



# 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:

Rebuild and expand single family home after flood damage

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

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

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

Name/Company/Organization: Jerry Britt

Contact Person for Requested Activity: Jerry Britt Phone: 727-631-2222

Project Location: 618 Columbia Dr, Tampa, FL 33606 Email: Jerry@365PropertyPartners.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: Jerry Britt

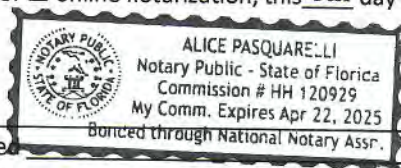
Signature of Authorized Representative: *Jerry Britt* Date: 2-6-2025

STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 6th day of February, 20 25 by Jerry Britt

(NOTARY SEAL)

Notary Signature *Alice Pasquarelli*  
Personally Known  OR Produced Identification \_\_\_\_\_ Type of Id Produce \_\_\_\_\_



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. 2025-14 Variance Required: Yes  
FAA Study Number 2025-ASO-1712-OE Recommend Approval: Yes  
Associated FAA Study Numbers NA Coordinate with Airport Operations: Yes  
Reviewed By: \_\_\_\_\_ Coordinate with ATCT: No

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.

See Attached explanation

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 : 2/13/2025      Nearest Airport: Peter O. Knight Airport      Overall Height (AMSL): 31

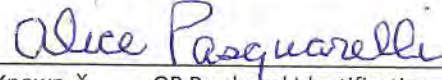
**Under penalty of perjury, I hereby certify that the above statements are true and correct and I have full power and authority to act on behalf of the Applicant's named firm, corporation or organization in the submission of this variance request.**

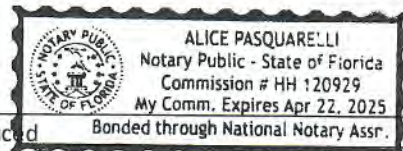
Printed Name of Authorized Representative: Jerry Britt  
Signature of Authorized Representative:       Date: 2/13/25

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

STATE OF FLORIDA, COUNTY OF Hillsborough  
Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 13<sup>th</sup> day of February, 2025, by Jerry Britt

**(NOTARY SEAL)**

Notary Signature   
Personally Known  OR Produced Identification \_\_\_\_\_ Type of Id Produced \_\_\_\_\_



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

Airport Study No. 2025-14

FAA Study Number: 2025-ASO-1712-OE

Associated Aeronautical Study Numbers: NA

FDOT Concurrence: Yes  No  Waived       n accordance with Resolution No. \_\_\_\_\_

\_\_\_\_\_  
Approved by Board of Adjustment Chairman      Date

# Review Summary

Airport Study Number

2025-14

Permit Number

2514

Maximum Height - AMSL

31

Approval Date

Expires

10/5/2026,

Permit Type

Height Zoning

## Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Exceeds Part 77

TERPS

Within Height Limits

OEI (62.5:1)

N/A

### Analysis Summary

Structure penetrates the Approach Transitional Surface to Runway 18 by Approx. 8' at it's highest point. No IFR or navaid impacts identified. No Hazard as long as conditions are followed.

Coordination with ATCT:

No

Emergency Use

No

Objects affecting Navigable

Yes

Airspace

Coordination with Operations:

Yes

Hazard Marking and/or Lighting

Yes

Exceeds Supportive Screening Criteria

No

### Conditions

Conditions: Notify the Airport at least 5 business days prior to starting construction at 813-870-7863. Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M. E-File FAA form 7460-2 with the FAA if the project is abandoned or within 5 days after the construction reaches its greatest height. The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Studies with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A and in accordance with elevation plans submitted. The petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 31' AMSL or installation of solar panels will require a separate permit by the Aviation Authority. Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation. Occupants and/or owners of the units must be informed that the structure considered under this variance lies in the approach and departure path of an Airport and occupants may be subjected to noise and/or light from aircraft. The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Authority recommends a noise reduction level of at least 25 db be incorporated into design. Exhibit B identifies controlling surfaces described in Section 3.05 of the Airport Zoning Regulations. In order to remain in compliance with this permit the property owner will be responsible for maintaining airspace clearances for all new

Recommended Approval

Yes

## Airport Study Number 2025-14

# CONDITIONS

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

Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.

E-File FAA form 7460-2 with the FAA if the project is abandoned or within 5 days after the construction reaches its greatest height.

The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Studies with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A and in accordance with elevation plans submitted.

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

Installation equipment (Crane) exceeding 31' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

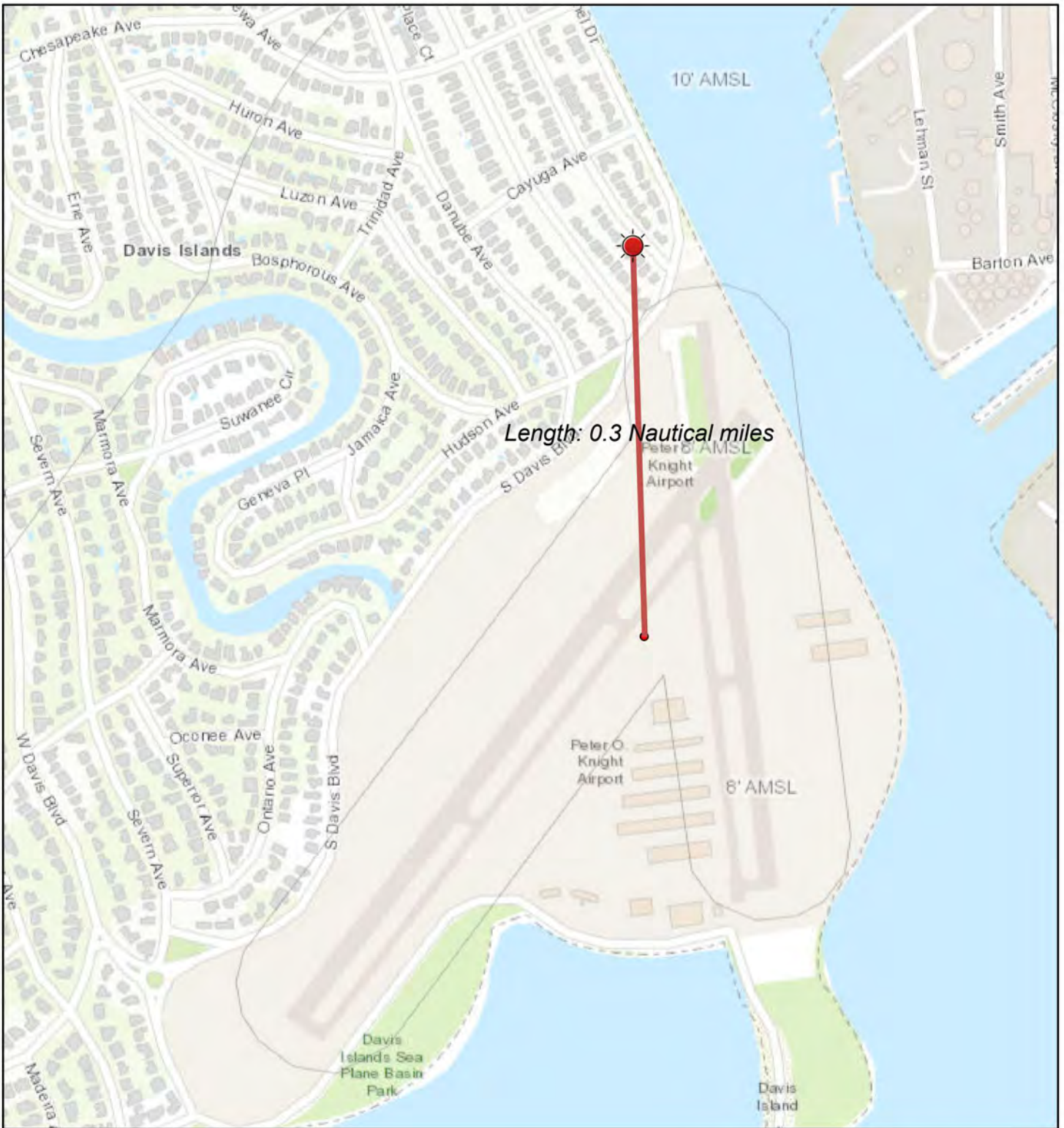
Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

