



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.

834 S Davis Blvd new residential construction of single family home. Due to Flood zone need height approved at 48 AMSL. 1st floor is uninhabitable due to flood zone and LIMWA. Home next door is new build and similar height. FAA has determined this would not create any obstruction for the airport.

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 : 04/30/2025 Nearest Airport: Peter O' Knight Overall Height (AMSL): 48

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: Joshua Barger

Signature of Authorized Representative:  Date: 04/30/2025

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

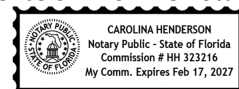
STATE OF FLORIDA, COUNTY OF Miami-dade This notarial act was an online notarization.
Sworn to (or affirmed) and subscribed before me by means of ☐ physical presence or ☒ online notarization, this 30th day of April, 2025, by JOSHUA LEE BARGER

Notary

Signature

Personally Known ☐ OR Produced Identification ☒ Type of Id Produced Drivers License

(NOTARY SEAL)



Signer personally appeared by online notarization and produced identification via OnlineNotary.us

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2025-50

FAA Study Number: 2024-ASO-7611-OE

Associated Aeronautical Study Numbers: NA

FDOT Concurrence: Yes ☐ No ☐ Waived ☐ n accordance with Resolution No. _____

Approved by Board of Adjustment Chairman

Date



AVIATION AUTHORITY
*** PERMIT APPLICATION ***

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

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

Project Name \ Description:

834 S Davis Blvd new construction residential single family

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
Temporary (Crane/Equip.) ☐ 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: Joshua Barger

Contact Person for Requested Activity: Joshua Barger

Phone: 214-549-2713

Project Location: 834 S Davis Blvd

Email: joshua@bargerequitygroup.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.

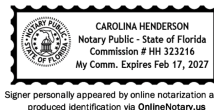
Printed Name of Authorized Representative: Joshua Barger

Signature of Authorized Representative:  Date: 4/30/2025

STATE OF FLORIDA, COUNTY OF Miami-dade This notarial act was an online notarization.

Sworn to (or affirmed) and subscribed before me by means of ☐ physical presence or ☒ online notarization, this 30th day of April, 2025 by JOSHUA LEE BARGER

(NOTARY SEAL)



Notary Signature 

Personally Known _____ OR Produced Identification X Type of Id Produced Drivers License

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. 2025-50

Variance Required: Yes

FAA Study Number 2024-ASO-7611-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 _____

Review Summary

Airport Study Number

2025-50

Permit Number

2550

Maximum Height - AMSL

48

Approval Date

Expires

1/17/2026,

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 will penetrate the Transitional Surface of RW 04-22 at TPF. No hazard idnetified as long as conditions are followed. No IFR or Navaid impacts identified.

Coordination with ATCT:

No

Emergency Use

No

Objects affecting Navigable

Yes

Airspace

Coordination with Operations:

Yes

Hazard Marking and/or Lighting

Yes

Exceeds Supportive Screening Criteria

Yes

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or within 5 days after the construction reaches its greatest height.The petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.Installation equipment (Crane) exceeding 48' 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 proposed home must be informed that the structure lies within the primary transitional surface to runway 4-22 at Peter O Knight Airport and occupants may be subjected to overflight, 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.The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Study 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. Exhibit B identifies controlling surfaces that must be maintained 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.

Recommended Approval

Yes

**HILLSBOROUGH COUNTY AVIATION AUTHORITY
BOARD OF ADJUSTMENT**

IN THE MATTER OF:

Petition for Variance on behalf of

Airport Study No. 2025-50

Joshua Barger

RECOMMENDED ORDER

THIS MATTER was heard on June 19, 2025, by SCOTT I. STEADY, Hearing Officer for the Board of Adjustment of the Hillsborough County Aviation Authority, upon the Petition for Variance filed on behalf of Joshua Barger ("Petitioner").

At the hearing, the Hillsborough County Aviation Authority ("Authority") was represented by Michael Kamprath, Esquire and Jeff Siddle, Vice President of Planning and Development. The Authority presented testimony from Anthony Mantegna, Sr. Manager of Planning. Testimony on behalf of Petitioner was presented by Joshua Barger. Petitioner's application for the variance with supporting testimony concerning the proposed building was received in evidence. Based upon the testimony and evidence presented, the following Findings of Fact, Conclusions of Law, and Recommendations are entered:

FINDINGS OF FACT

1. In April, 2025, Petitioner filed a Petition for Variance requesting a variance for a building to be built at 834 S. Davis Blvd., Tampa, Florida. The building will reach a maximum height of 48 feet AMSL.
2. The nearest airport to Petitioner's proposed building is the Peter O. Knight Airport (the "Airport"), and it will be approximately .3 NM from the Airport.

3. Petitioner's proposed building requires a variance because it will exceed the Obstruction Standards for the Peter O. Knight Airport for Runway 4-22 Primary Transitional Surface . A variance of up to 17 feet is required.

4. Prior to filing this Petition, Petitioner received Determinations of No Hazard to Air Navigation issued by the Federal Aviation Administration ("FAA") dated July 17, 2024, which found that the proposed building does exceed obstruction standards but would not be a hazard to air navigation provided that the proposed building is to be marked/lighted with exterior uplighting and 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 restore, notify the same number.

5. The FAA's Determinations of No Hazard to Air Navigation expires on 1/17/2026, unless extended, revised or construction has started-

6. FDOT was given the opportunity to evaluate the Permit request and found it to be technically consistent with Florida Statutes.

7. Authority staff has reviewed Petitioner's request for the variance and recommends approval, subject to conditions as stated below.

CONCLUSIONS OF LAW

8. The Hillsborough County Aviation Authority has established the Board of Adjustment and adopted Airport Zoning Regulations on April 5 2022 (the "Airport Zoning Regulations") in accordance with Sections 333.03 and 333.09, Florida Statutes, and Section 6(2)(x) and (y) of Chapter 2022-252, Laws of Florida.

9. The Board of Adjustment has jurisdiction over this matter and the authority to consider requests for variances from Airport Zoning Regulations pursuant to Sections 7.04 and 7.06 of Airport Zoning Regulations.

10. Section 3.08 of the Airports Zoning Regulations sets forth the criteria for approval or disapproval of airport height zoning permits. In order to receive a permit, a proposed structure must conform to the height requirements of Section 3.05 and the standards in Section 3.06 of the Airport Zoning Regulations. Any permit application that does not meet the requirements of Section 3.05 and the standards set forth in Section 3.06 must file a Petition for Variance.

11. Section 7.06 of the Airport Zoning Regulations provides that a variance may be granted by the Board of Adjustment if the application of these Airport Zoning Regulations to the Petitioner's property would create an unnecessary hardship; special conditions exist which are peculiar to the property; or, if relief will not cause substantial adverse effect on the utility of the Airport. A variance may be allowed subject to reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of the Airport Zoning Regulations and Chapter 333, Florida Statutes

12. The FAA has issued Determinations of No Hazard to Air Navigation, subject to recommended conditions. The Authority staff has recommended approval of a variance, with conditions.

