



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:
Calder Residence

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

Permanent (Height Zoning) [x] Check type of permit being requested
Temporary (Crane/Equip.) []
This application is required to be attached to the supplemental data form for Permit request (see on-line application process).

Name/Company/Organization: John Richards Custom Homes, Inc

Contact Person for Requested Activity: John Stuenkel Phone: 813-230-7256

Project Location: 854 S Davis Blvd Tampa 33606 Email: johnstu2001@yahoo.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: JOHN STUENKEL

Signature of Authorized Representative: [Signature] Date: 6-2-2020

STATE OF Florida, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me this 2nd day of June, 2020 by John Richard Stuenkel

Personally Known OR Produced Identification [x] Type of Id Produced FL In person

Notary Signature: [Signature] Armando Ovaros Notary Public State of Florida My Commission Expires 11/03/2020 Commission No. GG 44925

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. Variance Required:
FAA Study Number Recommend Approval:
Associated FAA Study Numbers Coordinate with Airport Operations:
Reviewed By: Coordinate with ATCT:
Approved by Zoning Director Date



AVIATION AUTHORITY
*** PETITION FOR VARIANCE ***

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

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

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

This is request for a variance in height to a new single family home located at 854 S Davis Blvd. We are requesting the height to be allowed at 35' from the slab to the roof (38' to the height of the para-pit walls and tallest point) This height does comply with the City of Tampa Building Department height limitations within the city. The current regulated height of 32' would impact the potential use of the property and home to it's fullest potential. With the recent change to the FEMA Base Flood Elevation change as well, both are limiting the size and usability of the property. Currently there are properties on S. Davis Blvd. under construction that exceed the height zone regulations of 32' and we are just asking for similar approval. The new home will not create a detriment to the public or impair the intent of the regulations. The FAA Determined (ASO 2020-ASO-7644-OE) that there was not a hazard to air navigation based on the design that was submitted. We are aware that a Red navigation light is required and are in full acceptance of that and will certainly install it at it's highest point on the new home.

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: 6-2-2020 Nearest Airport: PETER O'KNIGHT Overall Height (AMSL): 44

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

Printed Name of Authorized Representative: JOHN STUBAKEL
Signature of Authorized Representative: _____ Date: 6-2-2020

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 Hillsborough
Sworn to (or affirmed) and subscribed before me this 2 day of June, 2020 by John Stubakel
Personally Known OR Produced Identification Type of Id Produced Notary Public person
Notary Signature: _____
State of Florida
My Commission Expires 11/03/2020
Commission No. GG 44925

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. _____ Variance Approval YES NO

FAA Study Number: _____

Associated Aeronautical Study Numbers: _____

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

_____ Board of Adjustment Chairman _____ Date

Review Summary

Airport Study Number

Permit Number

Maximum Height - AMSL

Approval Date

Expires

Permit Type

Review

77.9 Review

77.17 Review

77.19 Review

TERPS

OEI (62.5:1)