Occupants and/or owners of the units must be informed that the structure considered under this variance lies in the approach and departure path of an Airport and occupants may be subjected to noise and/or light from aircraft.

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

Exhibit B identifies controlling surfaces described in Section 3.05 of the Airport Zoning Regulations. In order to remain in compliance with this permit the property owner will be responsible for maintaining airspace clearances on all new development and objects of natural growth not covered under this variance request.

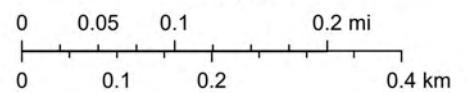
# Distance from ARP



2/20/2025, 9:55:41 AM

1:9,028

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



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

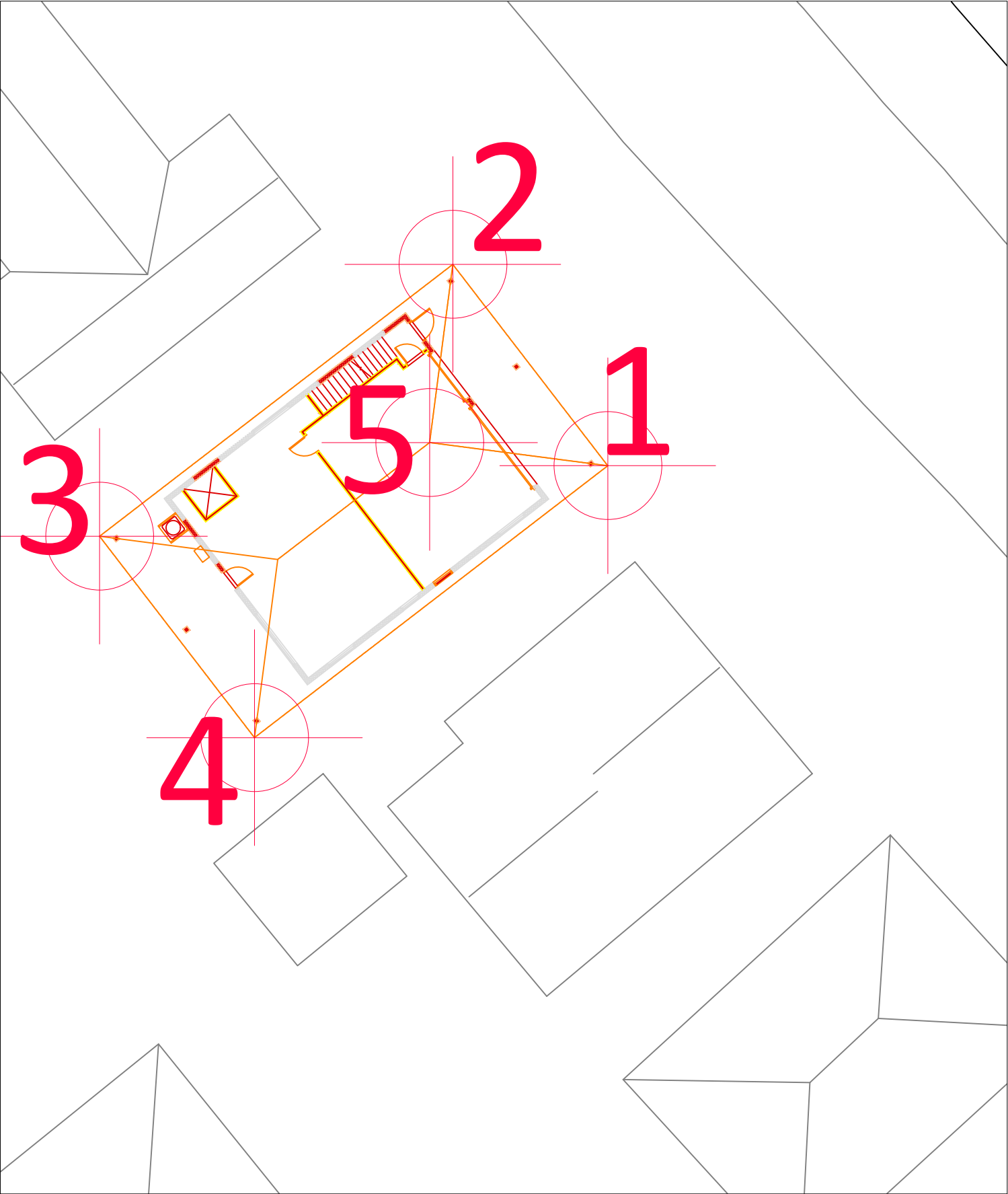
ArcGIS Web AppBuilder

# Project Point Data Table

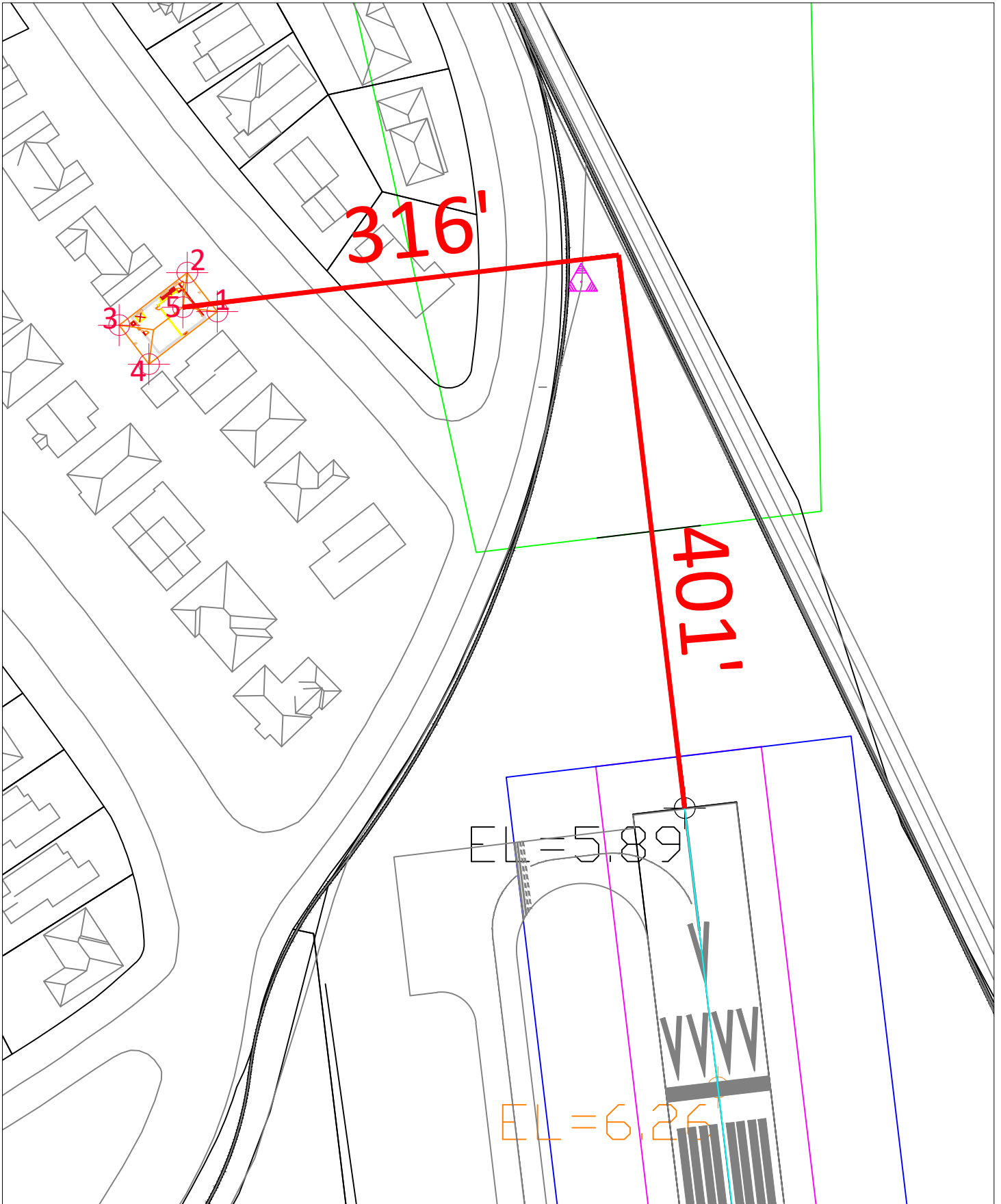
## Exhibit A

	One Location field is required							Required	Required	Required		
Point #	LAT d	LAT m	LAT s	LONG d	LONG m	LONG s	X	Y	MSL	AGL	NAME	AMSL
1	27	55	15.38	82	26	56.98	511119.0413	1304227.4189	7	20	SouthEast Corner	27.00
2	27	55	15.66	82	26	57.24	511097.4945	1304255.4179	7	20	NorthEast Corner	27.00
3	27	55	15.28	82	26	57.78	511048.3656	1304217.6105	7	20	NorthWest Corner	27.00
4	27	55	15.01	82	26	57.54	511069.9124	1304189.6115	7	20	SouthWest Corner	27.00
<b>5</b>	<b>27</b>	<b>55</b>	<b>15.42</b>	<b>82</b>	<b>26</b>	<b>57.27</b>	<b>511094.2684</b>	<b>1304230.6450</b>	<b>7</b>	<b>24</b>	<b>Peak Closest to Airport</b>	<b>31.00</b>

