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.

1. Existing buildings surrounding the proposed building equal or exceed the height of the proposed building.
2. Since the surrounding buildings are of equal or greater height, the proposal will not create a substantial detriment to public good or impair the purposes of existing regulations.
3. As indicated in the FAA Determinations of No Hazard, the proposal will not create a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities (Peter O. Knight and Tampa International Airports).

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: 7-16-2019 Nearest Airport: POKnight Overall Height (AMSL): 495

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: Peter M. Gottschalk

Signature of Authorized Representative: [signature] Date: 7/17/19

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 Pasco
Sworn to (or affirmed) and subscribed before me this 17th day of July, 2019. by Peter Gottschalk
Personally Known _____ OR Produced Identification ✓ Type of Id Produced FL Driver License

(NOTARY SEAL)

Notary Signature [signature]

NOTARY PUBLIC
UCHENNA FRANCES ONYENANU
Notary Public, State of Florida
Commission# GG 294037
My comm. expires JAN. 23, 2023

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2019-106 **Variance Approval** YES ☐ NO ☐

FAA Study Number: 2019-ASO-13000-OE

Associated Aeronautical Study Numbers: 13001-13003

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

Board of Adjustment Chairman Date

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:

The Seasons Apartments, a 40 story residential apartment structure with a 7 level parking and retail base, occupying the Tampa block bounded by Whiting, Washington, Pierce, and Morgan streets.

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

Permanent (Height Zoning) [x]
Temporary (Crane/Equip.) [ ]

Check type of permit being requested

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

Name/Company/Organization: The Tampa Downtown Invest, Ltd.

Contact Person for Requested Activity: Peter Gottschalk Phone: 813-996-2555

Project Location: Tampa, Florida Email: pgottschalk@frontier.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: ~~PETER~~ M. GOTTSCHALK

Signature of Authorized Representative: [signature] Date: 7/8/2019

STATE OF Florida, COUNTY OF Pasco

Sworn to (or affirmed) and subscribed before me this 8th day of July, 2019. by Peter Gottschalk

Personally Known ____ OR Produced Identification X Type of Id Produced FL Drivers Lic

(NOTARY SEAL)

ZACHARY MURRAY
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG177782
Expires 1/22/2022

Notary Signature [signature]

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. 2019-106

FAA Study Number 2019-ASO-13000-OE

Associated FAA Study Numbers 13001-13003

Reviewed By: Anthony L Montegna

	YES	NO
Variance Required:	[x]	[ ]
Recommend Approval:	[x]	[ ]
Coordinate with Airport Operations:	[ ]	[x]
Coordinate with ATCT:	[ ]	[x]

Zoning Director Date Approved [ ] Denied [ ]

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

Aeronautical Study No.
2019-ASO-13000-OE

Issued Date: 06/23/2019

Peter M. Gottschalk
The Tampa Downtown Invest, Ltd
4824 King Lake Dr.
Land O Lakes, FL 34639

**** 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 The Seasons Apartments
Location:	Tampa, FL
Latitude:	27-56-48.50N NAD 83
Longitude:	82-27-15.76W
Heights:	19 feet site elevation (SE)
	476 feet above ground level (AGL)
	495 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, 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 12/23/2020 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 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 August 02, 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).

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-13000-OE.

Signature Control No: 401780331-409321029 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-ASO-13000-OE

TPF = Peter O Knight Airport
TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
IFR = Instrument Flight Rule

The proposed project consists of two buildings. Each building is represented by four ASNs, representing the four-corners of the structure. The first building, under ASNs 2019-ASO-13000-OE through 13003, were submitted at a height of 454 and 476 feet AGL, 473 and 495 feet AMSL. The second building, under ASNs 2019-ASO-13004-OE through 13007, were submitted at a height of 299 and 323 feet AGL, 317 and 341 feet AMSL. The buildings are located approximately 1.85 to 1.91 NM north of the TPF ARP and approximately 4.52 to 4.54 NM east of the TPA ARP. The buildings are located from 351.86 degrees azimuth clockwise to 352.28 degrees azimuth from TPF.

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

Section 77.17 (a)(2) TPF --- > Exceeds by 99, 123, 254, and 276 feet.

Section 77.17 (a)(2) TPA --- > Exceeds by 93, 94, 116, and 117 feet.

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

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards 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 not circularized to the aeronautical public for comment.

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 arrival/departure routes, operations, or procedures.

> 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.

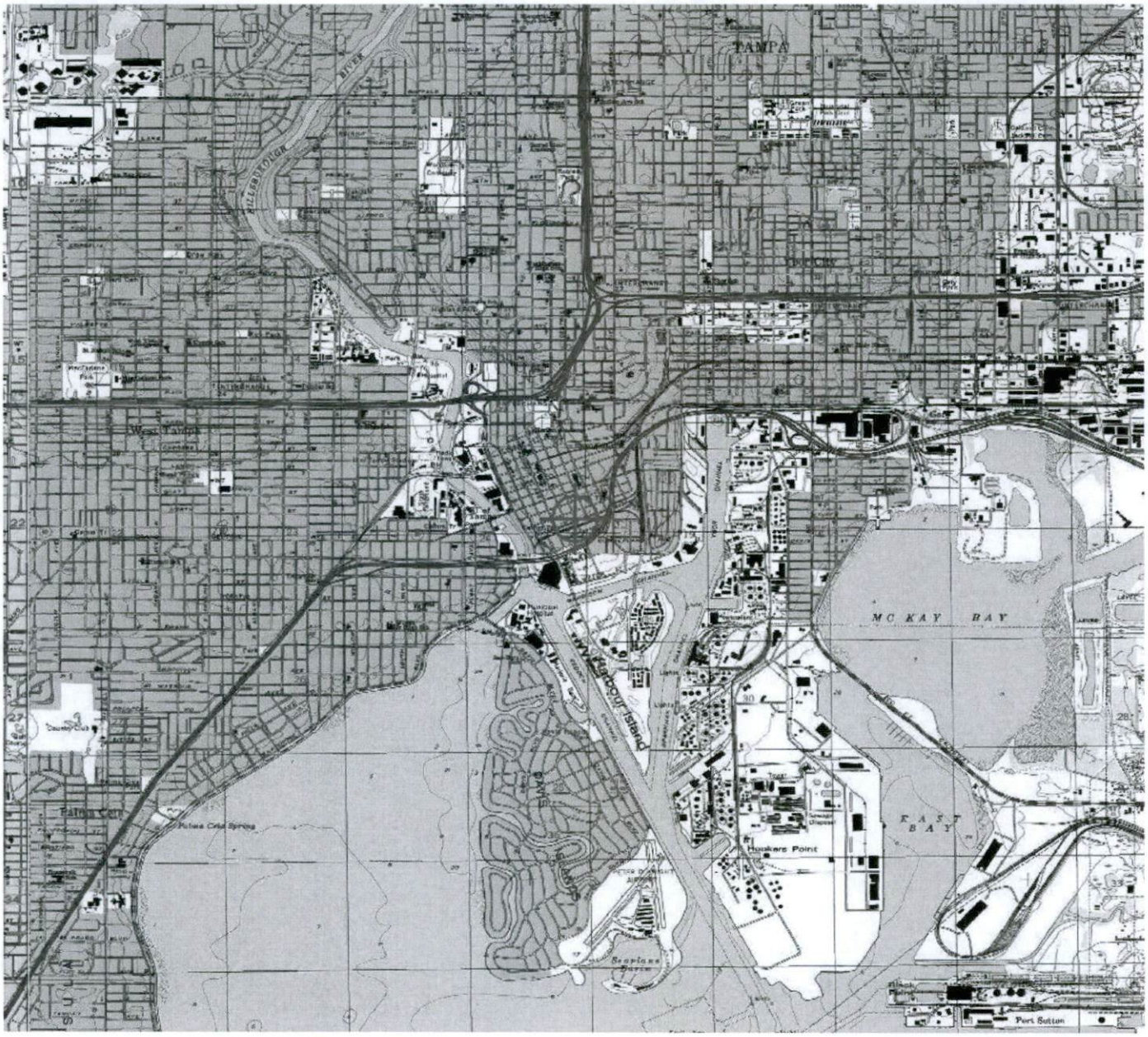
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