Analysis Summary

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

Recommend Approval

Yes

No

Airport Study Number 2020-94

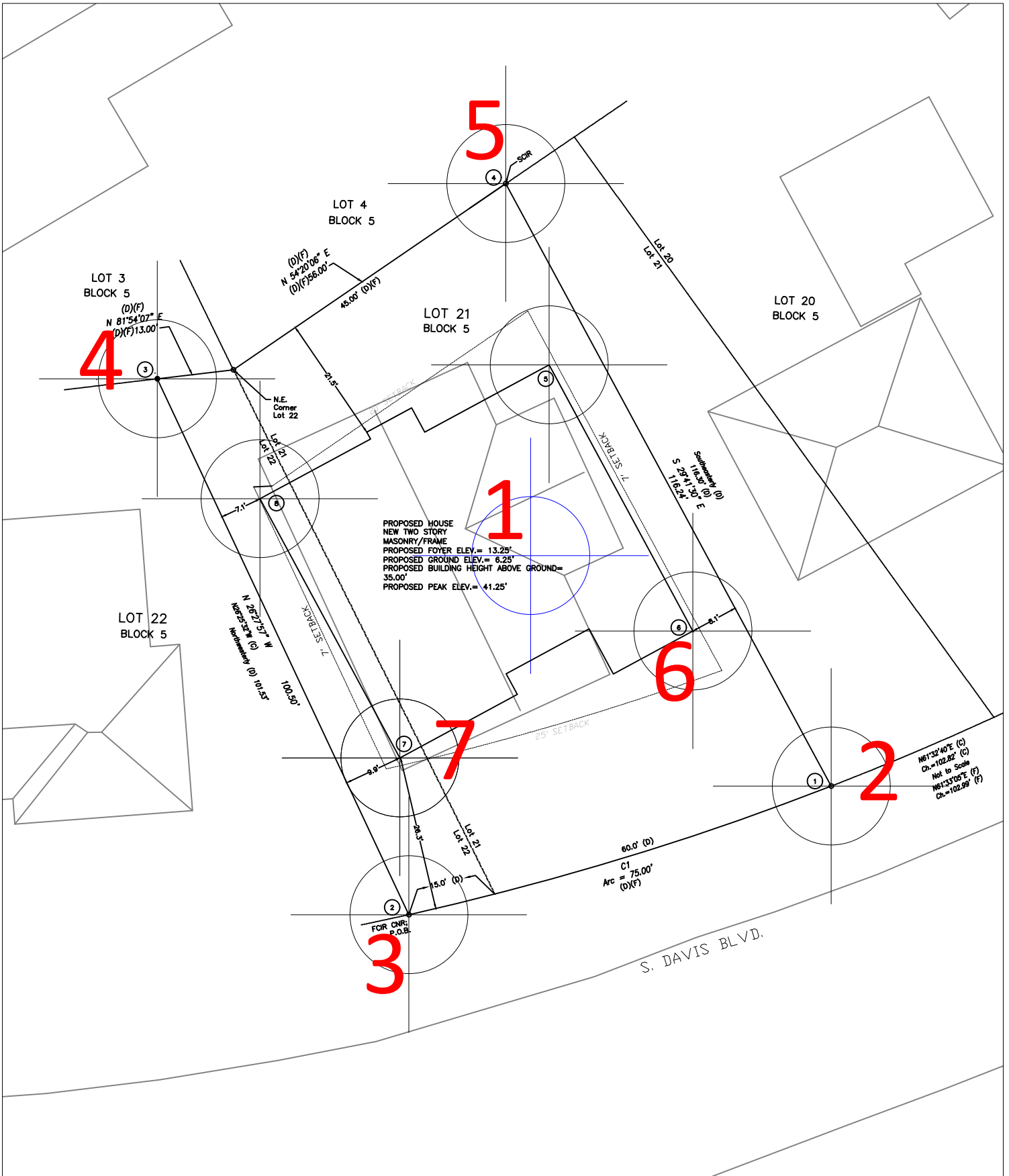
CONDITIONS

- 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.
- The owner understands that the structure considered under this permit/variance lies outside of the 65 DNL noise contour for the airport however occupants may be subjected to noise from aircraft. The Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.
- You will be required to follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 44' AMSL or installation of solar will require a separate permit by the Aviation Authority.
- Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