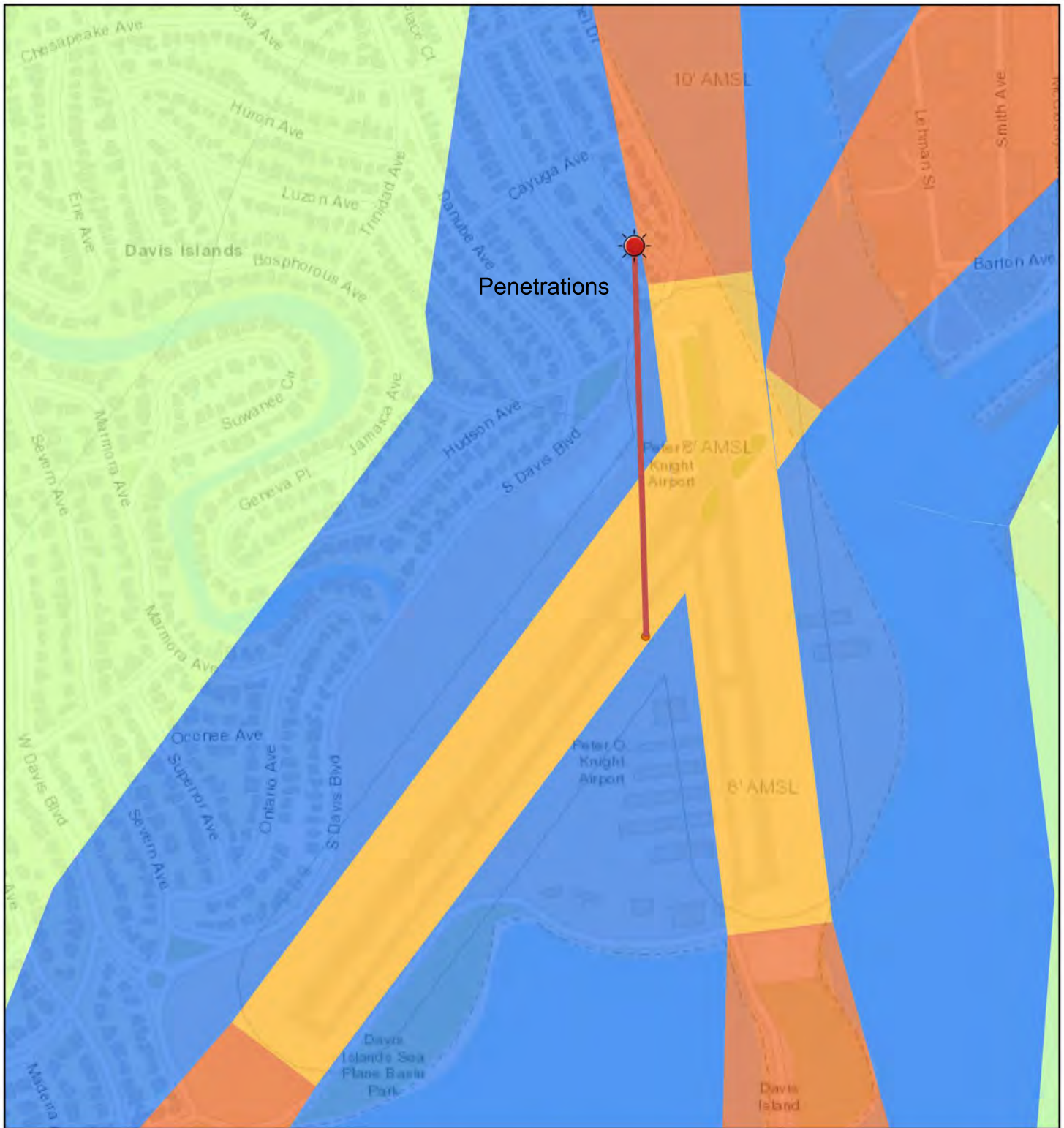
# Point Location



# Distance from RW 18 end



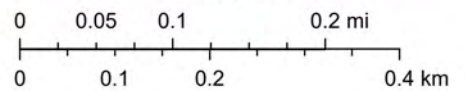
# Part 77 - Approach Transitional



2/20/2025, 9:58:17 AM

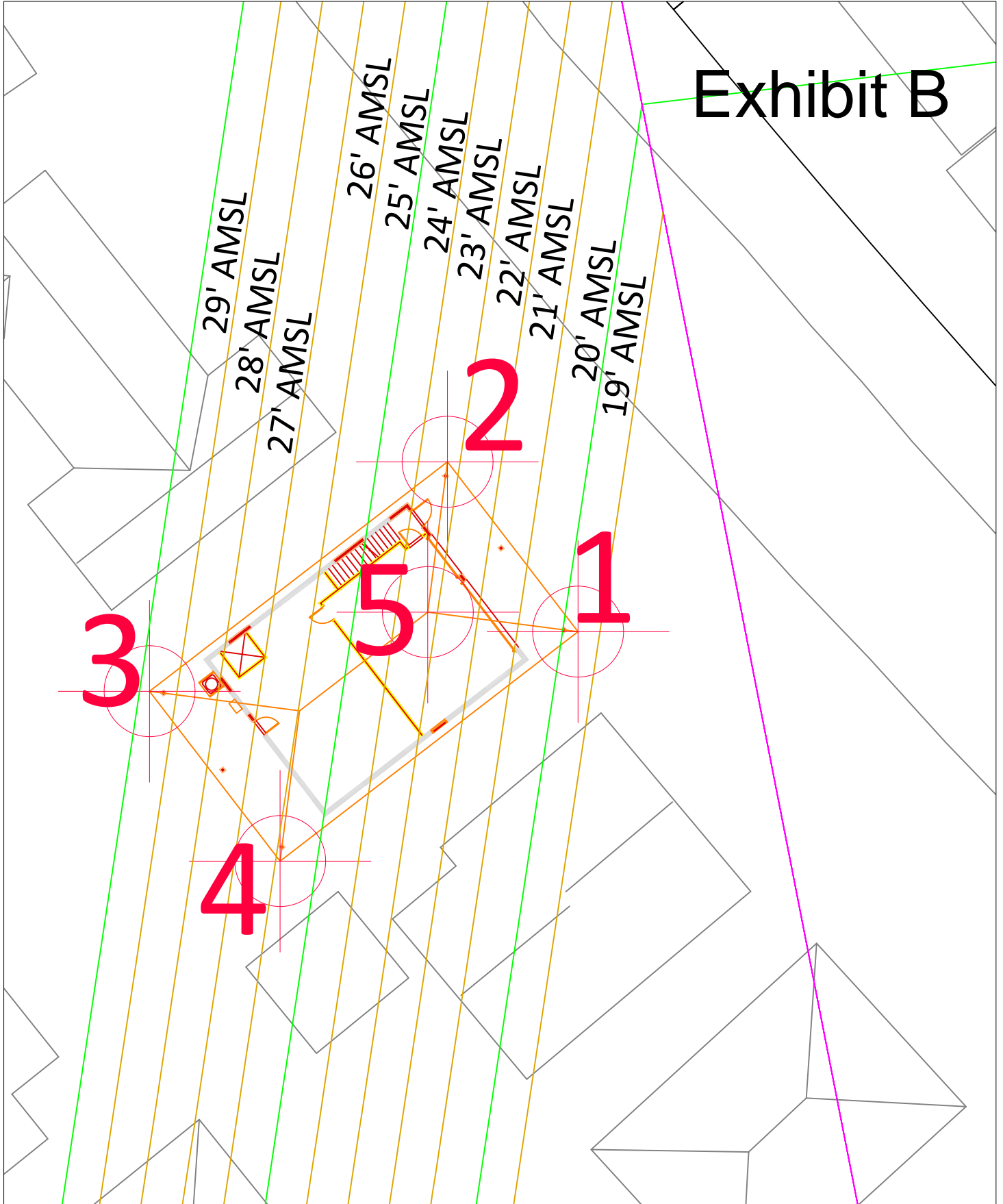
1:9,028

-  Override 1
-  Override 1
-  Airspace - TPF\_P77\_19\_Dissolve
-  TPF\_18-36\_P77\_19\_Primary
-  TPF\_18-36\_P77\_19\_Primary\_Trans
-  TPF\_18\_P77\_19\_Inner\_Appch
-  TPF\_18\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_22\_P77\_19\_Inner\_Appch
-  TPF\_22\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_36\_P77\_19\_Inner\_Appch
-  TPF\_36\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_4-22\_P77\_19\_Primary
-  TPF\_4-22\_P77\_19\_Primary\_Trans
-  TPF\_4\_P77\_19\_Inner\_Appch
-  TPF\_4\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_P77\_19\_Horizontal\_Plane
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning