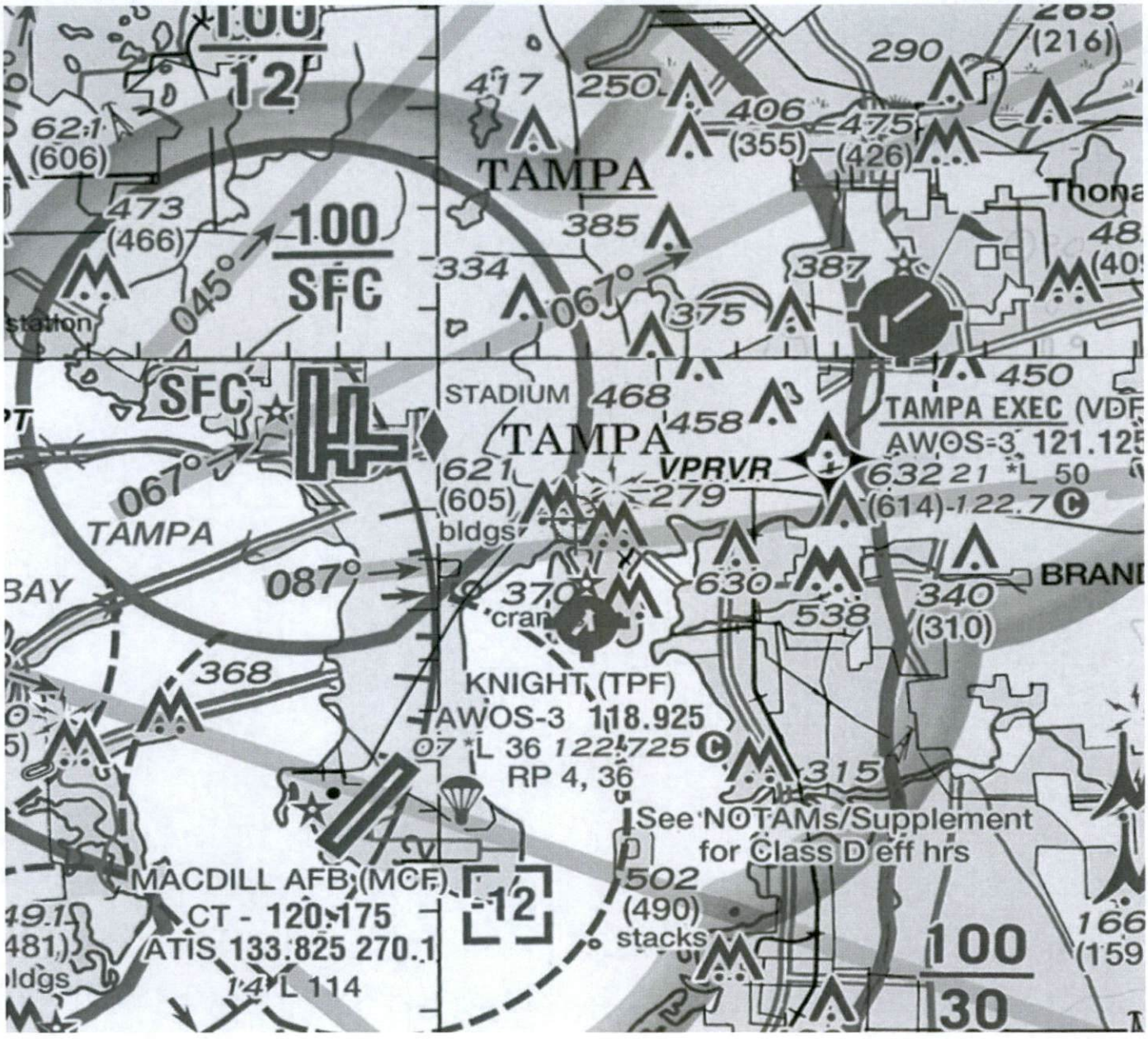
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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.

TOPO Map for ASN 2019-ASO-13000-OE



Sectional Map for ASN 2019-ASO-13000-OE



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

Aeronautical Study No.
2019-ASO-13001-OE

Issued Date: 06/23/2019

Peter M. Gottschalk
The Tampa Downtown Invest, Ltd
4824 King Lake Dr.
Land O Lakes, FL 34639

**** 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 The Seasons Apartments
Location:	Tampa, FL
Latitude:	27-56-49.33N NAD 83
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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.

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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-13001-OE.

Signature Control No: 401780332-409321033 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

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TPA = Tampa International Airport
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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.