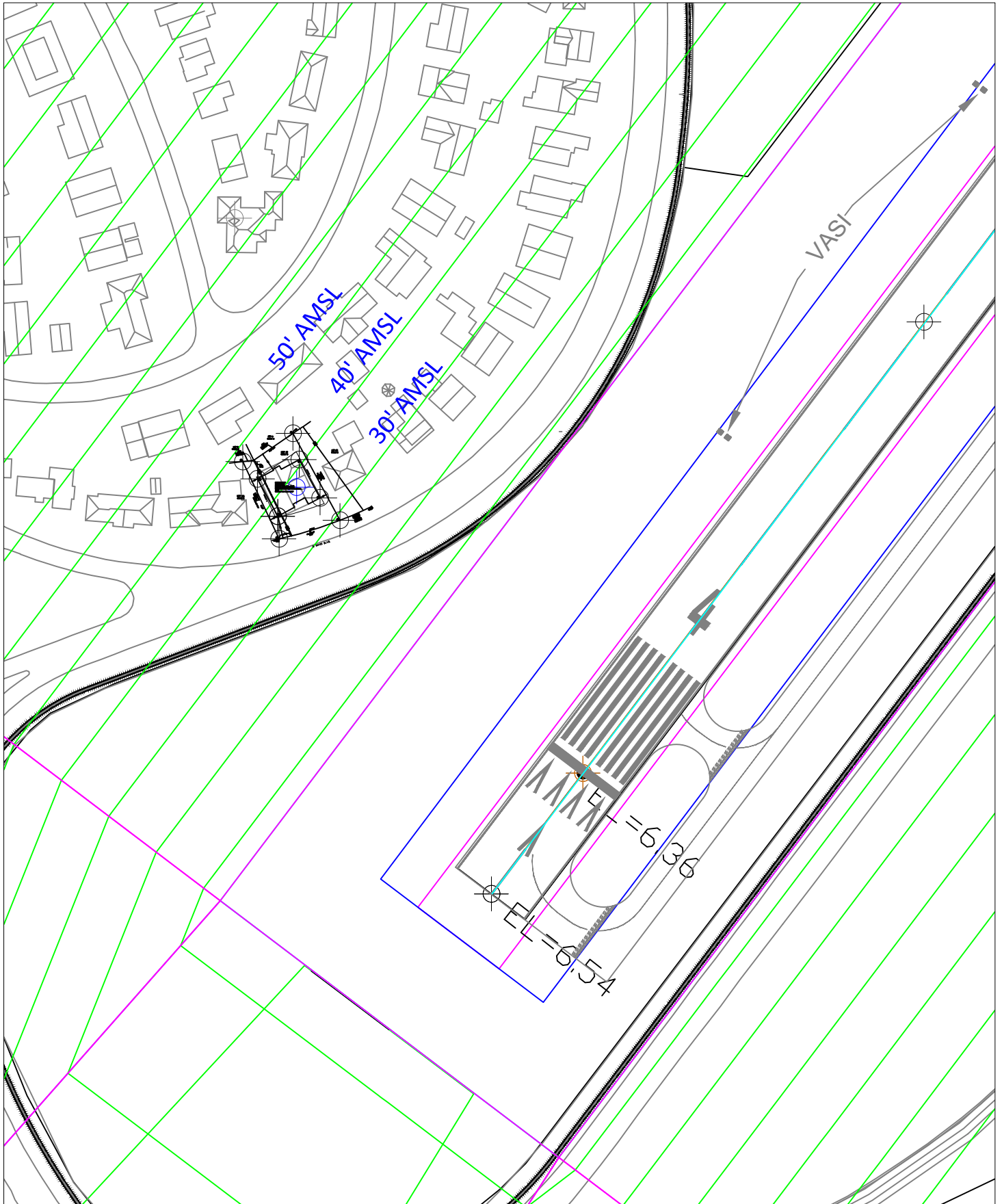
Associated Points Data for John Richards Custom Homes 2094 - Report created on 6/10/2020 3:53:49 PM

Point Number	Description	Latitude	Longitude	X	Y	Site Elev. (AMSL)	Struct Height (AGL)	Overall Height (AMSL)	Down & Over From Closest Runway
1	2094-A	27° 54' 43.94" N	82° 27' 17.22" W	509,293.0309	1,301,058.6165	6.00	38.00	44.00	Down(-): 69.33 Over(+): 470.58 Distance from RW 04: 475.66
3	2094-1	27° 54' 43.55" N	82° 27' 16.65" W	509,344.0209	1,301,019.4448	6.00	0.00	6.00	Down(-): 68.93 Over(+): 406.28 Distance from RW 04: 412.08
4	2094-2	27° 54' 43.34" N	82° 27' 17.45" W	509,272.3503	1,300,997.6951	6.00	0.00	6.00	Down(-): 8.29 Over(+): 450.25 Distance from RW 04: 450.33
5	2094-3	27° 54' 44.24" N	82° 27' 17.93" W	509,229.6268	1,301,088.6443	6.00	0.00	6.00	Down(-): 54.95 Over(+): 539.24 Distance from RW 04: 542.03
6	2094-4	27° 54' 44.57" N	82° 27' 17.27" W	509,288.7799	1,301,121.7513	6.00	0.00	6.00	Down(-): 117.07 Over(+): 512.11 Distance from RW 04: 525.32
7	2094-6	27° 54' 43.81" N	82° 27' 16.92" W	509,320.2555	1,301,045.7906	6.00	38.00	44.00	Down(-): 75.56 Over(+): 441.13 Distance from RW 04: 447.56
8	2094-7	27° 54' 43.60" N	82° 27' 17.47" W	509,270.8342	1,301,024.2613	6.00	38.00	44.00	Down(-): 28.55 Over(+): 467.51 Distance from RW 04: 468.38