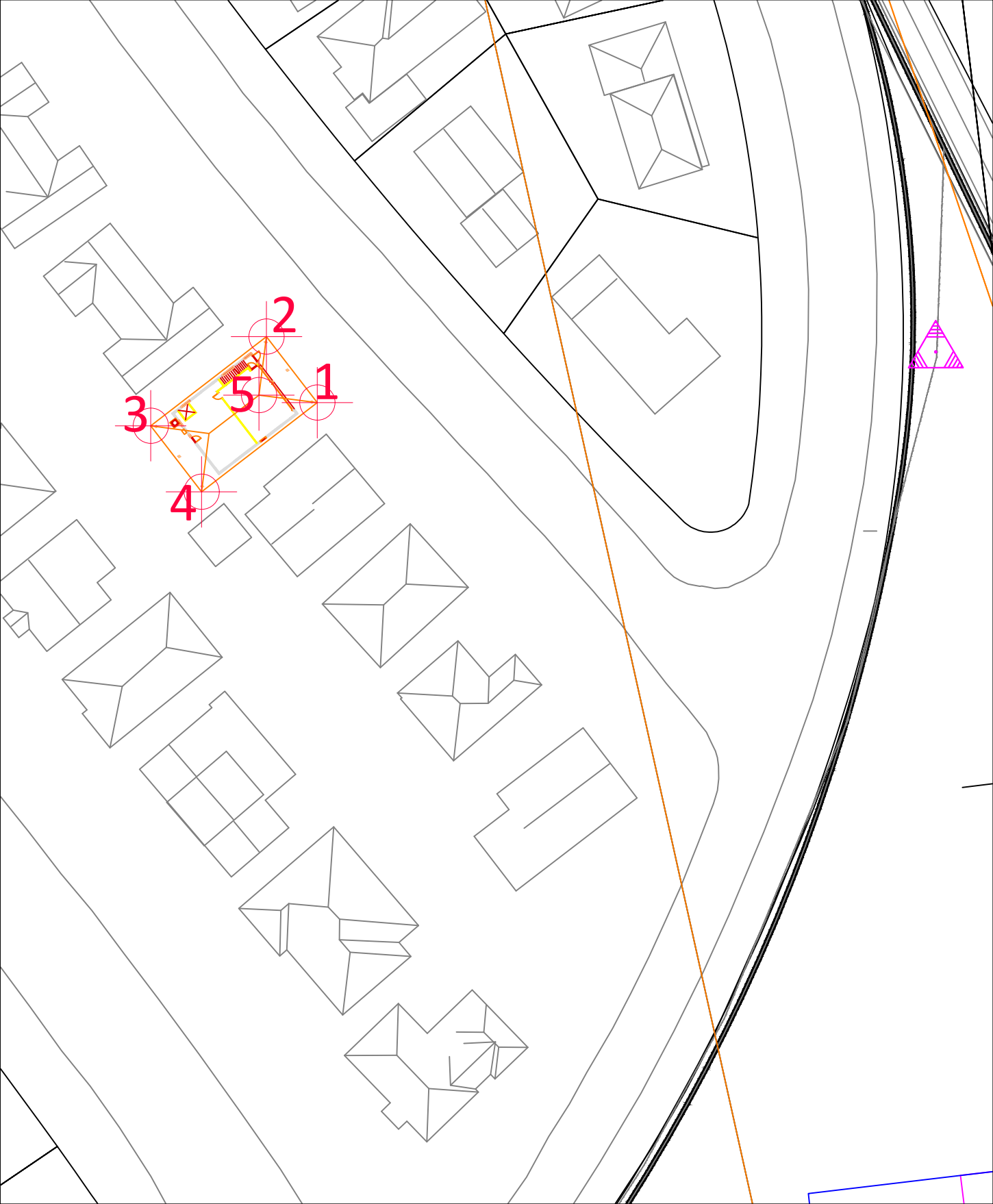


University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Tony Mantegna

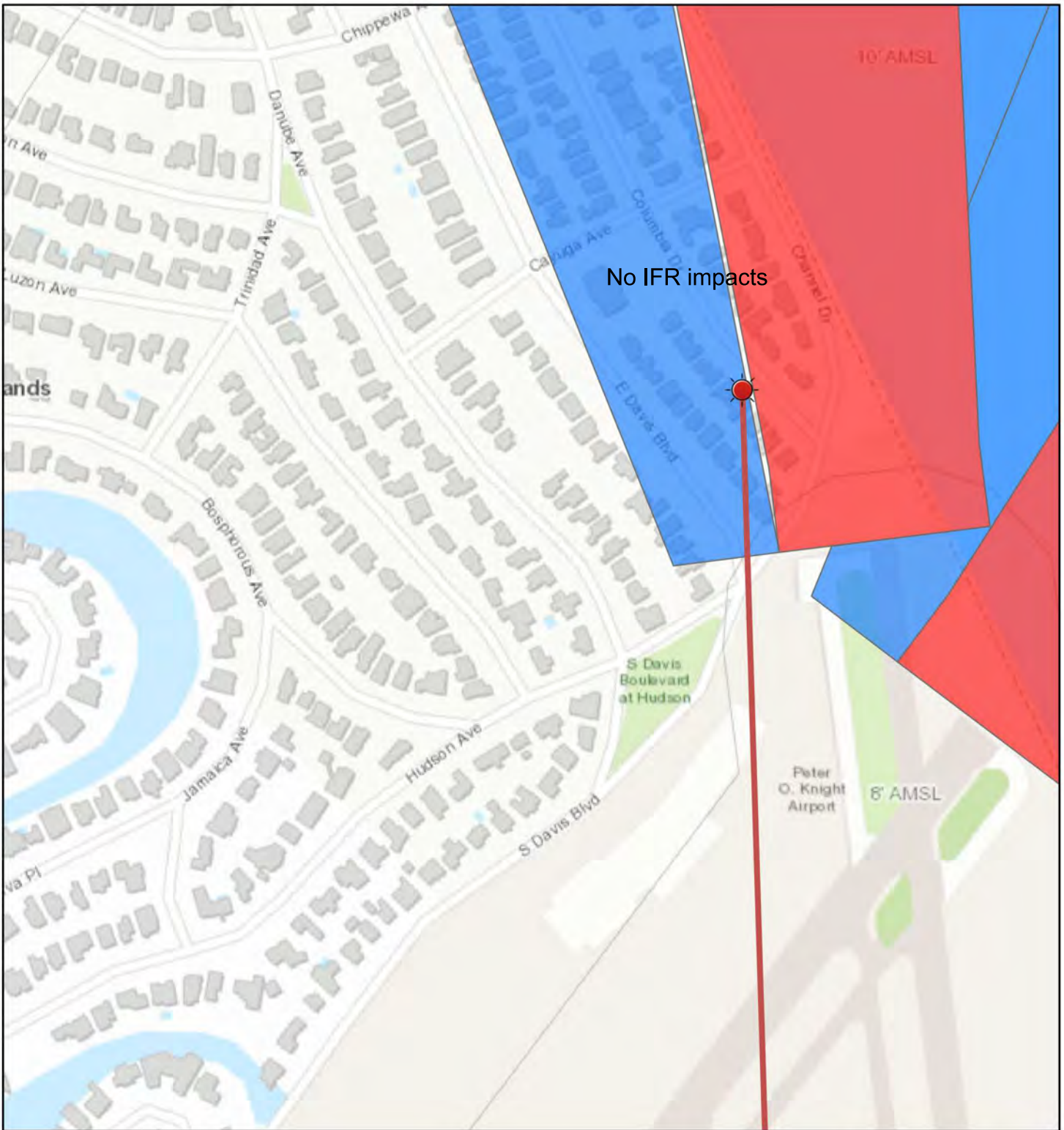
# Part 77 - Approach Transitional



# OCS - Approach

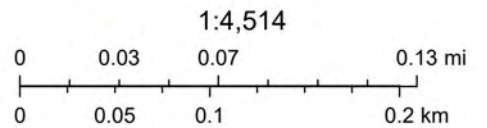


# Hazard Prevention Zone 2



2/20/2025, 10:00:37 AM

-  Override 1
-  Override 1
-  Hazard Protection Zones - HP-1
-  Hazard Protection Zones - HP-2
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



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



**Professional Notice**  
 I, the undersigned, have prepared the architectural drawings shown on this set of construction documents for the project described herein, and I am a duly Licensed Professional Engineer in the State of Florida.

**Professional Notice**  
 The documents herein are the property of nonradical | architecture | design. They are to be used only for the project and location described herein. Any reproduction or use of these documents for any other project or location without the written consent of nonradical | architecture | design is strictly prohibited. The user of these documents shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user shall indemnify and hold nonradical | architecture | design harmless from and against all claims, damages, and expenses, including reasonable attorneys' fees, arising from or due to the use of these documents.