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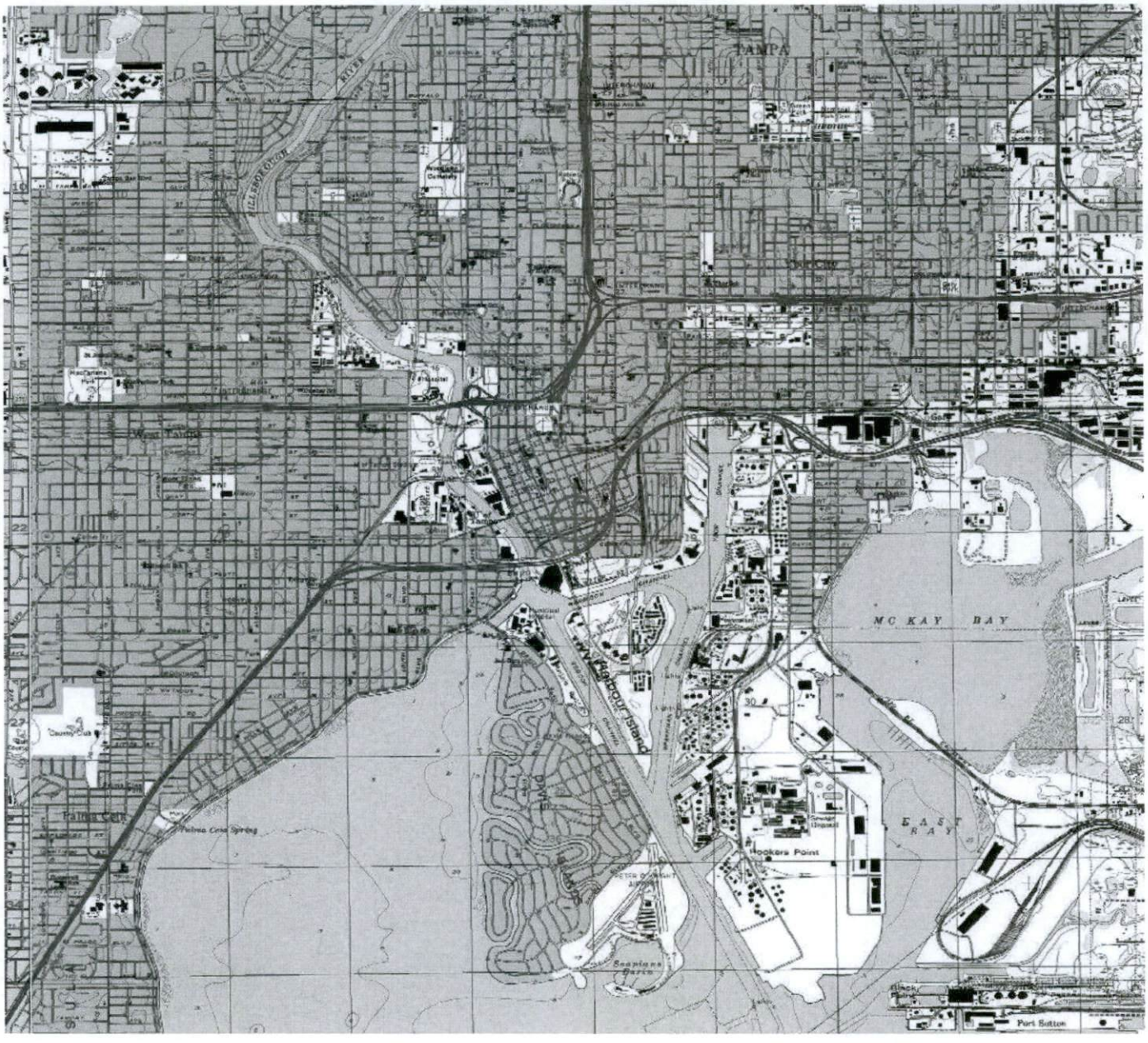
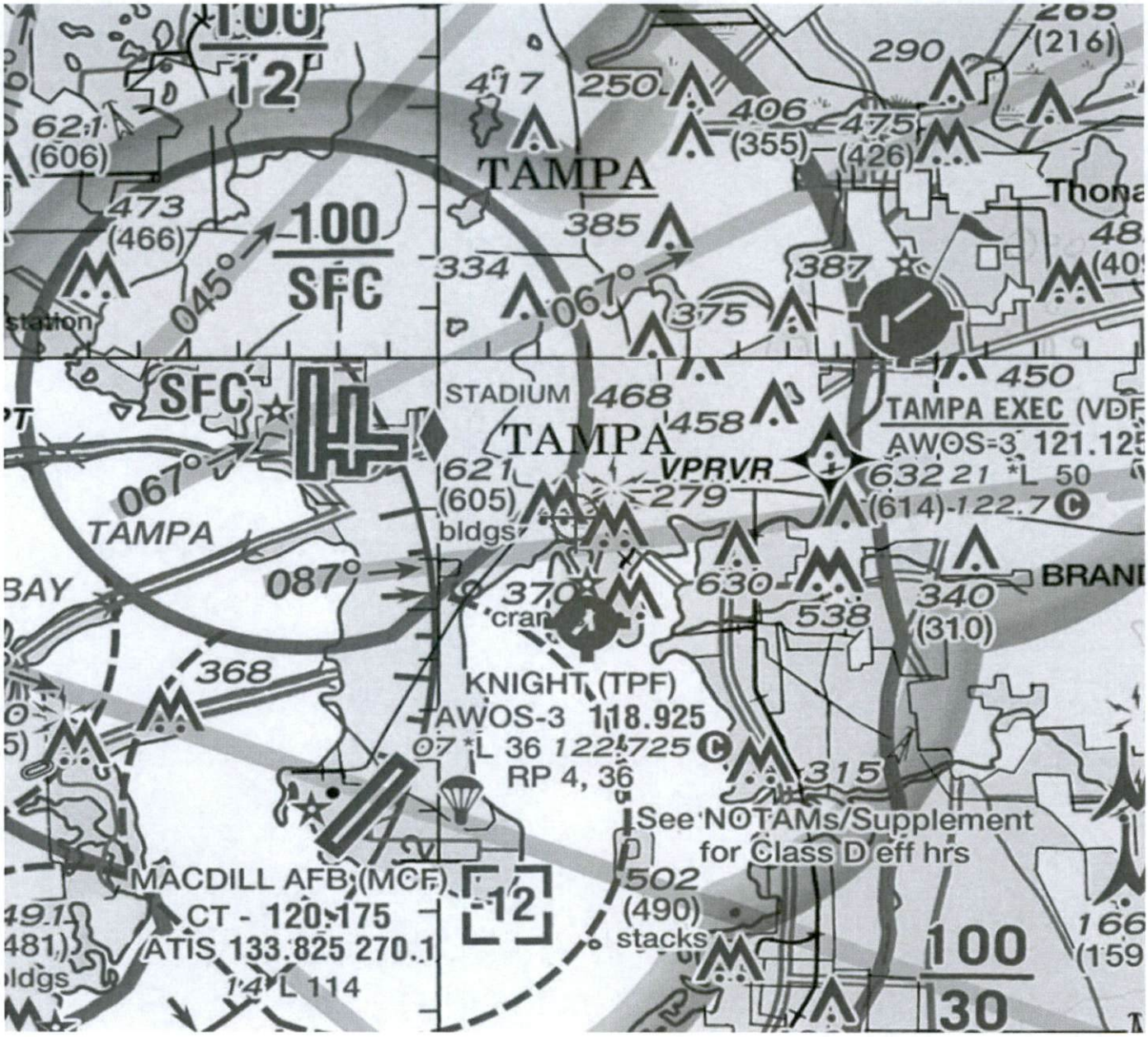
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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.

TOPO Map for ASN 2019-ASO-13001-OE



Sectional Map for ASN 2019-ASO-13001-OE



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

Aeronautical Study No.
2019-ASO-13002-OE

Issued Date: 06/23/2019

Peter M. Gottschalk
The Tampa Downtown Invest, Ltd
4824 King Lake Dr.
Land O Lakes, FL 34639

**** 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 The Seasons Apartments
Location:	Tampa, FL
Latitude:	27-56-49.70N NAD 83
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Heights:	19 feet site elevation (SE)
	454 feet above ground level (AGL)
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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:

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(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 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 August 02, 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).

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-13002-OE.

Signature Control No: 401780333-409321030 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
IFR = Instrument Flight Rule

The proposed project consists of two buildings. Each building is represented by four ASNs, representing the four-corners of the structure. The first building, under ASNs 2019-ASO-13000-OE through 13003, were submitted at a height of 454 and 476 feet AGL, 473 and 495 feet AMSL. The second building, under ASNs 2019-ASO-13004-OE through 13007, were submitted at a height of 299 and 323 feet AGL, 317 and 341 feet AMSL. The buildings are located approximately 1.85 to 1.91 NM north of the TPF ARP and approximately 4.52 to 4.54 NM east of the TPA ARP. The buildings are located from 351.86 degrees azimuth clockwise to 352.28 degrees azimuth from TPF.

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

Section 77.17 (a)(2) TPF --- > Exceeds by 99, 123, 254, and 276 feet.

Section 77.17 (a)(2) TPA --- > Exceeds by 93, 94, 116, and 117 feet.

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

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards 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 not circularized to the aeronautical public for comment.

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 arrival/departure routes, operations, or procedures.

> 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.