13. The regulated height would not allow the proposed building to be built as proposed.

14. Based on the testimony and evidence presented, the Hearing Officer finds and concludes that:

- a) The application of the applicable Airport Zoning Regulations to Petitioner's property/structure would create an unnecessary hardship.
- b) Special conditions and circumstances exist which are peculiar to the property/structure which are not applicable to other similarly situated property/structures.
- c) The variance as granted (subject to the conditions enumerated herein) will not cause substantial detriment to the public good, impair the purposes and intent of the Airport Zoning Regulations or have a substantial adverse effect on the utility of the Airport.

RECOMMENDATION

Based upon the foregoing Findings of Fact and Conclusions of Law, it is:

RECOMMENDED that the Board of Adjustment APPROVE the Variance requested by Petitioner with the following conditions:

- A. Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.
- B. E-File FAA form 7460-2 with the FAA if the project is abandoned or within five (5) days after the construction reaches its greatest height.
- C. The Petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.
- D. Installation equipment (Crane) exceeding 48' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.
- E. Any glint or glare issues identified from this project must be mitigated by the Petitioner to the satisfaction of the Aviation Authority to avoid adverse impacts to aviation.

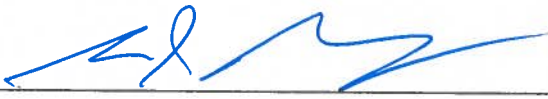
F. Occupants and/or owners of the new home understand that the location of the structure lies within the primary transitional surface to runway 4-22 at Peter O. Knight Airport and occupants may be subjected to aircraft overflight, noise, and/or light from aircraft.

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

H. The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Study 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.

I. Exhibit B identifies controlling surfaces that must be maintained 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.

DONE AND ENTERED on this 1st day of July, 2025, in Tampa, Hillsborough County, Florida.



SCOTT I. STEADY, Hearing Officer
Board of Adjustment
Hillsborough County Aviation Authority
Florida Bar No. 0614173
Burr & Forman LLP
201 N. Franklin Street, Suite 3200
Tampa, FL 33602
813/367-5719
ssteady@burr.com

Copies furnished via email to:

Michael Kamprath, Assistant General Counsel
Hillsborough County Aviation Authority
P.O. Box 22287
Tampa, FL 33622
mkamprath@TampaAirport.com

Joshua Barger
joshua@bargerequitygroup.com

Airport Study Number:
2025-50

CONDITIONS

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

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

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

Installation equipment (Crane) exceeding 48' 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 proposed home must be informed that the structure lies within the primary transitional surface to runway 4-22 at Peter O Knight Airport and occupants may be subjected to overflight, 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.

The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Study 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.

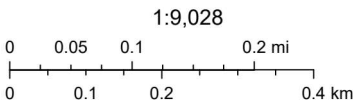
Exhibit B identifies controlling surfaces that must be maintained to remain in compliance with this permit. The property owner will be responsible for maintaining airspace clearances on all new development and objects of natural growth not covered under this variance request.

Distance from ARP



5/1/2025, 10:51:33 AM

- 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

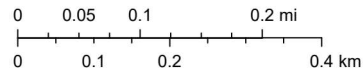
RW 4-22 Transitional Surface



5/1/2025, 10:52:49 AM

1:9,028

- Override 1
- Override 1
- Airspace - TPF_P77_19_Dissolve
- 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_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_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

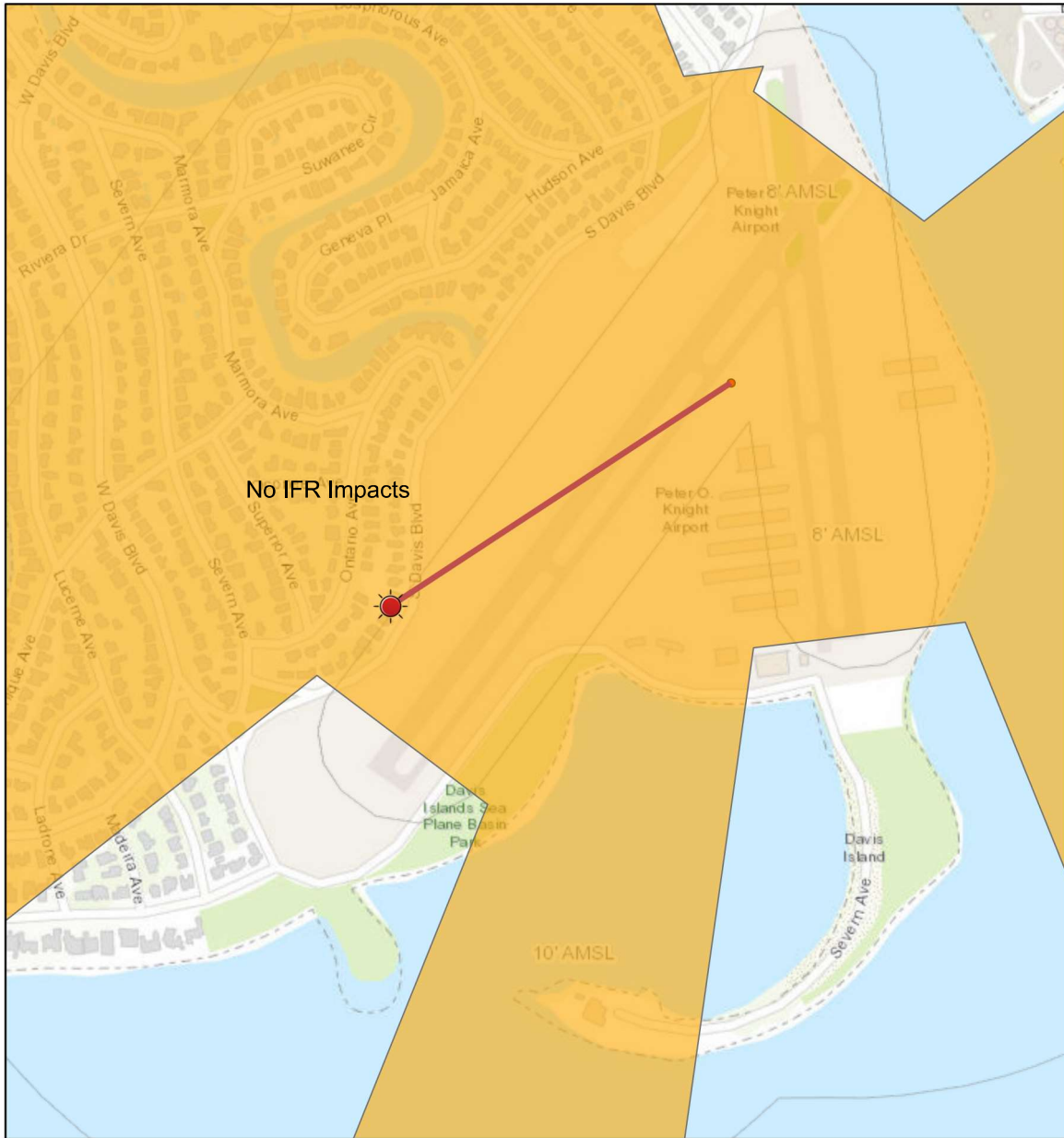


University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Tony Mantegna

ArcGIS Web AppBuilder

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

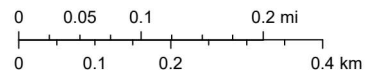
Hazard Prevention Zone 3



5/1/2025, 10:54:24 AM

1:9,028

-  Override 1
-  Override 1
-  Hazard Protection Zones - HP-3
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