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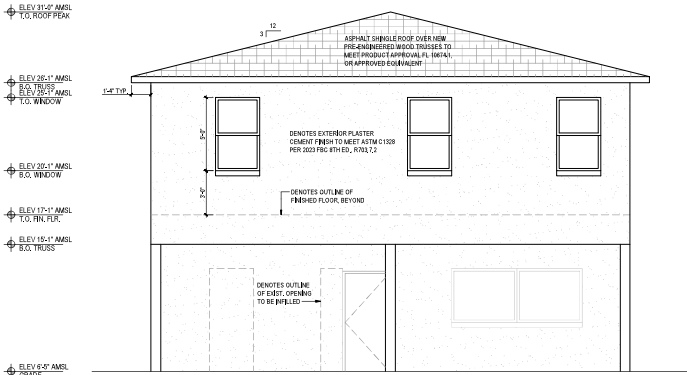
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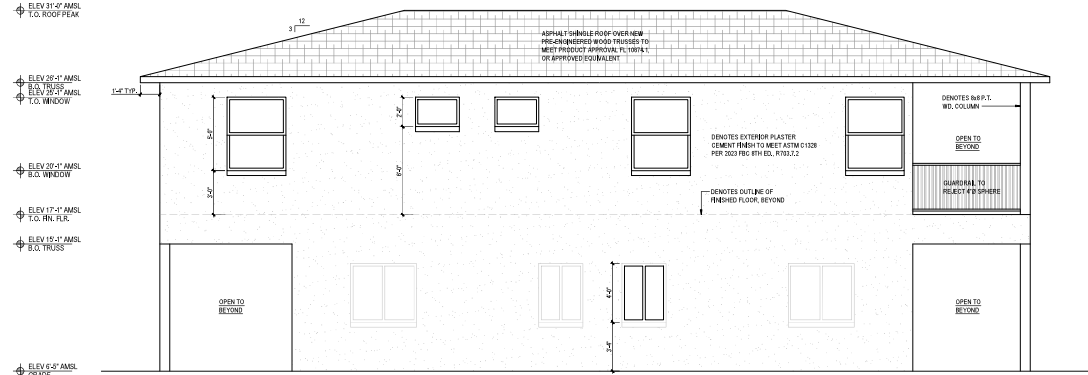
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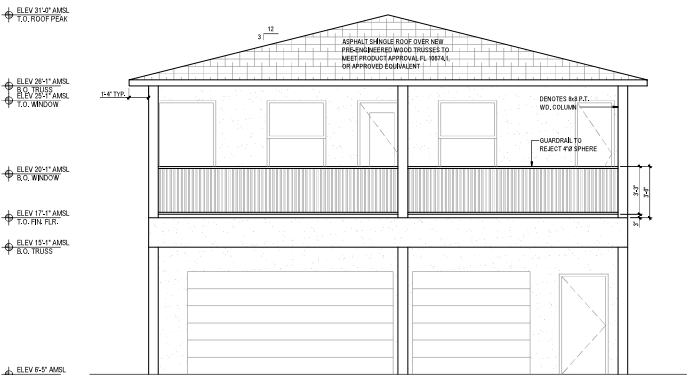
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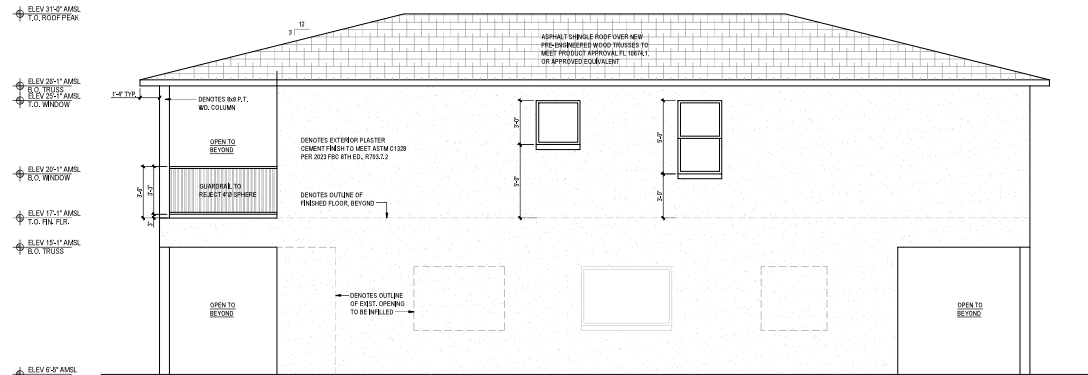
4 SOUTH ELEVATION  
 SCALE: 1/8" = 1'-0"



3 EAST ELEVATION  
 SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION  
 SCALE: 1/8" = 1'-0"



1 WEST ELEVATION  
 SCALE: 1/8" = 1'-0"

PROJECT:	618 Columbia Dr. Tampa   FL 33606
DATE:	25   013
PROJECT:	02   12   25
PROJECT:	Existing Residence   Renovation
PROJECT:	Construction Documents
PROJECT:	618 Columbia Dr. Tampa   FL 33606
SHEET TITLE:	EXTERIOR ELEVATIONS FAA VARIANCE
SHEET NUMBER:	A   2.0



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

Aeronautical Study No.  
2025-ASO-1712-OE

Issued Date: 02/05/2025

ALICE PASQUARELLI  
365 PROPERTY PARTNERS  
301 W Platt Street, #401  
Tampa, FL 33606

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

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

Structure:	House 618 Columbia Drive
Location:	Tampa, FL
Latitude:	27-55-15.38N NAD 83
Longitude:	82-26-56.98W
Heights:	6 feet site elevation (SE) 25 feet above ground level (AGL) 31 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 with landscape/driveway lights.

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 Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

Any height exceeding 25 feet above ground level (31 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

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

power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

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

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) 305-6531, or [darin.clipper@faa.gov](mailto:darin.clipper@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASO-1712-OE.

**Signature Control No: 644793280-646498994**

( EBO )

Darin Clipper  
Specialist

Attachment(s)  
Additional Information  
Map(s)

## Additional information for ASN 2025-ASO-1712-OE

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

This aeronautical study was e-filed with the Federal Aviation Administration (FAA) to rebuild of an existing home to a height not to exceed 25 ft. AGL / 31 ft. AMSL.

The proposal would be located approximately 0.33 NM north of the TPF ARP, a direct distance of 489 ft. north of the approach end RWY 18 at 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) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (e): Transition Surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 ft. measured horizontally from the edge of the approach surface and at right angles to the runway centerline. The proposal exceeds the TPF RWY 18/36 Transitional surface by 12 ft.

Part 77 Obstruction Standards are used to screen the many structures 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 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 structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

The proposal was not circularized to the public for comment as circularization for an existing structure, or previously existing structure in this case, is determined on a case-by-case basis. The proposals noted penetration to the part 77 Transition surface is not considered significant as the penetration is no greater than other existing structures previously studied by the FAA in terms of adverse effect to the aeronautical environment in the immediate area. A light pole, studied under aeronautical study number 2016-ASO-29654-OE, is existing and in closer proximity to the airport, approximately 135 ft. south of this proposal's location and in closer proximity to the approach end RWY 18 at TPF.