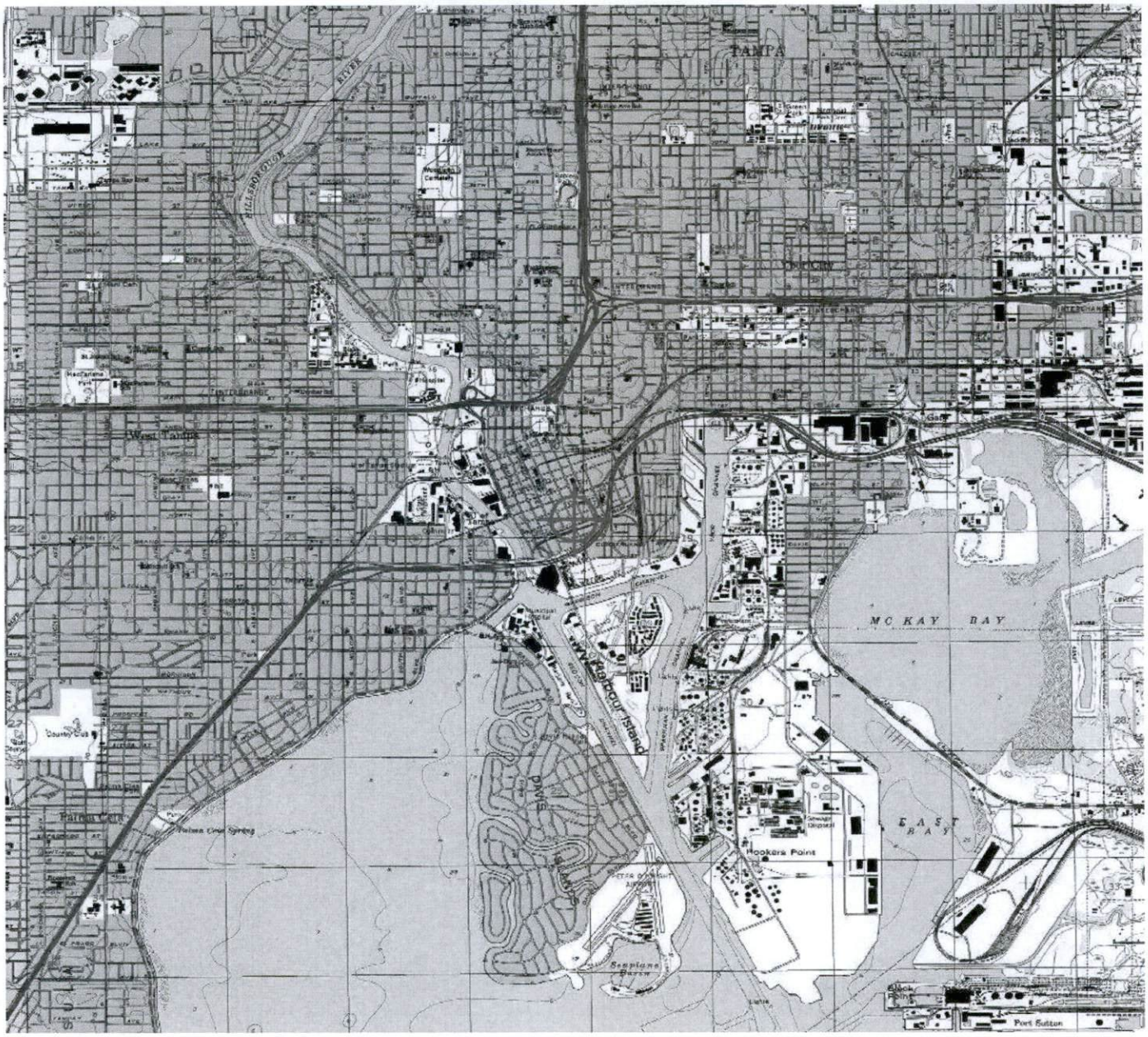
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

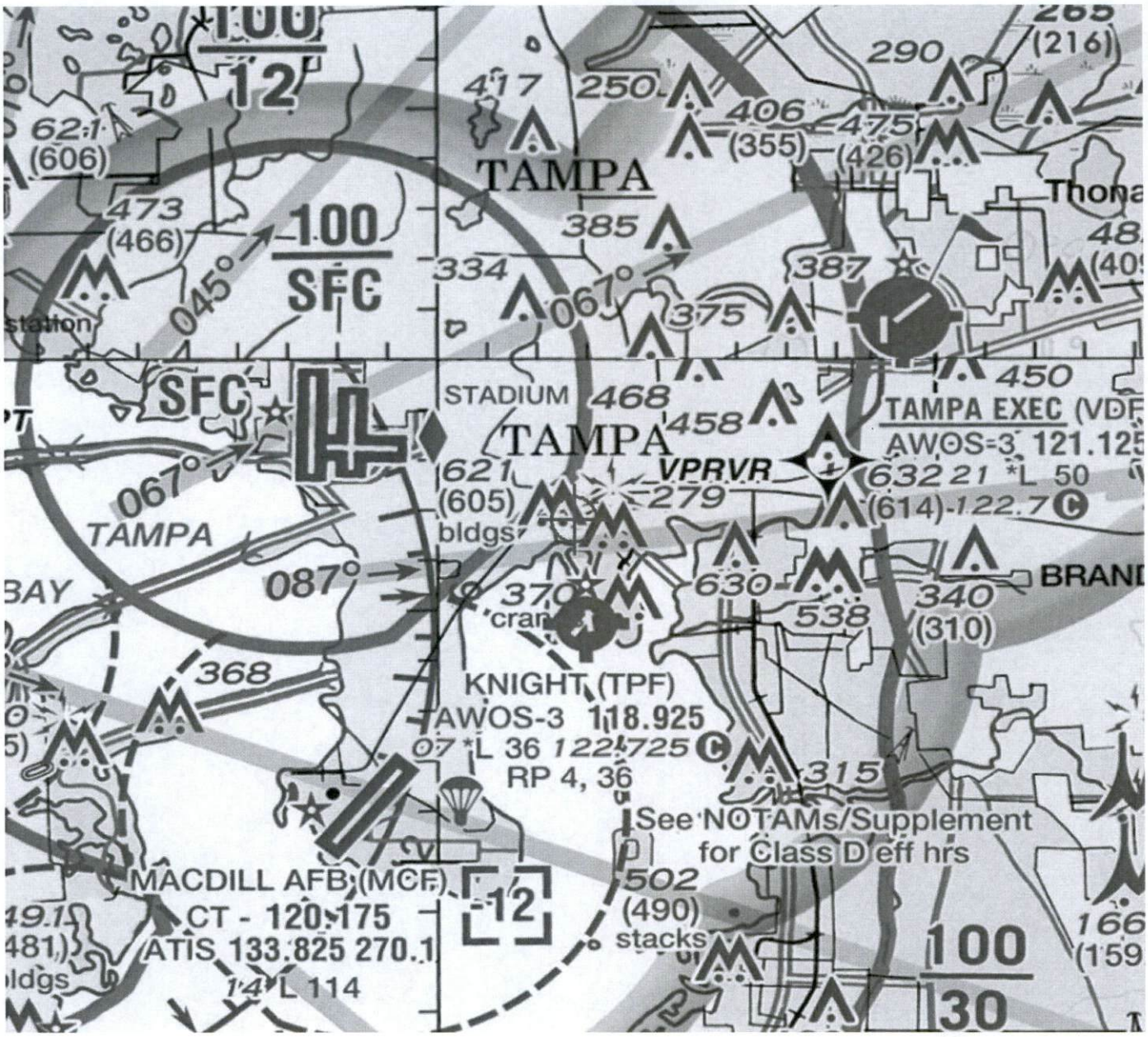
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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.

TOPO Map for ASN 2019-ASO-13002-OE



Sectional Map for ASN 2019-ASO-13002-OE



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

Aeronautical Study No.
2019-ASO-13003-OE

Issued Date: 06/23/2019

Peter M. Gottschalk
The Tampa Downtown Invest, Ltd
4824 King Lake Dr.
Land O Lakes, FL 34639

**** 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 The Seasons Apartments
Location:	Tampa, FL
Latitude:	27-56-48.61N NAD 83
Longitude:	82-27-14.98W
Heights:	19 feet site elevation (SE)
	454 feet above ground level (AGL)
	473 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, 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 12/23/2020 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 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 August 02, 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.

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impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-ASO-13003-OE.

Signature Control No: 401780334-409321034 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

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TPA = Tampa International Airport
AGL = Above Ground Level
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ARP = Airport Reference Point
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> 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.