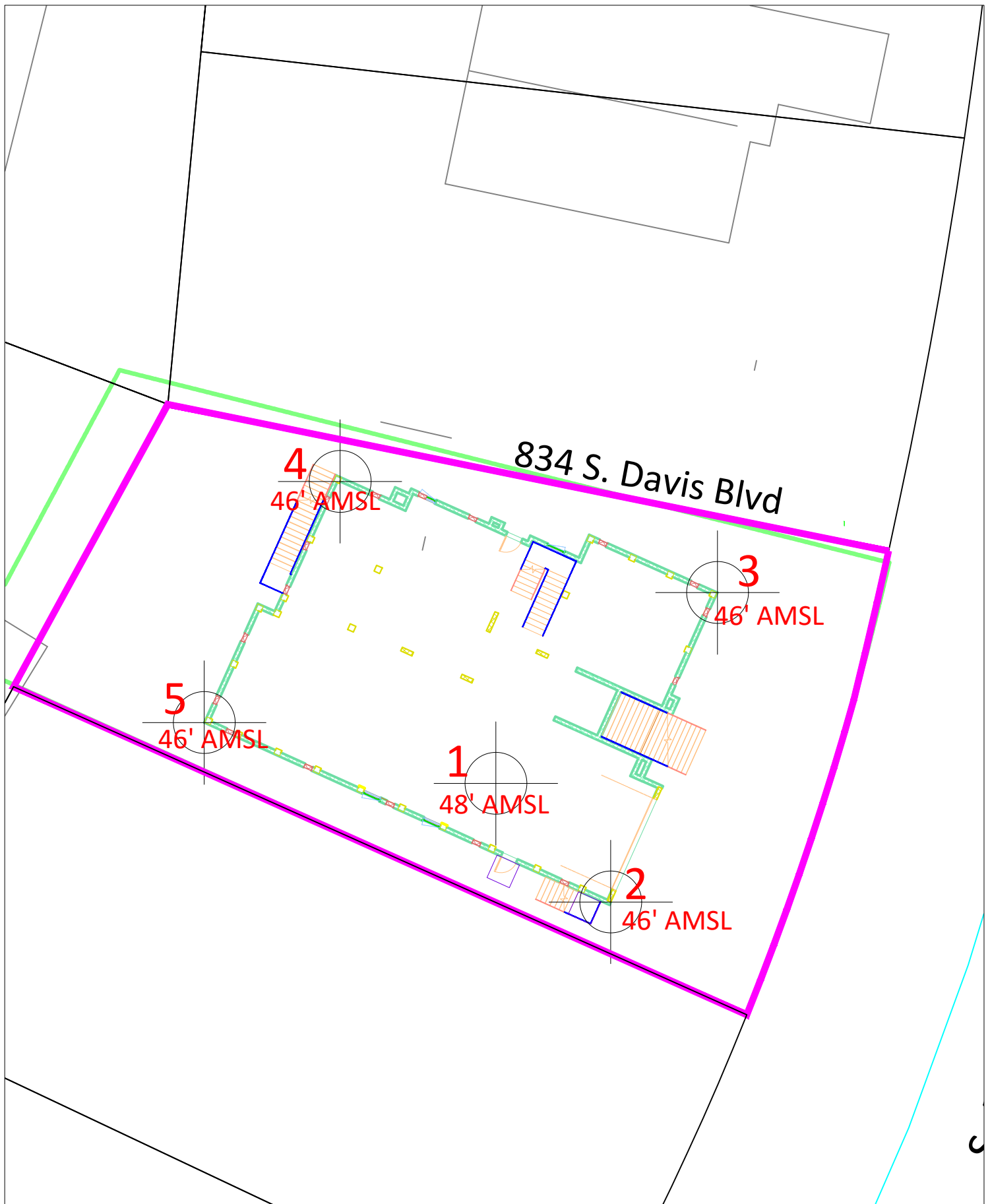
University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Tony Mantegna

