

Dear Mr. Mantegna:

On behalf of my client, APC Towers III, LLC (APC), please find the included Petition for Variance and supporting documentation:

- Included with this submittal:
  - Petition for Variance
  - FAA Airspace Study
  - T-Mobile RF Package
    - Letter of Intent
    - Propagation Plots
    - Non-Interference Letter with Frequencies to be Used
    - Radio Technical Specifications
  - 911 Call Statistics for 2018
- Previously Submitted:
  - Application for Tall Structures Permit
  - Agent of Record Letter from APC Towers III, LLC to Mattaniah S. Jahn, Esq.
  - FAA 1-A Certification
  - FAA No Hazard Letter
  - Boundary and Topographic Survey – Bound in with Site Plans
  - Site Plan Set – 1 pdf copy

Summary of Request

APC respectfully requests the approval of a Tall Structure Variance to construct a 150' AGL (220' AMSL) Monopole Communication Tower (Monopole) with a 1490 sq. ft. equipment compound at 9811 E. Highway 92, Tampa, FL; Parcel Identification Number U-06-29-20-ZZZ-000002-38490.0; Folio Number 065240-0000. T-Mobile will be the anchor tenant, with their antennas placed with a center line of 140' AGL. The parent parcel is located 1.21 NM south of the Tampa Executive Airport (VDF) center. The proposed height is requested to meet T-Mobile's RF objective, which will avoid the need for additional T-Mobile towers in the area.

Aviation Authority Variance Approval Elements

The regulated height would create an unnecessary hardship to the applicant.

The regulated height would create an undue hardship upon APC and T-Mobile in this instance as a shorter tower would prevent T-Mobile from meeting its RF objective. By the nature of radio propagation, a shorter tower would decrease the coverage area and capacity offload capabilities of the Monopole, which would necessitate that T-Mobile add additional towers within the currently proposed coverage area. Please see Sheet C-3 and the enclosed RF Package.

Special conditions and circumstances apply which are not applicable to other similarly situated property.

Special circumstances apply in this instance as T-Mobile's existing coverage in this area necessitates the Monopole's proposed height in order to meet the RF objective. Please see the enclosed RF package.

The proposal will not create a substantial detriment to public good or impair the purposes of the intent of these regulations.

The Monopole will not create a substantial detriment to the public good or impair the intent of the regulations. The contrary is true, the Monopole will further the public good by providing reliable wireless coverage at VDF and the surrounding neighborhoods. In 2018, 84% of all 911 calls received by Hillsborough County were received from wireless numbers. The Monopole will additionally further the intent of the regulations by avoiding the need for multiple towers in the area to accomplish the coverage and capacity offload the Monopole will provide. Please see the enclosed RF package and 911 Call Statistics.

The proposal will not create a substantial adverse effect on the utility of the airport covered under these regulations.

The Monopole will not create a substantial adverse effect on the utility of VDF. Alone, the Monopole would require the circling height of VDF runway 05 to be raised from 500' to 520. However, the presence of the Hardrock Casino (2017-ASO-9484-OE) already required the circling height for runway 05 to be raised to 540.' Therefore, the Monopole will not affect the revised circling height of runway 05. Please see the enclosed Airspace Study and FAA Determination of No Hazard to Air Navigation.

Thank you for your assistance in this matter. Please do not hesitate to contact me if I am able to provide you with additional information.

Sincerely,

Mattaniah S. Jahn, Esq.
MSJ/vlc

Enclosures

T-Mobile

Friday, April 26, 2019

To Whom it May Concern:

RE: Review for Tower Modification Application for T-Mobile South, LLC - Project: **A2G0167H**

T-Mobile has submitted an application to install additional equipment on an existing communications tower located at: **9811 E 92 Hwy, Tampa FL 33610.**

This letter is to address: (1) the frequency band allocation licensed or transferred to T-Mobile by the Federal Communications Commission (FCC); (2) to show the reasons why the T-Mobile frequency band will not interfere with or obstruct any public safety telecommunications.

1. T-Mobile operates on FCC licensed spectrum as follows:
   Advanced Wireless Service (AWS)
   - Transmit **2135.0 – 2155.0 MHz**
   - Receive **1735.0 – 1755.0 MHz**

   Personal Communication Service (PCS)
   -Transmit **1930.0 -1940.0 MHz & 1985.0 – 1990.0 MHz**
   - Receive **1850.0 -1860.0 MHz & 1905.0 – 1910.0 MHz**

   700 MHz Service
   -Transmit **728.0 – 734.0 MHz**
   -Receive **698.0 - 704.0 MHz**

   600MHz Service
   -Transmit **627-637 MHz**
   -Receive **673-683 MHz**
2. The bands allocated by the FCC for public safety telecommunications are (a): well-guarded by the "Guard Band" separation, dictated by the FCC; and (b): transmission and reception of Public Safety telecommunication takes place in a separate portion of the RF spectrum from AWS, PCS, 700MHz and 600MHz operations.

Equipment used by T-Mobile complies with strict standards contained in Code of Federal Regulations 47 part 24. This sets limits on emissions out of T-Mobile's licensed band to ensure no adverse effects to any other frequency band.

In summary, by transmitting only in the designated spectrum, T-Mobile will not cause interference to any other communication carrier, radio, television, or public safety emergency communications facilities.

Respectfully,

Dave Wiltshire
RF Engineer
T-Mobile US, Tampa/Orlando

04/26/2019

Hillsborough County, Florida
Development Services Dept.
County Center, 19th Floor
601 E. Kennedy Blvd.
Tampa, FL 33602

RE: Letter of Intent – T-Mobile at 9811 E 92 Hwy, Tampa, FL 33610 (A2G0167H; FL-1620)

To Whom It May Concern,

This letter is being provided to confirm that T-Mobile intends to collocate on the proposed tower to be located at 9811 E 92 Hwy, Tampa, FL 33610. After a diligent review of the enclosed search radius, the proposed tower is the only known structure of sufficient height available at this time to meet T-Mobile's needs.

T-Mobile is requesting an antenna RAD center of 145' A.G.L. in order to provide improved cell site coverage and increased capacity in the surrounding area.

Thank you.

Very truly yours,

Dave B. Wiltshire

RF Engineer, T-Mobile