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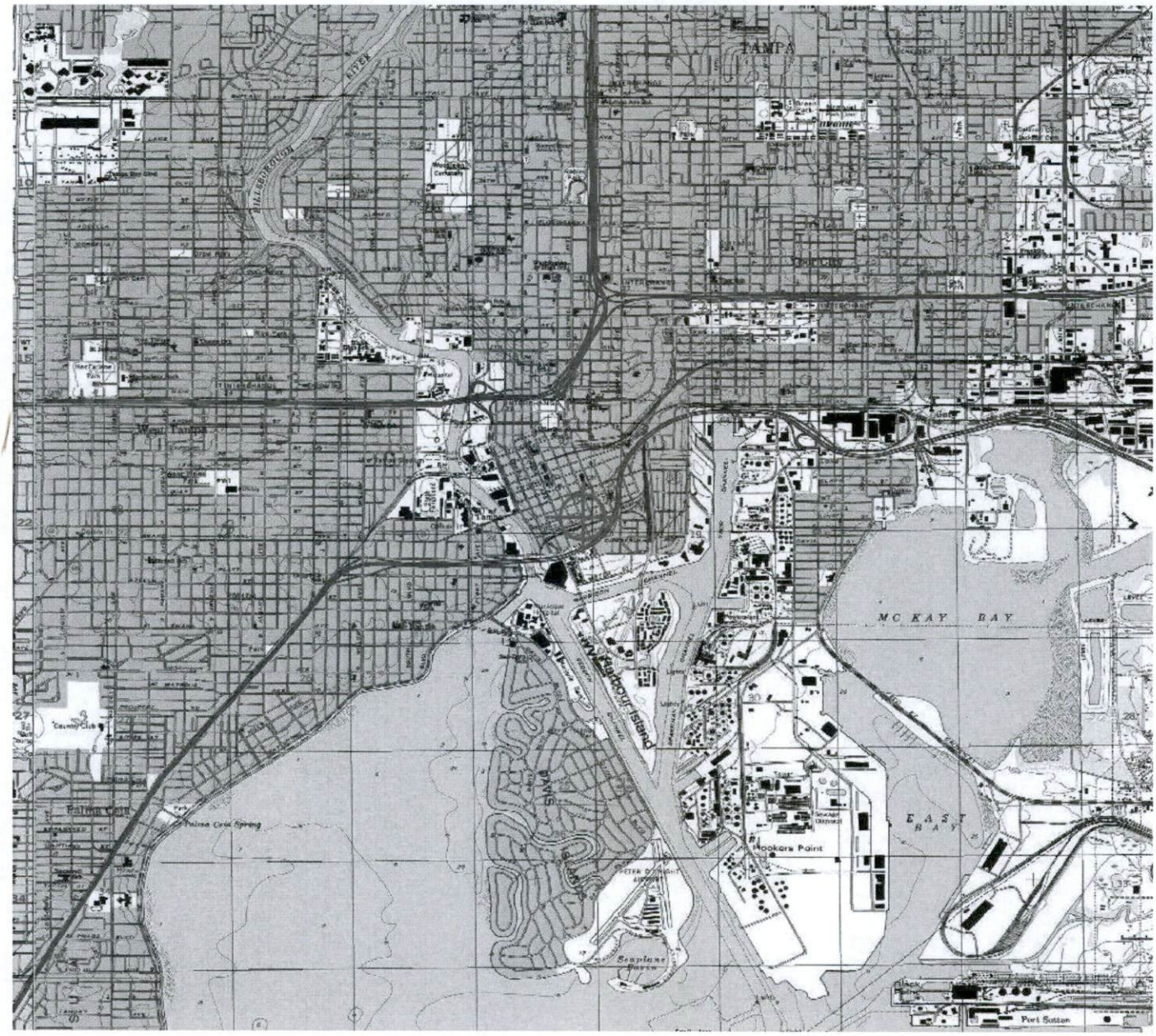
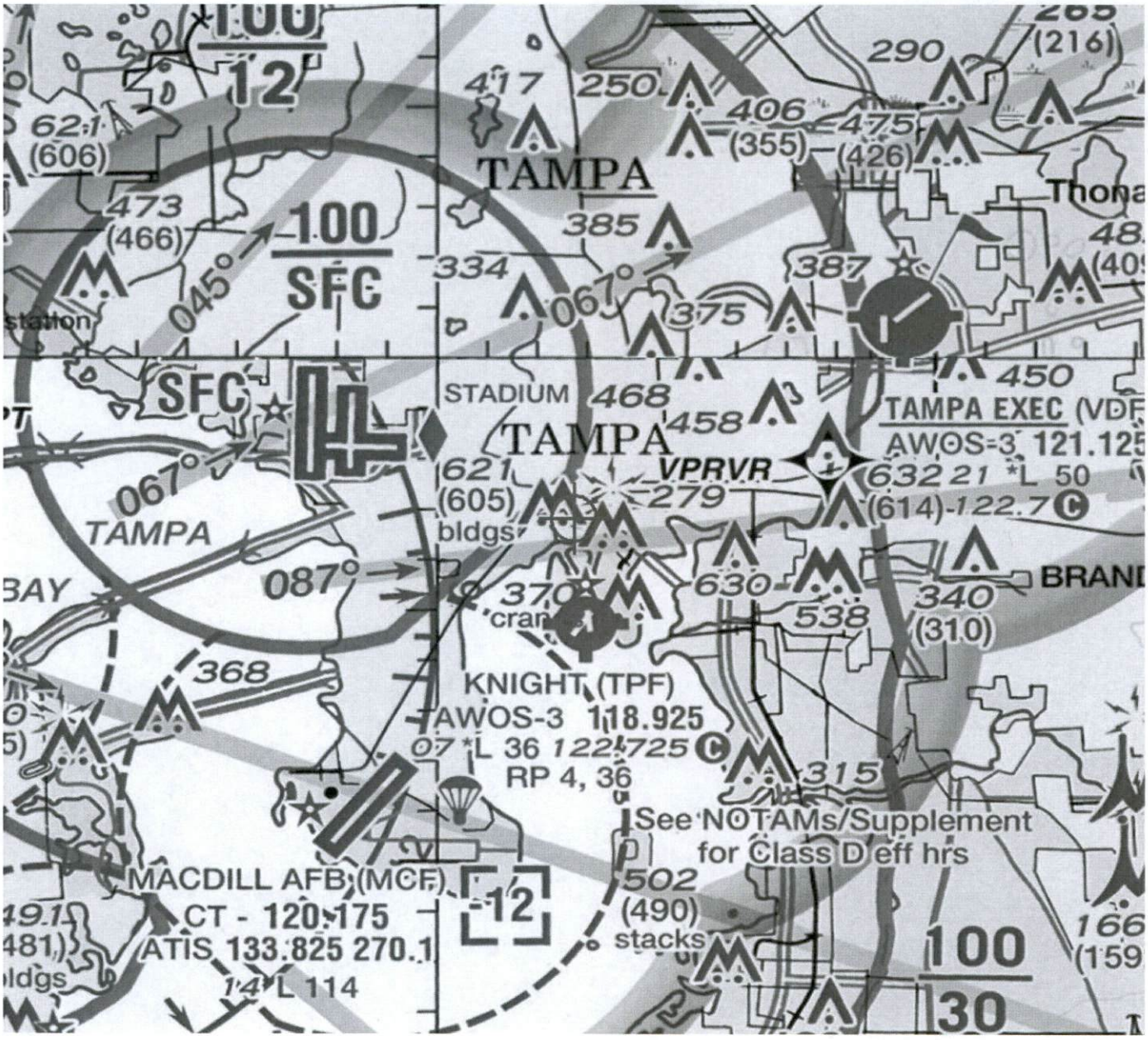
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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.