Project Point Data Table

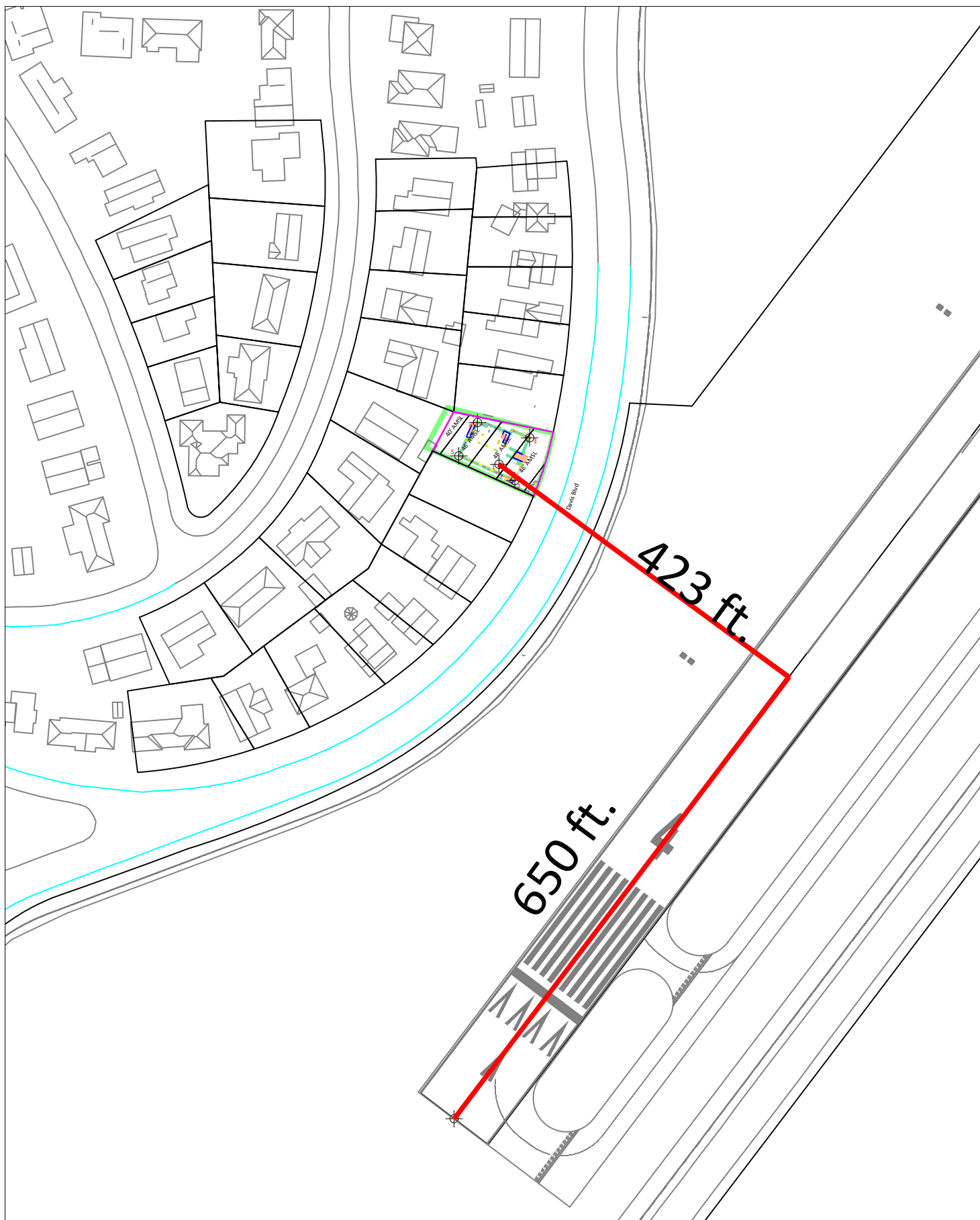
Exhibit A

[illegible]

Point Locations



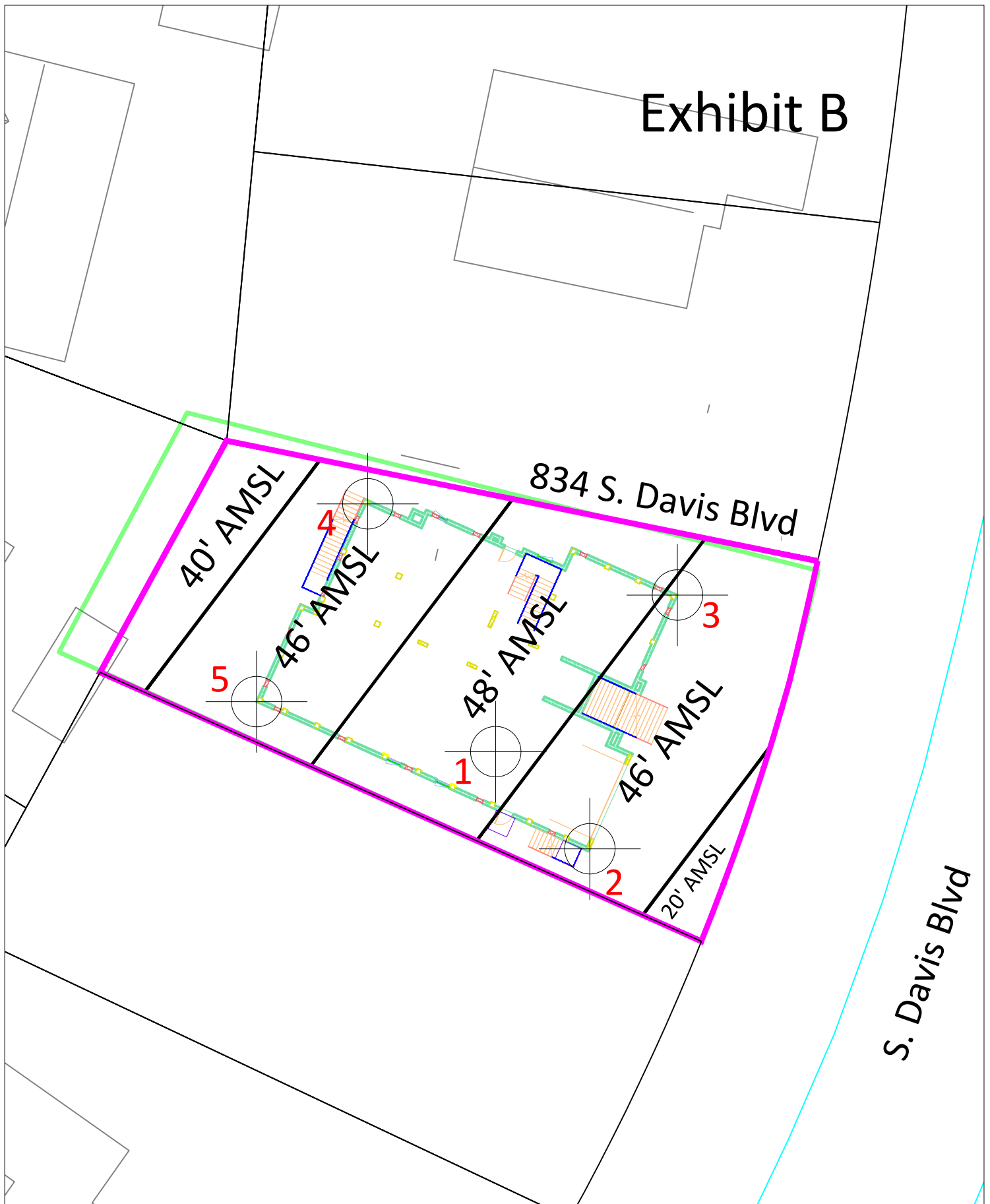
Distance from Runway end



Part 77 - Transitional Surface



Property Height Limitations



THIS PROJECT IS IN A FLOODPLAIN - ZONE Coastal A
Bottom of the lowest horizontal structural member required to be at or above the Design Flood Elevation (DFE)

DO NOT SCALE THESE DRAWINGS CONSULT WITH ARCHITECT FOR ANY DIMENSIONS NOT PROVIDED

MEYER WEITZMAN, AIA
ARCHITECT
4102 West Millen Avenue
Tampa, Florida 33609
(813) 966-5872

THIS PROJECT IS IN A FLOODPLAIN - ZONE Coastal A
Bottom of the lowest horizontal structural member required to be at or above the Design Flood Elevation (DFE)

MEYER WEITZMAN, AIA
ARCHITECT
4102 West Millen Avenue
Tampa, Florida 33609
(813) 966-5872