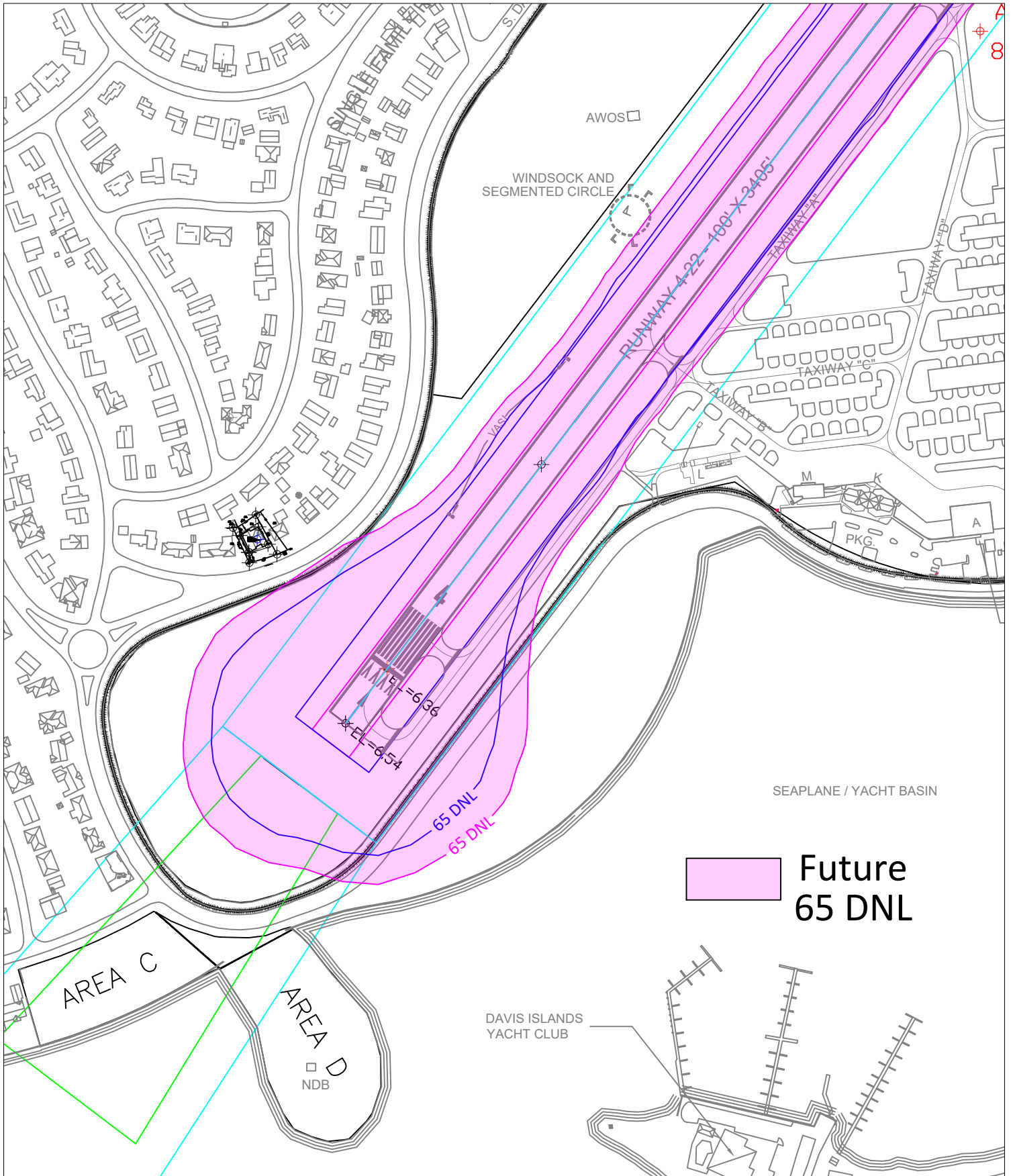
Point location



Part 77-Transitional



65 DNL Noise Contour





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

Aeronautical Study No.
 2020-ASO-7644-OE

Issued Date: 05/28/2020

John Stuenkel
 JR Custom Homes
 5000 Culbreath Key Way
 3-301
 Tampa, FL 33611

**** 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 Single Family Home
 Location: Tampa, FL
 Latitude: 27-54-43.94N NAD 83
 Longitude: 82-27-17.22W
 Heights: 6 feet site elevation (SE)
 38 feet above ground level (AGL)
 44 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)
- 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 11/28/2021 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 June 27, 2020. 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 Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on July 07, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

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

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-ASO-7644-OE.