TOPO Map for ASN 2019-ASO-13003-OE



Sectional Map for ASN 2019-ASO-13003-OE



Review Summary

Airport Study Number: 2019-106

Permit Number:

Address: 602 E. Whiting Street

Approval Date:

Expires: 12/23/20

Permit Type: Height Zoning

REVIEW PROCESS **MSL** 19 **AGL** 476 **AMSL** 495 **LAT** 27-56-48.50 **LONG** 82-27-15.76

77.9 Review: Required Notice

77.17 Review: Obstruction

77.19 Review: Within Height Limits

TERPS: Within Height Limits

OEI (62.5:1): NA

Analysis Summary

Exceeds 200' above ground level.
No Airspace or Navaid impacts 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 within 5 days after the construction reaches its greatest height.
- 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.
- Obtain a temporary permit for any construction equipment that exceeds the height of the building.

Recommend Approval ◉ Yes ○ No

Airport Study Number 2019-106

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 if the project is abandoned or within 5 days after the construction reaches its greatest height.

- 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.

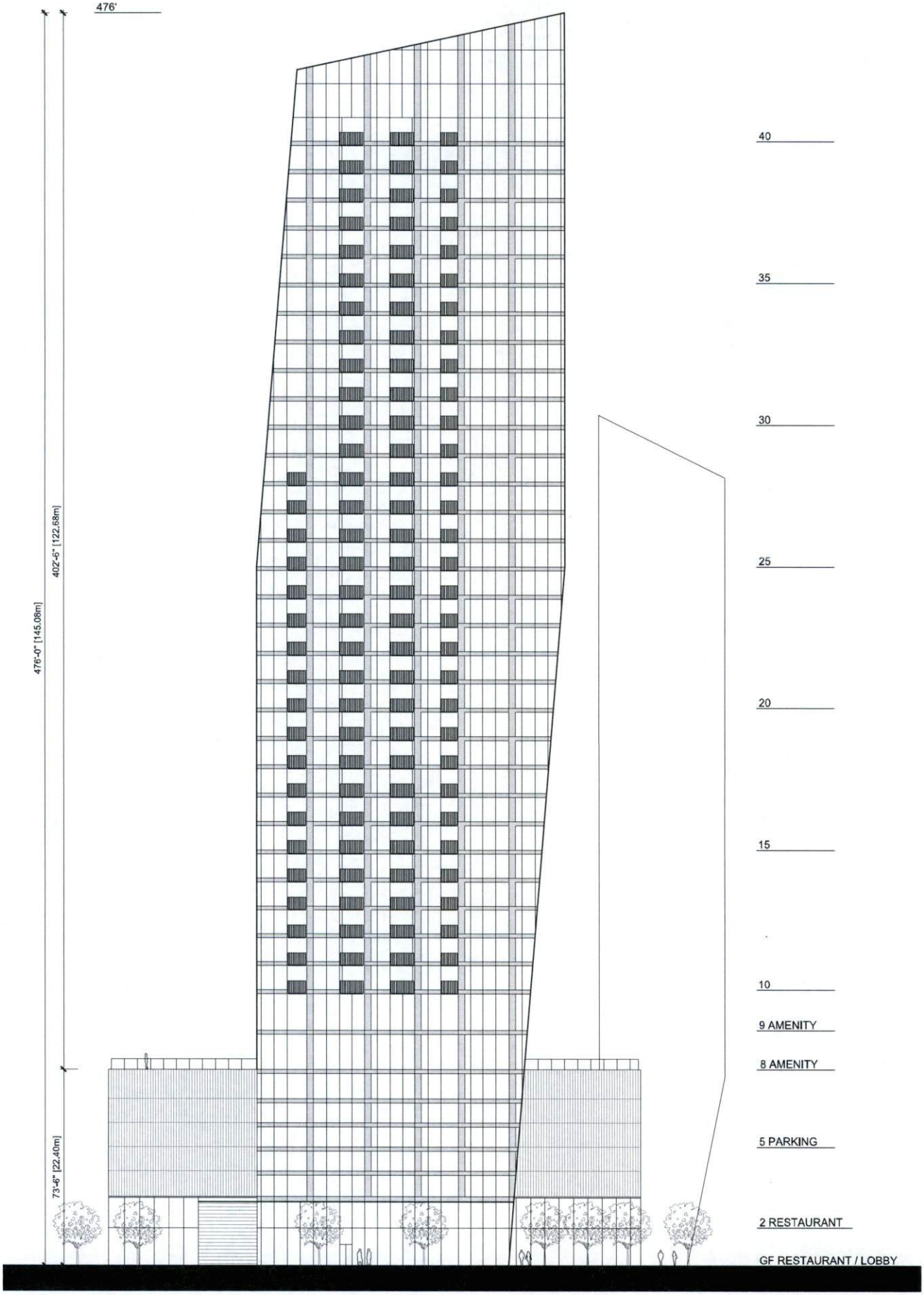
- Obtain a temporary permit for any construction equipment that exceeds the height of the building.

Distance

Part 77

Point Location

Associated Points Data for Tampa Downtown Invest 19106 - Report created on 7/16/2019 9:27:03 AM									
Point Number	Description	Latitude	Longitude	X	Y	Site Elev. (AMSL)	Struct Height (AGL)	Overall Height (AMSL)	Down & Over From Closest Runway
1	SEASONS NW	27° 56' 49.33" N	82° 27' 16.12" W	509,438.5809	1,313,721.2999	19.00	476.00	495.00	Down(+): 10,019.82 Over(-): 838.18 Distance from RW 18: 10,054.81
2	SEASONS SW	27° 56' 48.50" N	82° 27' 15.76" W	509,471.1824	1,313,637.3562	19.00	476.00	495.00	Down(+): 9,932.61 Over(-): 815.72 Distance from RW 18: 9,966.05
3	SEASONS NE	27° 56' 49.70" N	82° 27' 15.06" W	509,533.9614	1,313,758.3121	19.00	454.00	473.00	Down(+): 10,045.30 Over(-): 739.09 Distance from RW 18: 10,072.46
4	SEASONS SE	27° 56' 48.87" N	82° 27' 14.69" W	509,566.8322	1,313,674.3675	19.00	454.00	473.00	Down(+): 9,958.06 Over(-): 716.37 Distance from RW 18: 9,983.80



NORTH ELEVATION

0 10 20 40ft

02|21|2019

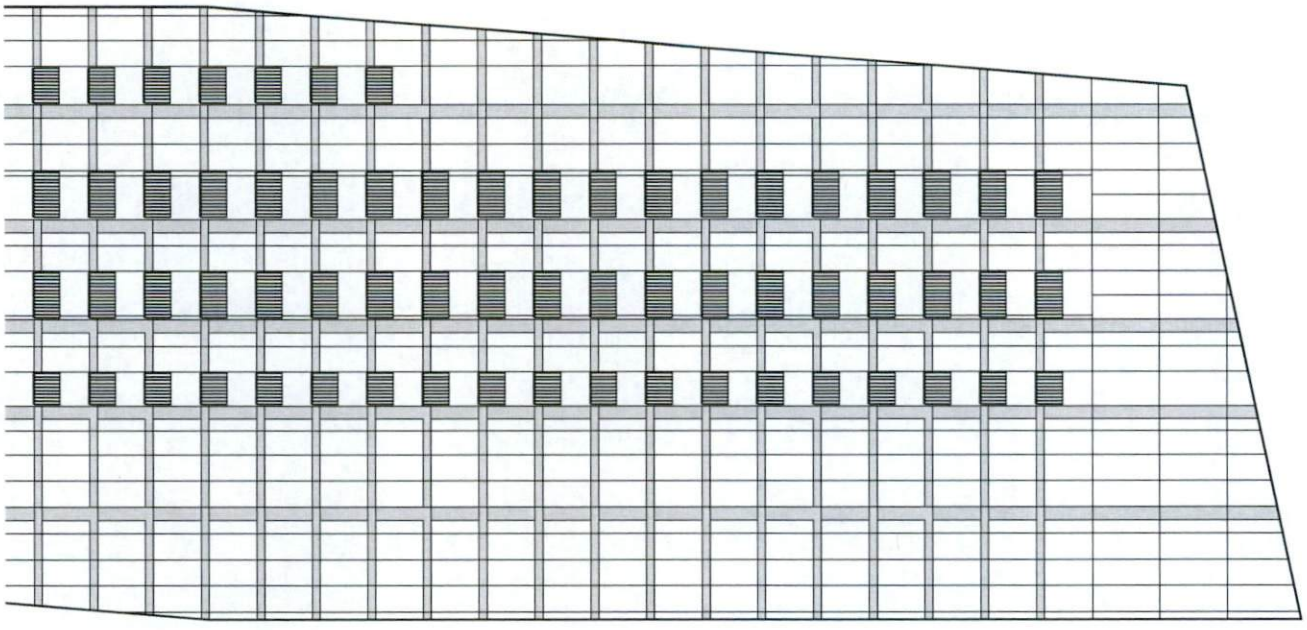
Seasons Apartments|The Tampa Downtown Invest, Ltd.