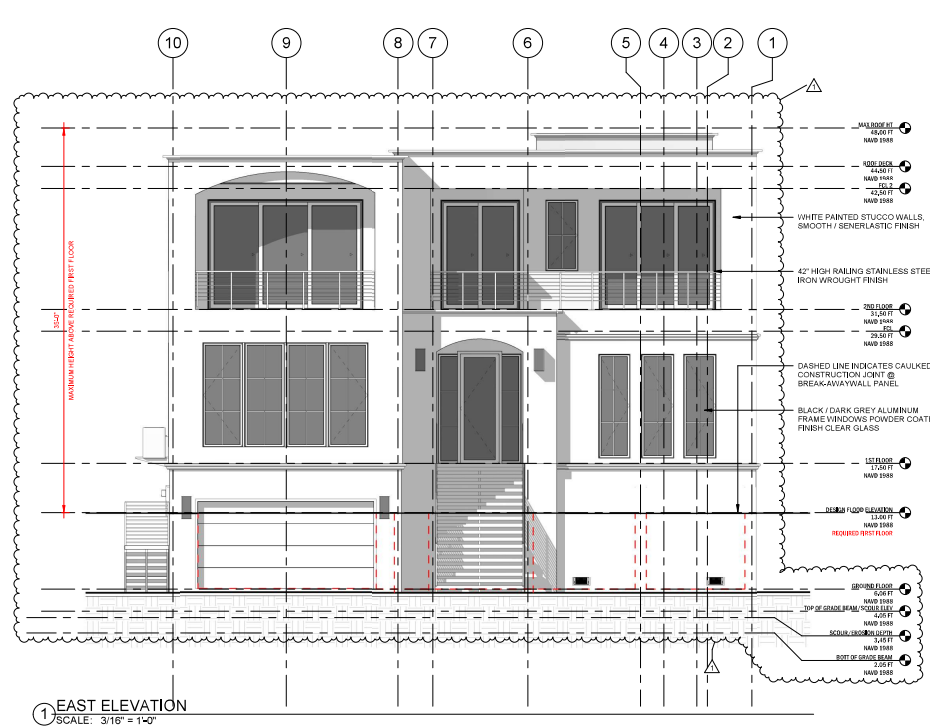
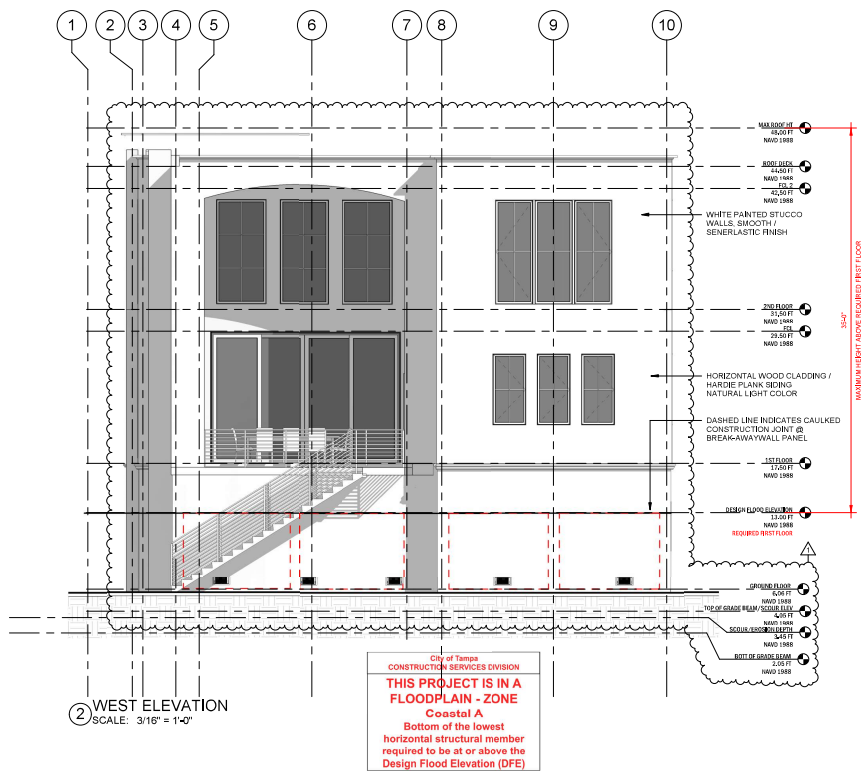
No.	Describe	Date
1	PRELIM COMMENTS	06-11-24

JOSHUA BARGER

BARGER RESIDENCE
EXTERIOR ELEVATIONS

Project Number 2403
Date 06-11-24

A5.1
Scale As indicated



FLOOD CONSTRUCTION NOTES:

- ALL CONSTRUCTION BELOW THE DESIGN FLOOD ELEVATION 13.0' NAVD 88 SHALL BE OF FLOOD RESISTANT MATERIALS.
- ALL MECHANICAL, ELECTRICAL, AND PLUMBING EQUIPMENT SHALL BE LOCATED ABOVE THE DESIGN FLOOD ELEVATION OF 13.0' NAVD 88 IN ACCORDANCE WITH ASCE 24. ELECTRICAL, MECHANICAL, AND PLUMBING SYSTEM COMPONENTS ARE NOT TO BE MOUNTED ON OR PENETRATE THROUGH WALLS THAT ARE COLORED TO BREAK AWAY UNDER FLOOD LOADS.
- RESISTANT TREATED LUMBER (PTL)** WOOD REFERRED TO AS TREATED (OR P.L.) SHALL BE TREATED WITH WATERBORNE PRESERVATIVES IN ACCORDANCE WITH ANPA STANDARD UCL. REQUIREMENTS LISTED IN TABLE ON COVER SHEET, PRESUMING TO BE USED: MICROBICID COPPER AZOLE (MCA) OR APPROVED EQUAL.



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

Aeronautical Study No.
2024-ASO-7611-OE

Issued Date: 07/17/2024

Joshua
Joshua Barger
440 North Kimball Avenue
Southlake, TX 76092

**** 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 834 S Davis
Location:	Tampa, FL
Latitude:	27-54-46.82N NAD 83
Longitude:	82-27-14.09W
Heights:	6 feet site elevation (SE)
	42 feet above ground level (AGL)
	48 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 with exterior uplighting.

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.

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 01/17/2026 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 16, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on August 26, 2024 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. Any questions regarding your petition, 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, 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 Darin Clipper, at (404) 305-6531, or darin.clipper@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASO-7611-OE.

Signature Control No: 618561563-627472268

(DNH)

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2024-ASO-7611-OE

The proposed single-family residence, constructed to a height of 42 feet (ft.) above ground level (AGL) / 48 ft. above mean sea level (AMSL), would be located approximately 770 ft. north of the Runway (RWY) 04 approach end near the Peter O' Knight Airport (TPF) airport, Tampa, FL.

The proposal was identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to TPF 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 by 17 ft.

The proposal does not penetrate the visual flight rule (VFR) traffic pattern airspace (TPA) as applied to visual approach runways at TPF.

In response to Notice of Preliminary Finding letters issued June 6, 2024, a request for circularization was received from the project sponsor the same day. No comments were received as a result of public circularization.

The prime objective of the FAA in conducting aeronautical studies is to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft.