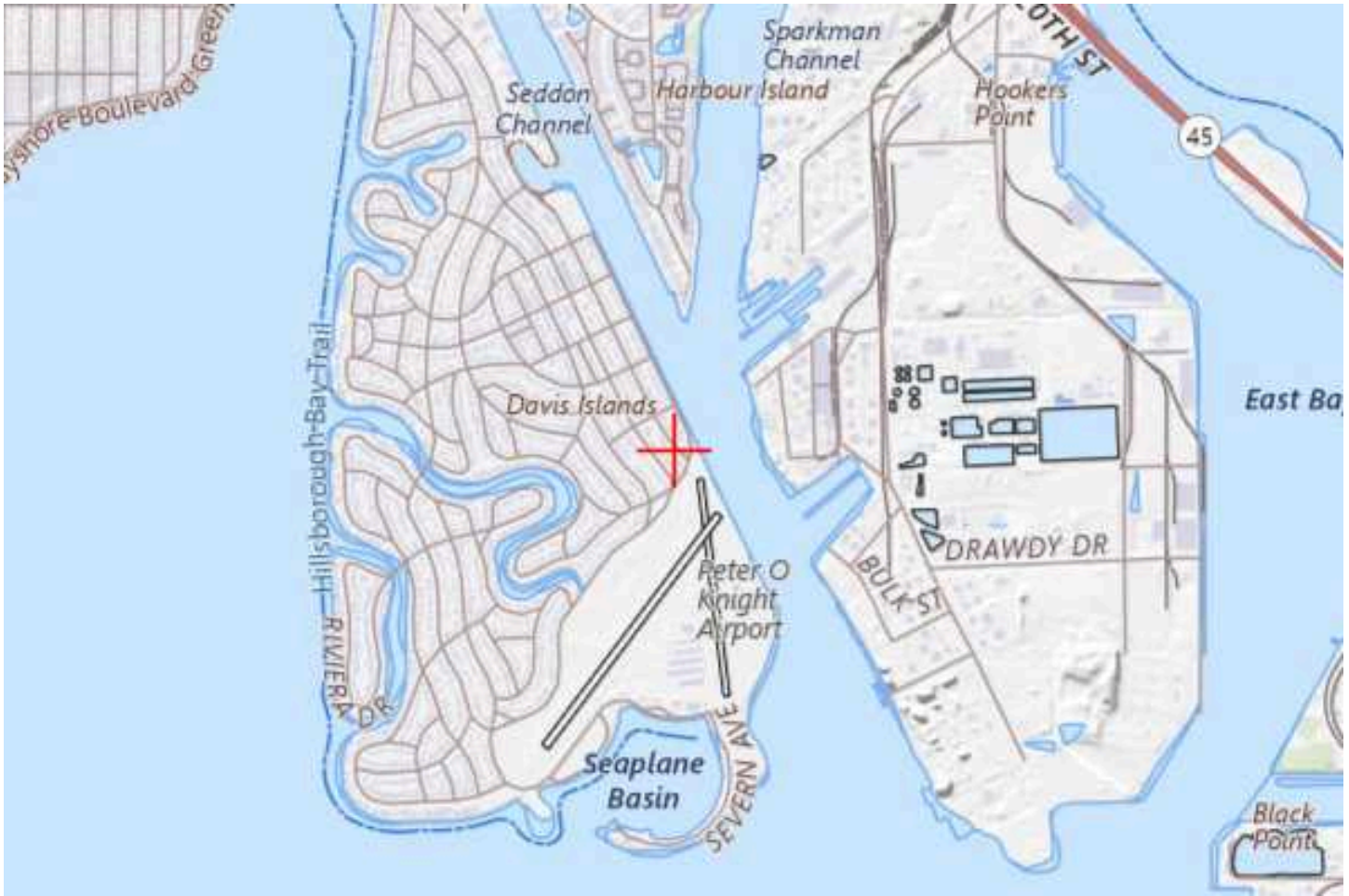
The proposal was shown to have no effect on any instrument flight rules (IFR) arrival, departure, or en route procedures. It has no effect on any existing or proposed arrival, departure, or en route instrument IFR operations or aeronautical procedures at TPF or on any other known public-use or military airports as it relates to both current and future runway extensions or proposals.

The proposal has no effect on any existing or proposed arrival or departure Visual Flight Rule (VFR) operations or procedures. The proposal does not conflict with any airspace required to conduct normal VFR traffic pattern operations at TPF or any other known existing or planned public-use, joint-use, or military airport. At 25 ft. AGL, the proposal does not have a substantial adverse effect on VFR en route flight operations.

It is recommended the proposal be lit with landscape up lighting near the residence as well as a driveway entrance light. Existing trees, or newly planted trees should be managed on the property as to not exceed the height of this FAA determination letter.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and is not a hazard to air navigation if all conditions written within this determination are met.





# Petition for Variance Narrative

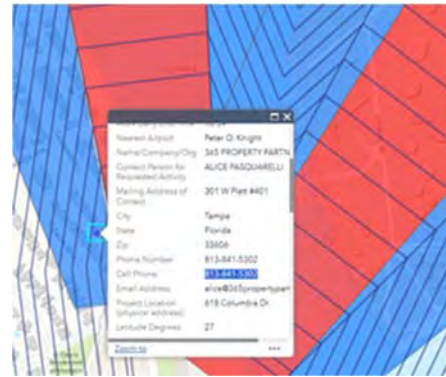
Tampa International Airport  
Aviation Authority

Re: 618 Columbia Dr.  
Tampa, FL 33606

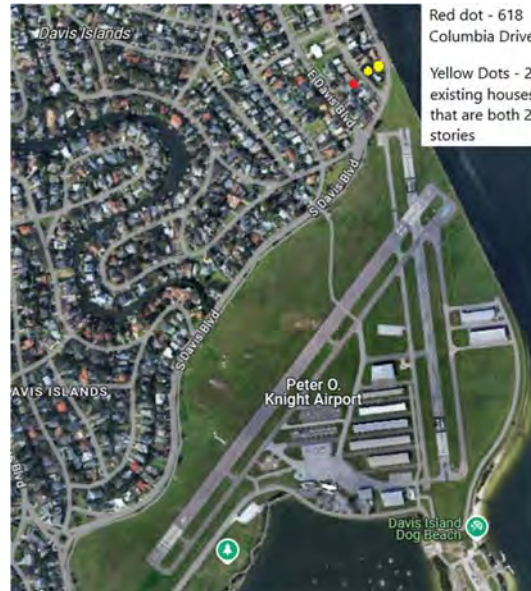
This is our personal residence. It is a house built in 1959 with the floor 6'10" AMSL. The house has a vent on it near the peak and the top of that vent is at 21' 11" which the Aviation industry recognizes at 22'.

This house is in the Approach Transitional Surface Area (19' AMSL) to runway 18 at Peter O Knight. The existing house that we have lived in for approximately 9 years would not be compliant today. Additionally, there are two trees in the city right of way in front of our house that are closer to the Approach area that are at least 20 feet taller than our existing house. There is also one tree on our property beside our house (to the north) that is approximately 25 feet taller than our house.

This is an illustration of the area as sent to my office by Tony Mantegna. This shows the location of my house with the lines that indicate the height allowances.



I tried to find this map online so I could zoom in on our house and see the nearby property maximum heights. Obviously further east the maximum height would go down. There is a house across the street from us at 619 Columbia Drive that is a 2-story house and is at least 30 ft AMSL and perhaps more. I did not measure it, but I know both floors have at least 8 ft ceilings and it has a 4/12 pitched roof, so I can calculate that it is 30 AMSL at a minimum and likely about 33 AMSL. Then its back yard neighbor at 618 Channel Drive is another 2-story house and it is the same height or higher at the house at 619 Columbia. The front of the house at 618 Channel nearest the Approach is about 225 ft further east of my house and might actually be in the Approach Surface Area and not the Approach Transitional Surface Area. There are also tall trees around both of these houses closer to the airport.



This overhead view shows my house as the red dot and these two houses as the yellow dots. They are clearly more in the path of incoming aircraft than my house.

**This regulated height creates a hardship** for us to rebuild our houses after it flooded in the storm surge from Hurricane Helene.

It is my understanding that the Aviation Authority or Tampa International Airport or both have tightened up on grandfathered exceptions. I don't know when that started, but right now while

everyone on Davis Islands in a lower house is recovering and rebuilding from flooding is a horrible time to not allow exceptions and they need to be expedited exceptions.