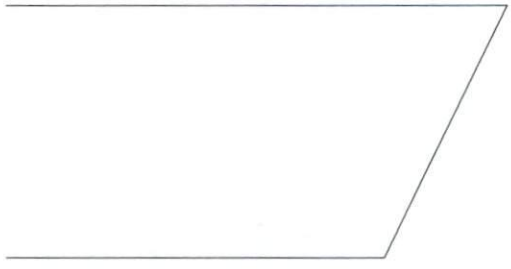
JAHN

76'-0" [145.08m]

402'-6" [122.68m]

476'



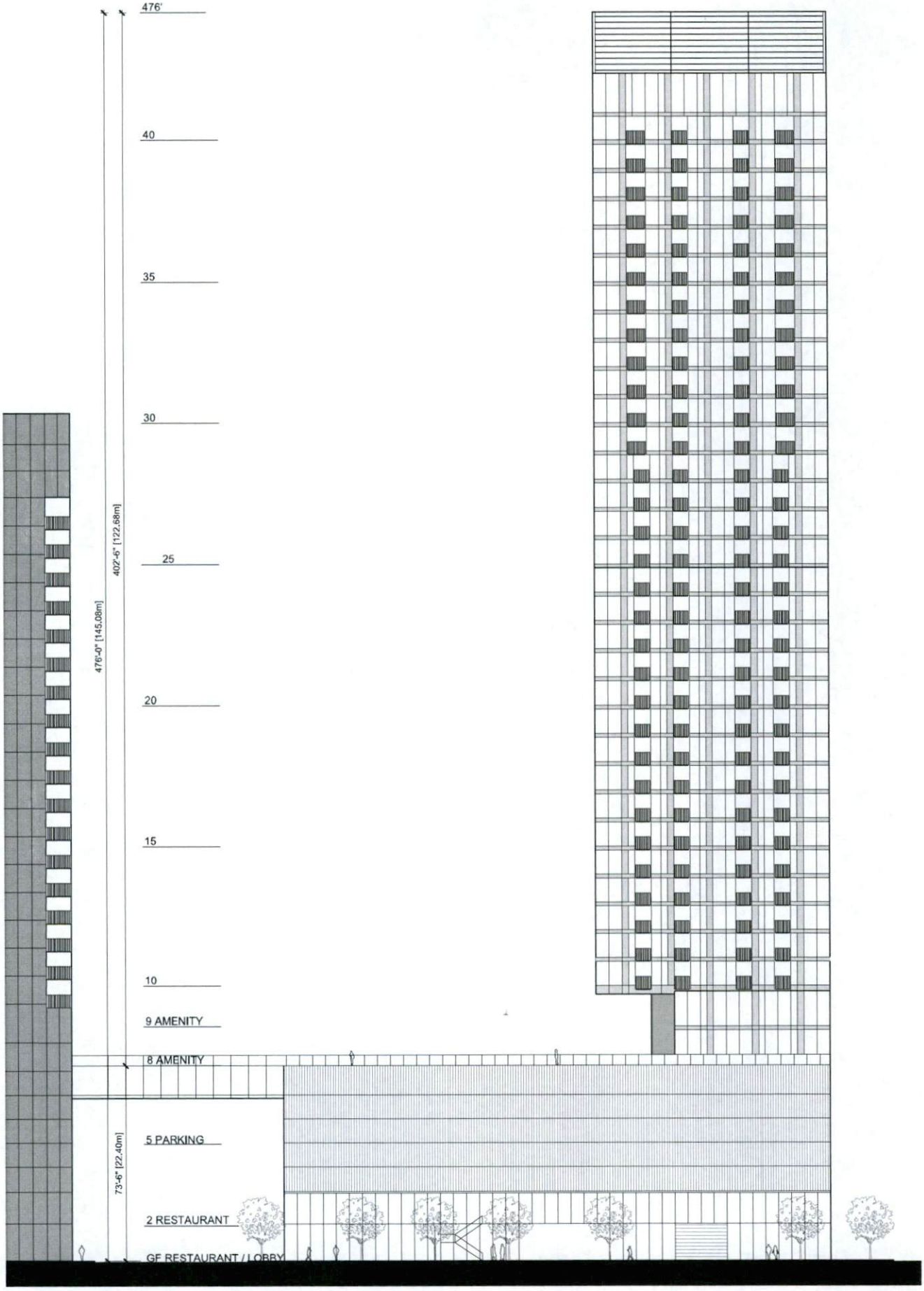


25

30

35

40



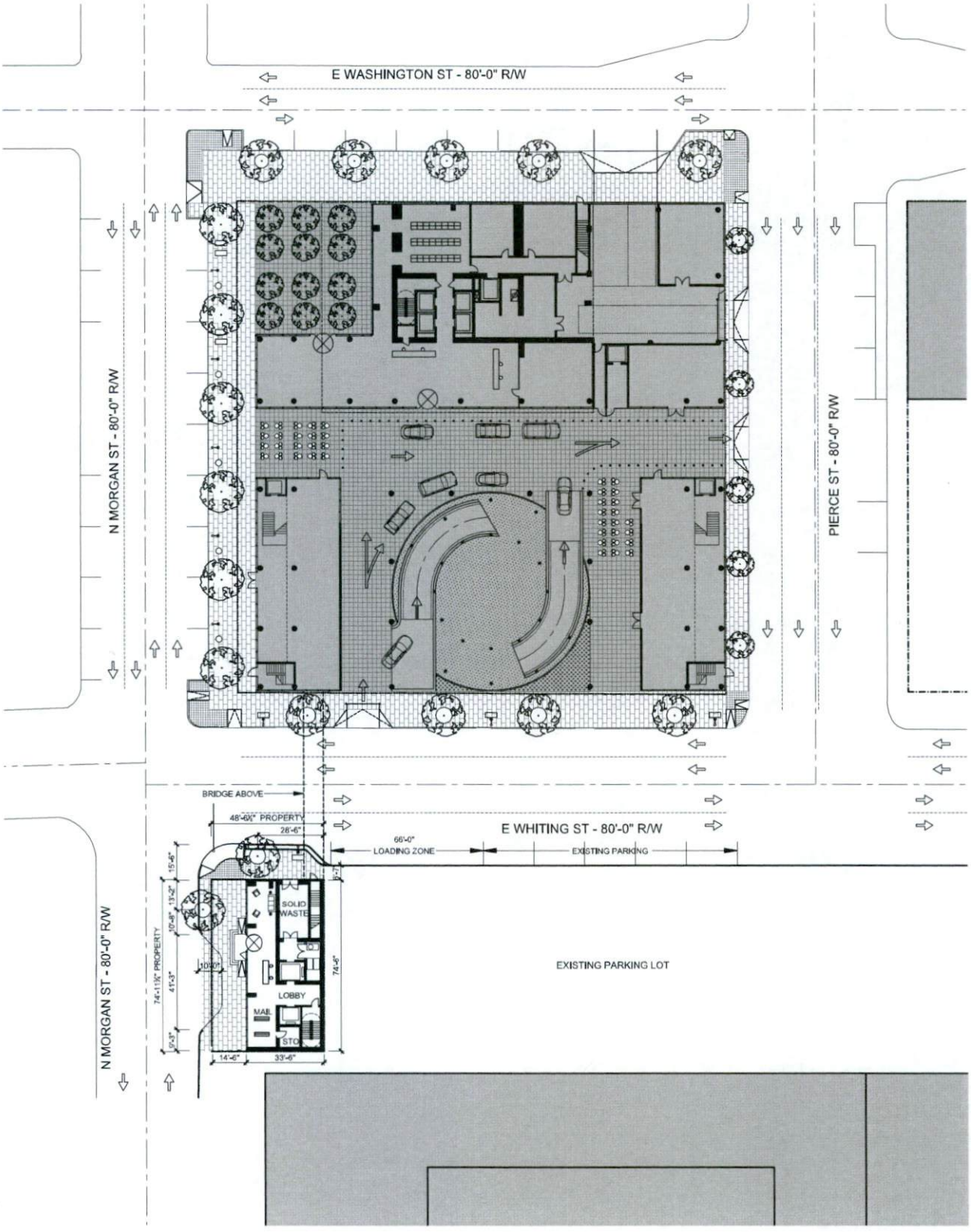
EAST ELEVATION

0 10 20 40ft

04|10|2019

Seasons Apartments|The Tampa Downtown Invest, Ltd.

JAHN



SITE PLAN

0 10 20 40ft

04|11|2019

Seasons Suites|The Tampa Downtown Invest, Ltd.

JAHN

SPECIFIC PURPOSE SURVEY
FOR
AI SURVEY
NORTH PROPERTY

SECTION 24 , TOWNSHIP 29 SOUTH , RANGE 18 EAST ,
CITY OF TAMPA
HILLSBOROUGH COUNTY, FLORIDA

SCALE: 1" = 20'

LEGAL DESCRIPTION:

Lots 1 and 2 in Block 86 of GENERAL MAP OF TOWN OF TAMPA, according to the map or plat thereof, as recorded in Plat Book 1, Page 7, of the Public Records of Hillsborough County, Florida.

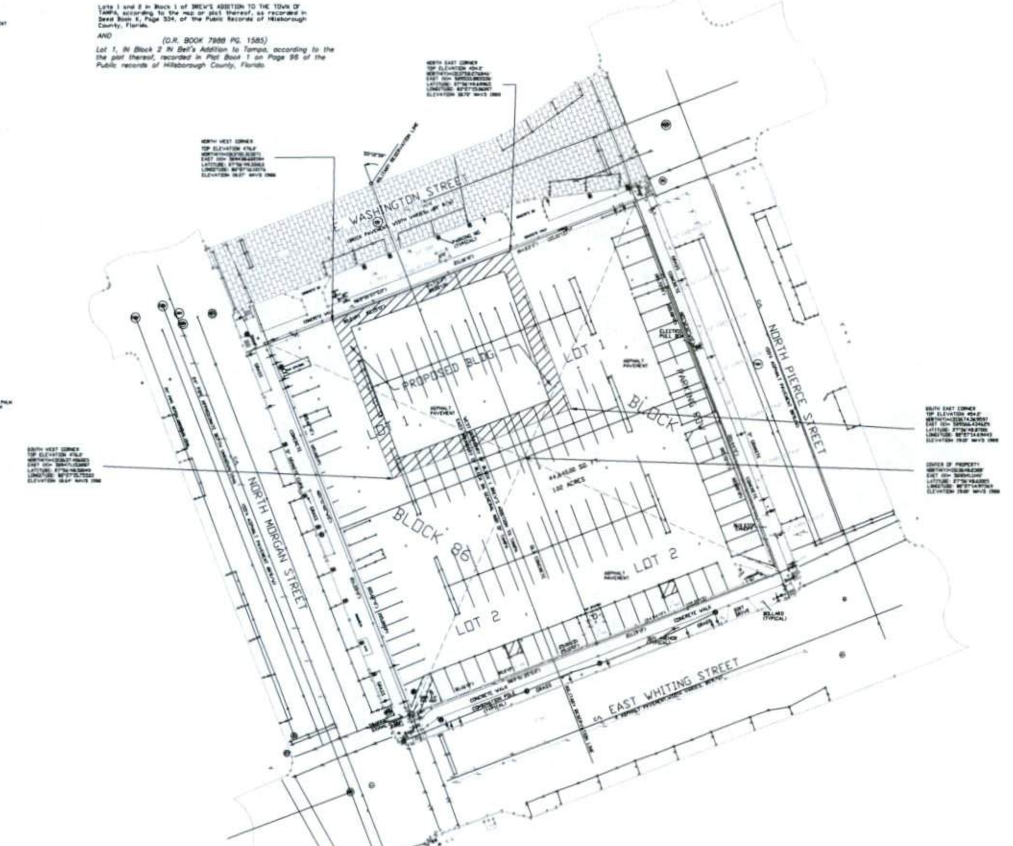
AND

Lots 1 and 2 in Block 1 of DREW'S ADDITION TO THE TOWN OF TAMPA, according to the map or plat thereof, as recorded in Deed Book K, Page 334, of the Public Records of Hillsborough County, Florida.

AND

(O.R. BOOK 7988 PG. 1585)

Lot 1, IN Block 2 IN Bell's Addition to Tampa, according to the the plat thereof, recorded in Plat Book 1 on Page 95 of the Public records of Hillsborough County, Florida.



GENERAL NOTES:
1. BASIS OF BEARINGS: NORTH RW LINE OF EAST WHITING STREET AS N 69°01'35"E.
2. A SPECIFIC PURPOSE SURVEY WAS PERFORMED TO SHOW LATITUDE AND LONGITUDE OF SITE.