Title 14 CFR Part 77 Obstruction Standards are used to screen the many proposals submitted to the FAA for aeronautical evaluation in order to identify those which have an adverse effect as outlined in FAA Order JO 7400.2 series, Procedures for Handling Airspace Matters, Chapter 6, Section 6-3-3. Further aeronautical study assists in determining if a proposal would have substantial adverse effect on a significant volume of activity or have a physical or electromagnetic radiation effect on the operation of air navigation facilities and/or warrant further aeronautical study. Exceeding a Part 77 obstruction standard often triggers a formal aeronautical study, which in this case, required the proposal to be circularization to the public for comment. Exceeding a Part 77 standard does not always constitute a hazard to air navigation, as a mitigation such as obstruction marking, and lighting may be deemed an appropriate measure to promote aviation safety.

After a thorough FAA review of all submitted information for aeronautical analysis/evaluation, it was determined there would be no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes, aeronautical procedures, or to any aeronautical facilities as it relates to either current or future runway extensions or proposals at TPF or at any other known public use or military airport. Information on the proposal will be forwarded for appropriate aeronautical charting consideration.

Study for possible VFR effect disclosed the proposals would still exceed Section 77.19 (e) but would not conflict with airspace required to conduct normal VFR traffic pattern and/or visual approach operations at TPF nor would the proposal conflict with any other known public use or military airports or heliports.

The proposal was shown to have no effect requiring a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions for either fixed wing aircraft or helicopters. Therefore, at height not to exceed 42 ft. AGL, the proposal would not have any substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, or minimum flight altitudes in the vicinity of this location.

Obstruction marking and Lighting is recommended, a ground uplighting system outlining the highest point/area, to make the proposal more conspicuous to airman should circumnavigation become necessary.

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.

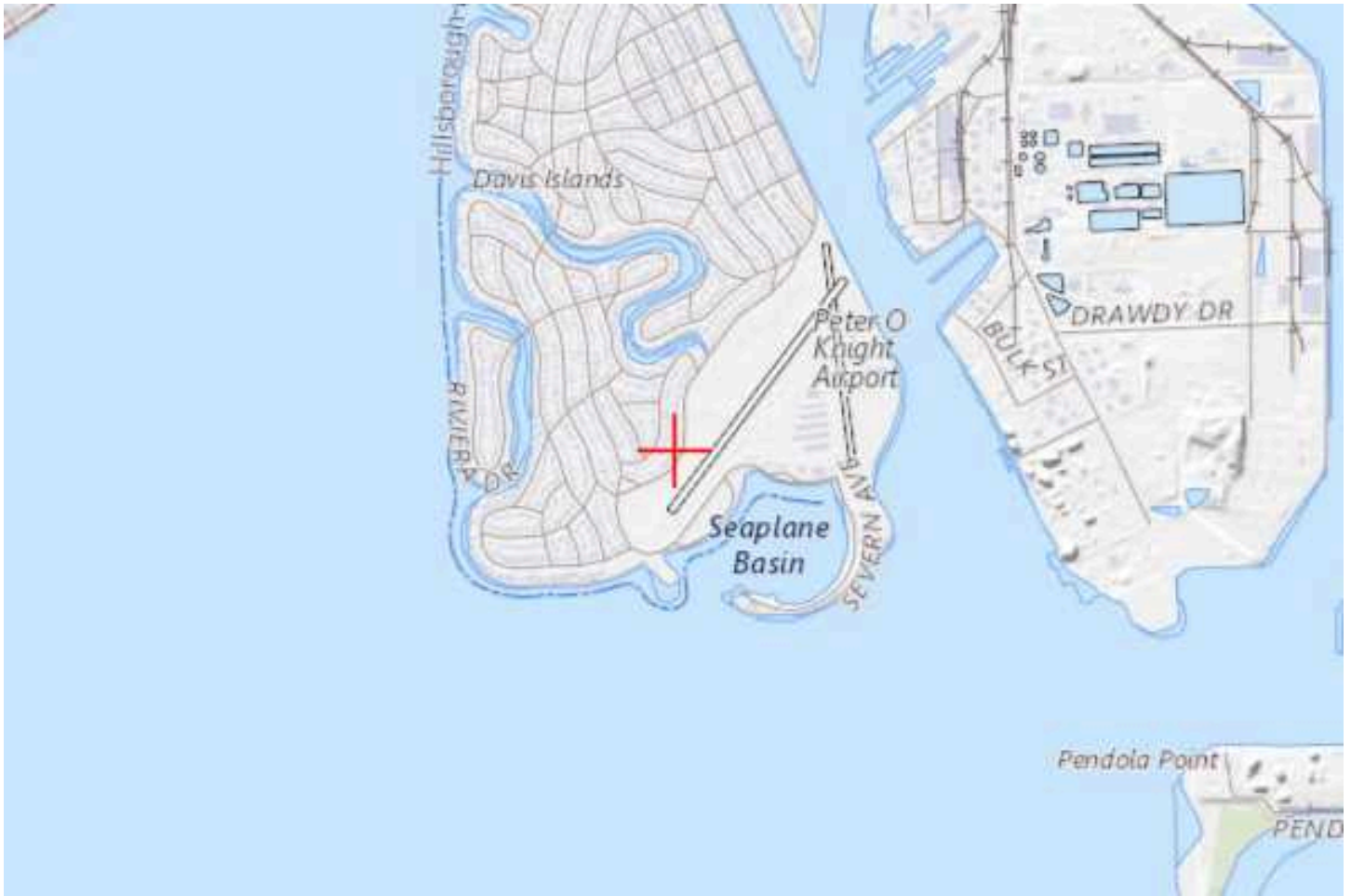
Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination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

Cautionary Advisory

The proposals are in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Note 1: Above ground level height reduced from 48 ft. to 42 ft. by the project sponsor.

Note 2: If it will require a temporary crane to build the proposal, the temporary cranes must also be e-filed with the FAA at least 90-120 days in advance of needing the cranes on site if operating above the approve AGL height of the residence.