Signature Control No: 433343057-441362257

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2020-ASO-7644-OE

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

The proposed building (residential home) at a height of 38 feet AGL, 44 feet AMSL.

The building would be located approximately 0.35 NM southwest of the TPF, 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 (e) TPF - RWY 04/22: Transitional Surface --- > Exceeds by 6 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards 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 follows:

The proposed building would exceed obstruction standards and will require a local height zoning permit and variance from the Hillsborough County Aviation Authority (HCAA). This process might take up to three months for approval from the HCAA.

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.

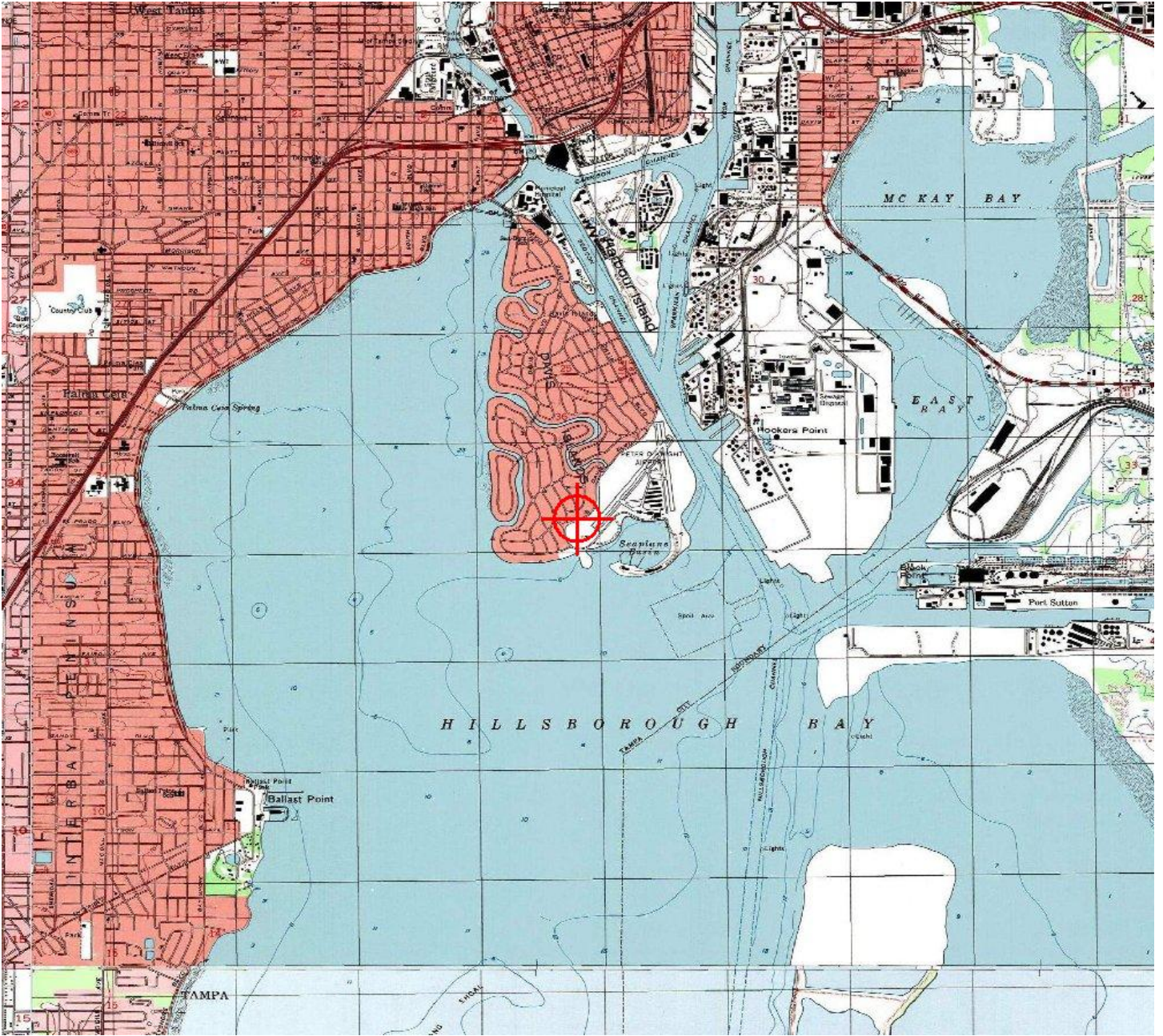
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