3. UNDERGROUND FOUNDATIONS OR ENCROACHMENTS THAT MAY EXIST WERE NOT INVESTIGATED.
4. FIELD WORK PERFORMED BY VAN HORN & ASSOC., INC., ON FEBRUARY 7, 2019.
5. THIS SURVEY NOT VALID UNLESS IMPRINTED WITH AN EMBOSSED SURVEYOR'S SEAL.
6. NO TITLE WORK FURNISHED TO THIS SURVEYOR.
7. SUBJECT TO ALL EASEMENTS OF RECORD.
8. MEASUREMENTS ARE IN US FEET.
9. OVERHEAD WIRES ARE NOT SHOWN.
10. BENCHMARK USED: #AG1367 – BRASS DISK – BAYSHORE BLVD. ELEVATION = 4.61 NAVD 1988
11. THIS IS NOT A BOUNDARY SURVEY.
12. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED AS DEGREES, MINUTES AND SECONDS, TO THE NEAREST HUNDREDTH OF A SECOND.

Tampa, Florida

I certify that the above site is at latitude 27° 56' 48.61025"(N) and longitude 82° 27' 14.97569"(W) and that the site elevation is 19.00 feet NAVD (1988). These coordinates are accurate to within ± .1 feet horizontally; and the elevation is accurate to within ± .1 feet vertically. The horizontal datum (coordinates) are in terms of the North American Datum of 1983 (NAD 83) and are expressed as degrees, minutes and seconds, to the nearest hundredth of a second. The vertical datum (heights) are in terms of the North American Vertical Datum of 1988 and are determined to the nearest foot.

Daniel L. Van Horn
Surveyor No. 4267

SPECIFIC PURPOSE SURVEY
FOR
AI SURVEY
NORTH PROPERTY

VAN HORN & ASSOCIATES, INC.

[illegible]