**BASE FLOOD ELEVATION = +12' HAWAII
FREEMAN RESIDENTIAL TANKA-1-10
2020 FLOOD ELEVATION = +12' HAWAII**

**ALL ELECTRICAL, MECHANICAL, AND
PLUMBING SHALL BE 1/2" OF 1/2"**

**BASE FLOOD ELEVATION = +12' HAWAII
FREEMAN RESIDENTIAL TANKA-1-10
2020 FLOOD ELEVATION = +12' HAWAII**

**ALL ELECTRICAL, MECHANICAL, AND
PLUMBING SHALL BE 1/2" OF 1/2"**

**DO NOT SCALE THESE
DRAWINGS. CONSULT WITH
ARCHITECT FOR ANY
DIMENSIONS NOT PROVIDED**

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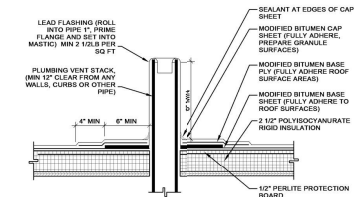
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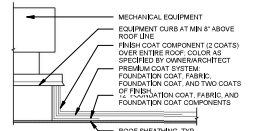
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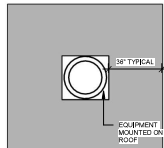
**DO NOT SCALE THESE
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5 DETAIL AT VENT STACK PENETRATION
SCALE: 1 1/2" = 1'-0"

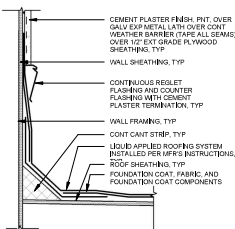


SECTION AT EQUIPMENT MOUNT

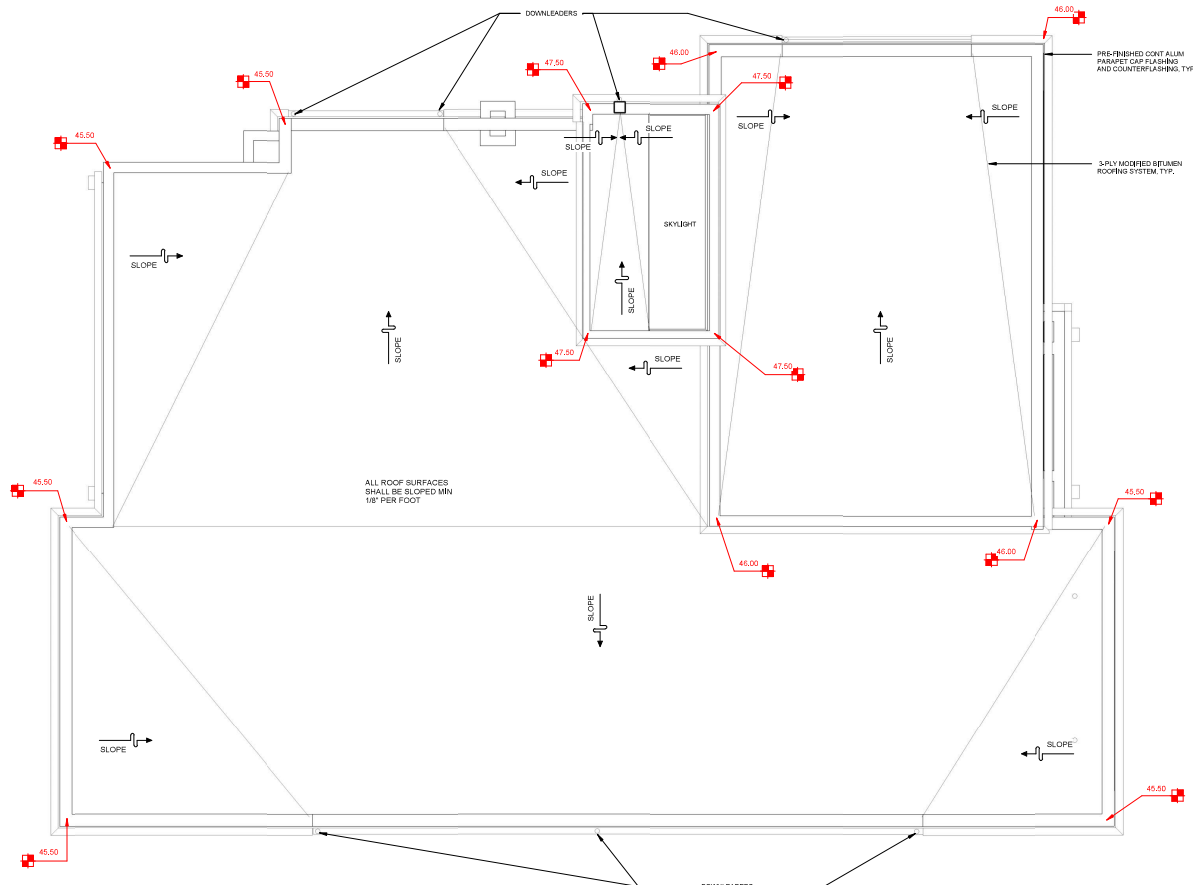


PLAN AT EQUIPMENT MOUNT

4 ROOF DETAIL - MECH EQUIPMENT CURB
FLASHING
SCALE: 3/4" = 1'-0"



2 ROOF DETAIL - WALL TO ROOF FLASHING
SCALE: 1 1/2" = 1'-0"



1 ROOF PLAN
SCALE: 1/4" = 1'-0"

Project Number 2403

Date 06-11-24

A9.1

Scale As indicated

Scale As indicated

Scale As indicated

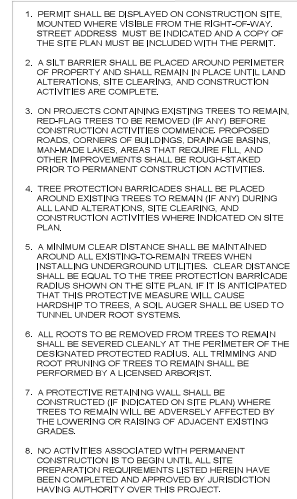
Scale As indicated

FLOOD PROTECTION NOTES:

1. ALL CONSTRUCTION BELOW THE DESIGN FLOOD ELEVATION 13.0' NAVD 88 SHALL BE OF FLOOD RESISTANT MATERIALS.
2. ALL MECHANICAL, ELECTRICAL, AND PLUMBING EQUIPMENT SHALL BE LOCATED ABOVE THE DESIGN FLOOD ELEVATION OF 13.0' NAVD 88 IN ACCORDANCE WITH SECS. 24, ELECTRICAL, MECHANICAL, AND PLUMBING SYSTEM COMPONENTS ARE NOT TO BE MOUNTED ON OR PENETRA THROUGH WALLS THAT ARE DESIGNED TO BREAK AWAY UNDER FLOOD LOADS

3. PRESSURE TREATING LUMBER (P.T.) SHALL BE TREATED TO WATERBORNE PRESERVATIVES IN ACCORDANCE WITH NADP STANDARD 4. A REQUIREMENT IS LISTED IN TABLE ON COVER SHEET, PRESERVATIVE TO BE USED: MICRONIZED COPPER AZOLE (MCA) OR APPROVED RAL

- [illegible]