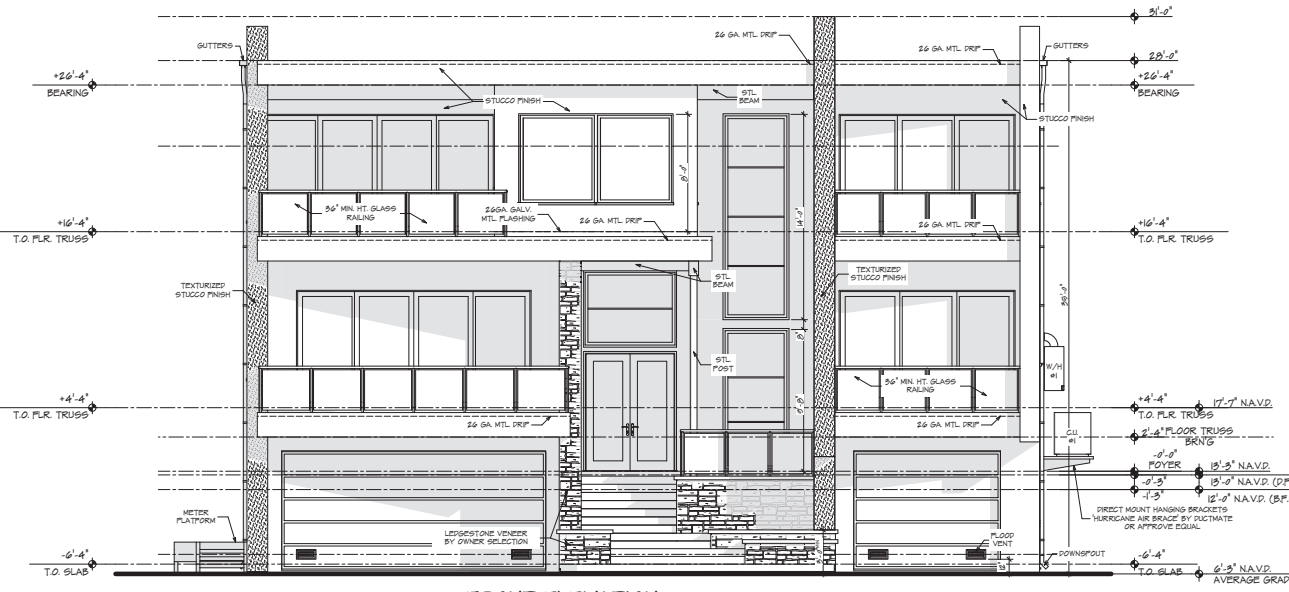
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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 2020-ASO-7644-OE