As stated above, our existing house is higher than the 19 ft we were given as the height allowed on our property. I know that the whole property is not 19 ft, but I am assuming that is the lowest height at about the front of our house, the east edge closest to the approach. I could not find the map online to get the heights as they change every 8-10 feet.

Because of FEMA regulations, our house must be rebuilt above the flood plain. The regulated height on our property creates an extreme hardship for us. To build above the flood plain, the DFE – Designated Flood Elevation, the floor of the living space must be at least 12 feet AMSL. Even if we were to put on flat roof, that roof truss requires 2.5 feet to be structurally sound. *That leaves 4.5 feet for living space* and of course the is not inhabitable and not to code. Restricting the rebuilding of our house to 19 ft AMSL makes it impossible to build on this lot and makes the property worth NOTHING.

In an effort to rebuild above the flood plain as required **and mitigate future flooding into the house, as well as to make this mitigation project as affordable as possible, we are going to build new living space on top of our existing block wall.** We had an engineering report and our existing block wall will support the frame structure built on top of it. Building up to mitigate the flood risk on top of the existing block wall instead of tearing it all down and pouring a new foundation and new slab and build new block stem walls is a cost difference of about \$90,000 to do this the way our plans have been prepared compared to rebuilding from the ground up.

Our existing walls are 8 ft and the base floor is 6' 10" AMSL. After putting the thinnest floor trusses possible on the block wall in place of the existing pitched roof, then using a 3/12 new pitched roof, we are able to build a new house that complies with FEMA regulations at a height of 31 AMSL at the peak and 27 AMSL at each of the four corners. We have provided the plotting in Latitude and Longitude of those 4 corners and the east end of the peak, which is the closest to the approach of the runway.

We have been given an exception to build this height from the FAA and have sent that DETERMINATION OF NO HAZARD TO AIR NAVIGATION, Aeronautical Study No. 2025-ASO-1712-OE Dated 2/5/2025 along with this request for a variance.

**There is yet another hardship that this is imposing upon us.** The flood displaced us overnight on September 26<sup>th</sup>. We're living in temporary housing at a cost of about \$4,960 per month, not counting the cost of utilities at both houses. We've spent a little more than \$12,000 on engineering and architect to design a house that is as affordable to rebuild as possible while reusing the existing slab and block walls. We're ready to submit those plans to the City of Tampa for a permit and have already received the FAA determination letter which we have to do before submitting the initial application to Tampa International Airport. We thought we would have a permit by the end of February and have the repair/rebuild done by September. We have learned that this variance will take us until AT LEAST June 5<sup>th</sup> to get in front of the board and if approved at that time, that will be a 14-week delay costing us an additional approximate \$16,000 in temporary housing costs and delaying our return to our house until after Christmas 2025.

**The City of Tampa has set up an expedited permitting process for victims of the Hurricanes. I beg of you that you create an expedited review process and figure out how to grant our exception variance in a week or a month and not in 17 weeks.** We have

already lost all but 5 pieces of furniture (and two of those saved were plastic lawn chairs) and the majority of the contents of our home including all appliances. We were fortunate to have insurance that covers some of that, but we (and practically all of our neighbors) are going through a hardship already. **Please don't increase our hardship by restricting us** and not allowing a reasonable home to be repaired/rebuilt on our property. My company builds homes to sell. We have starter homes, and we have built 30+ ft (above ground level) McMansions that sell for \$2.5 to \$2.5 million dollars. We have built two of them on Davis Islands and worked with TIA on them. We suffered damage at multiple jobs sites during this same hurricane and again when Milton came a few days later. Our greatest damage by far was our personal residence. We are not asking to build a 5,000 sq ft McMansion that would sell for \$3 million. We are asking to rebuild our house that we bought for \$389,000 in 2016, about 9 years ago to a house that will be worth about \$750,000 in today's economy and will be safe from future flooding.

**Our hardship is catastrophic if we cannot build this house, and our hardship is still significant if we can't get permission to build this house until June.**

In addition to this Height Restriction regulation imposing a hardship on us by making our property worthless (Literally unbuildable and worth nothing), it is further noted that granting the variance to build to 31 ft AMSL that has already been granted by the FAA. Giving us **this clearance will in no way "Create a substantial adverse effect on the utility of Peter O Knight Airport"**. There have been trees surrounding our house well above this height for years and there are 2 houses directly due east of our house that are taller and closer to the Approach area if not in it.

In fact, **this project as approved by the FAA** in the Determination of No Hazard **will improve the condition**. The variance granted by the FAA requests that *"Existing trees, or newly planted trees should be managed on the property as to not exceed the height of this FAA determination letter."* We will be lowering or removing three trees surrounding our house. One is on our property and two are on the city right of way. They are currently higher than the height we are requesting to build our house, and we have agreed to maintain these and all trees to a higher no greater than the structure we will build. While this does not help with the two houses to our east that are closer to the approach and taller than both our existing house and our proposed house, we will be improving the height of obstructions on our property.

The FAA tried to offer a solution to our height exception that did not require putting a red light on the peak of our roof. We are NOT OPPOSED to having a red light on our roof peak. If we had that and did not remove the trees, the red light would not be visible until you were almost on top of it, but with our proposed plan the area will have more clearance and be more clearly marked than it is now.

We look forward to a favorable decision to allow us to proceed with rebuilding our flooded house. We welcome a variance that is consistent with other government entities trying to assist in rebuilding after the flood of Hurricane Helene.

**We hope that there is some way that can be determined that this variance be granted in less time than 17 weeks.** If we were asking to build up on our house and we were living there until we got a favorable response that exception would not be necessary. **If we started remodeling our house without asking these questions it would be our own doing that made us displaced to temporary housing and that could be blamed on it. It was a disaster that displaced us and forced all this action on us.** It happened to hundreds of people at the same time making finding temporary housing extremely difficult.

**We beg you to find some way to allow this variance to be granted sooner. Since a presentation to the board is part of the normal circumstances, I would be willing to video a presentation and send it to you so that you can email it to the board and allow them to vote on it prior to the next board meeting of June 5<sup>th</sup>.** And if there is another meeting – or more than one meeting prior to the one on June 5<sup>th</sup>, I ask that in these extraordinary circumstances, an exception to the regular process for being added to a board meeting agenda be made so that I could present at the next board meeting.

Please let me know if there is anything else you need to move this forward ASAP.

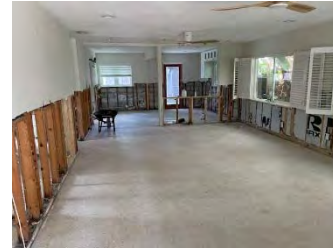
Sincerely yours,



Jerry Britt  
Homeowner  
618 Columbia Dr.  
Tampa FL 33606



Jerry and Susan



Our living room and kitchen from our front door

Accompanying this Narrative to our Petition for Variance is:

- Petition for Variance Application
- Multiple Point Templet.xls
- Aeronautical Study No. 2025-ASO-1712-OE - DETERMINATION OF NO HAZARD TO AIR NAVIGATION.pdf
- Elevation of house proposal from Architect denoting the 31 ft AMSL height
- Aviation Authority-Permit Application 2021a – that we have already sent to you, but sending it here together with this for your convenience.