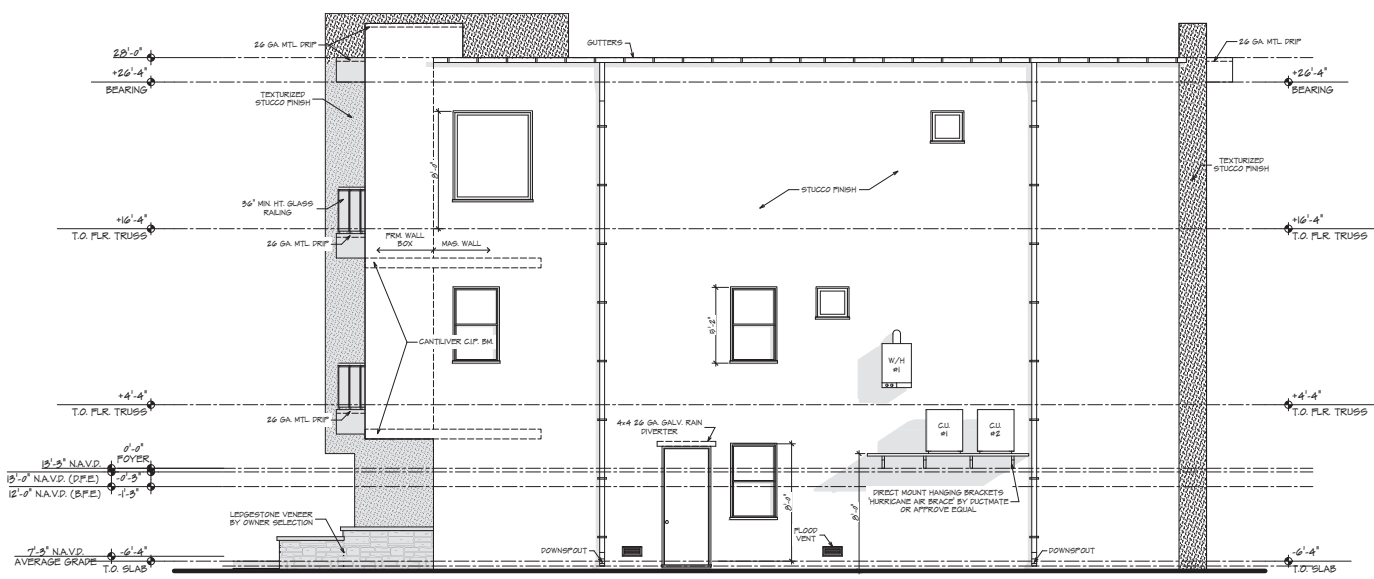






FRONT ELEVATION
SCALE: 1/4" = 1'-0"

- STUCCO NOTES:**
- 1- STUCCO OVER MASONRY WALLS TO BE MIN 5/8" THICK.
 - 2- STUCCO OVER WOOD FRAME WALLS TO BE MIN 7/8" THICK.
 - 3- STUCCO OVER FELT BACKED MTL LATH OVER TYVEK HOUSE WRAP.
 - 3- PROVIDE CONTROL JOINTS PER ASTM C-1063-03, 78.41 (AREAS WITH NO MORE THAN 144 SQ.FT. BETWEEN CONTROL JOINTS)



LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"



CONSULTANTS



JOSEPH W. BELT, P.E.
CONSULTING STRUCTURAL ENGINEER
FLORIDA REG. # 45147 - CA # 29694
1001 W. HIGHLAND BLVD., SUITE 100
TAMPA, FL 33603
J.W.B. JOB NO.: ET 20-203

ENGINEER'S REVIEW SET
NOT FOR CONSTRUCTION
DATE OF ISSUE: 4/14/20

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL OF THE STRUCTURAL ELEMENTS AND DETAILS FOR THIS PROJECT HAVE BEEN DESIGNED TO BE IN ACCORDANCE WITH ALL APPLICABLE CURRENTLY APPLICABLE SUPPLEMENTS, ALL OTHER ELEMENTS, SYSTEMS AND MATERIALS ARE THE RESPONSIBILITY OF OTHERS.

DESIGNER'S DISCLAIMER: THE DESIGNER HAS NOT CONDUCTED A VISUAL VERIFICATION OF THE CONSTRUCTION OF THE STRUCTURE. THE DESIGNER'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE STRUCTURE AS SHOWN ON THESE PLANS. THE DESIGNER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THE STRUCTURE AS SHOWN ON THESE PLANS. THE DESIGNER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THE STRUCTURE AS SHOWN ON THESE PLANS.

A NEW RESIDENCE FOR
MR. & MRS. CALDER
894 S. DAVIS BLVD
TAMPA
FLORIDA 33606

MARK	DATE	REVISION

DATE OF ISSUE: 1/14/19
PROJECT No.: 19-060
DRAWN BY: VC
CHECKED BY: J.W.B.
COPYRIGHT:

SHEET TITLE
ELEVATIONS

B-2.1

123 Flagship Drive
Lutz, FL. 33549



RASM@TAMPABAY.FL.COM
Phone: (813) 388-2484

RESIDENTIAL — COMMERCIAL — CONSTRUCTION STAKING
"Quality WORK At A Fair Price"

June 10, 2020

ASN 2017-ASO-6170-OE

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

RE:
John Richards Custom Homes, Inc.
5000 Culbreath Key Way #3-301
Tampa, Fl. 33611

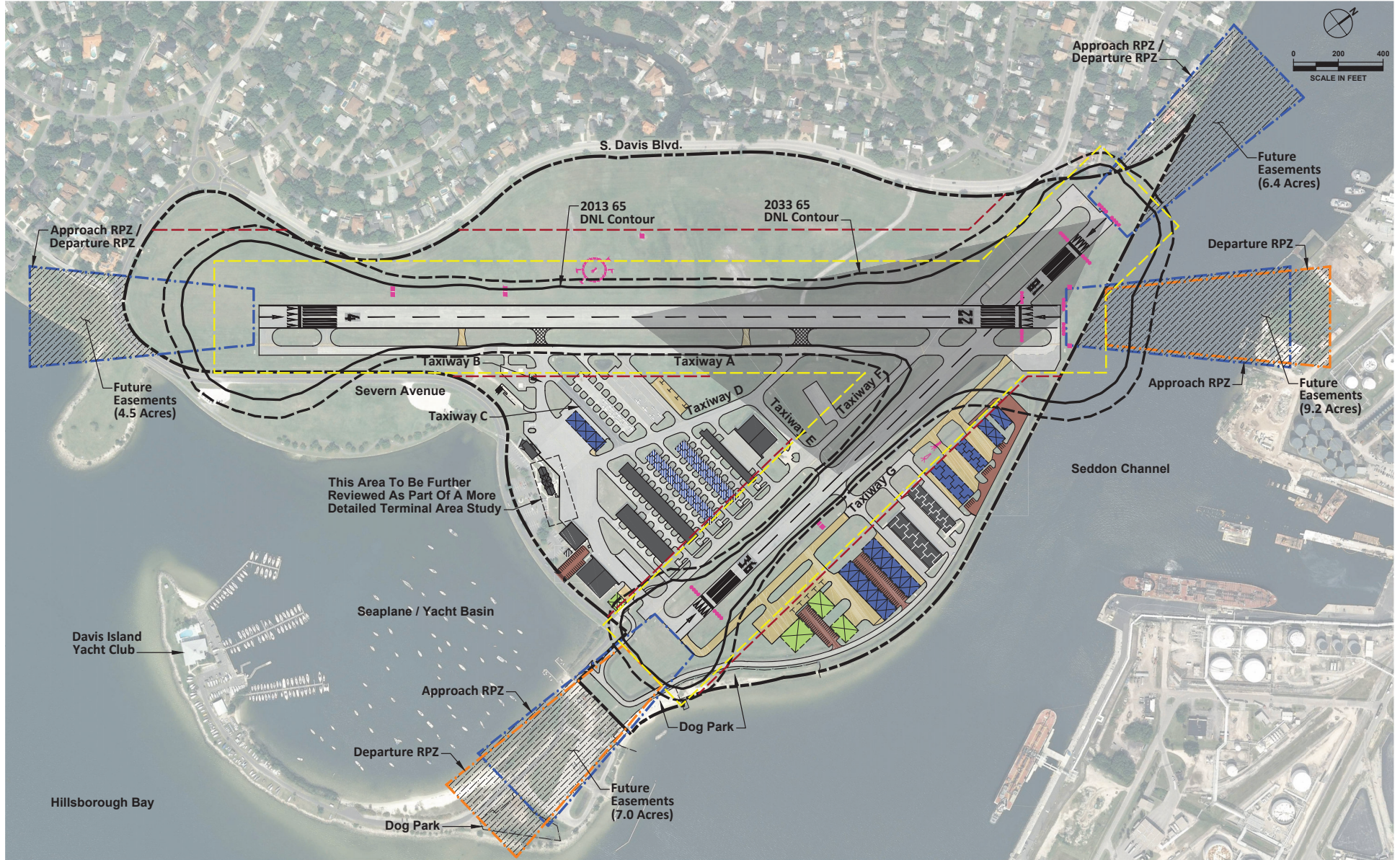
ASN 2017-ASO-6170-OE
Structure: Building Single Family Residence 854 S. Davis Blvd.
Location: Tampa, Fl.
Latitude: 27-54-43.81 N NAD 83
Longitude: 82-27-16.92 W
Heights: 6.25 Feet Site Elevation (SE) Per Site Plan Furnished
35.0 Feet above Ground Level (AGL) Per Site Plan Furnished
41.25 Feet Above Mean Sea Level (AMSL) Per Site Plan Furnished

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

Patrick J. Collins, LS 5523
Robertson & Associates Surveying, Inc LB 8106
123 Flagship Dr.
Lutz, Fl. 33549
813-388-2484

Master Plan Noise Contours

Peter O. Knight Airport



Y:\Planning\HCOA\CA MPs Project - 2-6-2014\TFF\Drawings\TFF_Fig_6-3_Noise Contours and LU Compatibility-v2.dwg, May 17, 2018--11:49

Figure 6-3 Noise Contours & Land Use Compatibility