	EXISTING GRADE ELEVATION
	NEW GRADE ELEVATION
	EXISTING GRADE/CONTOUR LINE TO REMAIN (ELEVATION AS INDICATED)
	EXISTING GRADE/CONTOUR LINE TO BE RELOCATED
	NEW GRADE/CONTOUR LINE LOCATION (ELEVATION AS INDICATED)
	UNIFORM GRADE SLOPE DIRECTION (SLOPE AS INDICATED, IF APPLICABLE)
	DRY WELL
	DISCHARGE STRUCTURE ("BUBBLER")
	DRAINAGE INLET ("YARD DRAIN")
	DECK DRAIN
	INFILTRATION BASIN
	NEW UNDERGROUND NON-PERFORATED STORM DRAINAGE PIPE. SEE AS INDICATED
	NEW UNDERGROUND PERFORATED STORM DRAINAGE PIPE, WRAPPED IN FILTER FABRIC. SIZE AS INDICATED
	NEW CONCRETE WALKS/SLABS (U.N.O.)
	NEW PAVERS (PATTERN AS INDICATED)
	EXISTING FENCE TO REMAIN
	EXISTING FENCE TO BE REMOVED
	OTHER SITE OBJECTS TO BE REMOVED
	PROPERTY LINE
	SETBACK LINE
	EXISTING TREE TO REMAIN (SPECIES AS INDICATED)
	EXISTING TREE TO BE REMOVED (DIAMETER AND SPECIES AS INDICATED)

SITE PLAN LEGEND

**DO NOT SCALE THESE
DIMENSIONS. CONSULT WITH
ARCHITECT FOR ANY
CHANGES NOT PROVIDED**



MEYER WEITZMAN, AIA
AA01718
 06-11-24

**EXHIBIT TO THE REST OF AN
 EXHIBIT WHERE THESE DIMENSIONS
 COMPLY WITH ALL RELEVANT
 BUILDING CODES.**



**MEYER WEITZMAN
 ARCHITECTURE**
 4102 West Indian Avenue
 Tampa, Florida 33609
 813.906.5912

**THESE DIMENSIONS ARE TO BE
 USED FOR THE CONSTRUCTION OF
 THE ARCHITECTURE. NO PART OF THE
 ARCHITECTURE SHALL BE REPRODUCED
 OR TRANSMITTED IN ANY FORM OR
 BY ANY MEANS, ELECTRONIC OR
 MECHANICAL, WITHOUT PERMISSION
 IN WRITING FROM MEYER WEITZMAN
 ARCHITECTURE.**

No.	Quantity	Units
1	PERMIT	24
2	TEMPORARY	24
3	PERMIT	24
4	CONCRETE	24
5	CONCRETE	24
6	CONCRETE	24
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8	CONCRETE	24
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99	CONCRETE	24
100	CONCRETE	24

JOSHUA BARGER

BARGER
RESIDENCE

SITE PLAN

Project Number		240
Date		06-11-20
A1.1		
Scale		As indicated

City of Tampa
CONSTRUCTION SERVICES DIVISION

**THIS PROJECT IS IN A
FLOODPLAIN - ZONE
Coastal A**

Bottom of the lowest
horizontal structural member
required to be at or above the
Design Flood Elevation (DFE)

RATIO: 4.798 / 8.712 = 55.1%

SITE LEGEND
SCALE: 1/8" = 1'-0"

Tony Mantegna

From: Durwin, James <James.Durwin@dot.state.fl.us>
Sent: Wednesday, May 21, 2025 1:10 PM
To: Tony Mantegna
Cc: Michael Kamprath; Jeff Siddle; Roberts, David
Subject: FW: Permit request in accordance with Chapter 333

CAUTION: This is an external email. Do NOT click links or open attachments unless you recognize the sender and know the content.

Hello Tony,

In accordance with your request for an evaluation of the above referenced Height Zoning Permit Request for the Hillsborough County Aviation Authority and in accordance with s. 333.025(4) Florida Statutes, we are providing the following comments for your consideration:

COMMENTS OF FLORIDA DEPARTMENT OF TRANSPORTATION PURSUANT TO
SECTION 333.025(4), FLORIDA STATUTES ON PETITION/ APPLICATION FOR AIRPORT
OBSTRUCTION ZONING PERMIT APPLICATION

Political Subdivision: Hillsborough County Aviation Authority

FAA Study: 2024-ASO-7611-OE
Airport Study Number: 2025-50
Project: House 834 S Davis Blvd
Location: 834 S Davis Blvd Tampa, FL 33606
Date of Receipt: May 21, 2025 (by email)
Date Comments Sent: May 21, 2025 (by email)

Political Subdivision Representative: Tony Mantegna
Applicant: Joshua Barger representative for 834 S Davis Blvd Tampa, FL 33606
RE: New residential single family home construction at 834 S Davis Blvd Tampa, FL 33606

FAA Determination(s): 2024-ASO-7611-OE (submitted with application).

SUMMARY: Based upon the following, the Florida Department of Transportation (Department) finds the above referenced airport obstruction zoning permit application technically consistent with s. 333.025(4), Florida Statutes, as set forth below.

REVIEW REQUIREMENT: Upon receipt of a complete permit application, the local government shall provide a copy of the application to the Department's Aviation Office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. Section 333.025(4), Florida Statutes (F.S.), provides the Department a 15-day review period, following receipt of a

complete permit application from the local government by certified mail, for the construction or alteration of an obstruction which must run concurrently with the local government's permitting process, to evaluate technical consistency with s. 333.025(4), F.S. The following Comments are intended to comply with this requirement.

REVIEW STANDARDS: Section 333.025(4), F.S. requires the evaluation of airport obstruction zoning permit applications for technical consistency with the requirements of s. 333.025, F.S. The Department has received and reviewed the above referenced airport obstruction zoning permit application and attachments, if any, from the Political Subdivision, for technical consistency in accordance with s.333.025(4), F.S., regarding the construction or alteration proposed by the Applicant. These Comments are not intended as legal advice and are non-binding evaluations solely for the consideration of the Political Subdivision with regard to the permit application.

EVALUATION

Section 333.025(4) provides, in part, that if political subdivisions have, in compliance with this chapter, adopted adequate airport protection zoning regulations, placed such regulations on file with the Department's Aviation Office, and established a permitting process, a permit for the construction or alteration of an obstruction is not required from the Department.

COMMENTS

The Political Subdivision's submittal of the airport obstruction zoning permit application to the Department's Aviation Office is accepted as a representation by the Political Subdivision that:

1. The Political Subdivision is in compliance with Chapter 333 [Whether the Political Subdivision has complied with Chapter 333 requires a legal evaluation beyond the scope of this Comment and it is left to the determination of the Political Subdivision]; and
2. The Political Subdivision has adopted adequate airport protection zoning regulations [Whether the political subdivision has adopted adequate airport protection zoning regulations is a legal determination beyond the scope of this Comment and is left to compliance by the Political Subdivision]; and
3. The Political Subdivision has placed such regulations on file with the Department's Aviation Office [The Department's records reflect that the Political Subdivision has placed certain airport protection zoning regulations on file with Department's Aviation Office however it is undetermined if such regulations are in compliance with Chapter 333]; and
4. The Political Subdivision has established a permitting process [Submission of an airport obstruction zoning permit application reflects the existence of a permitting process – it is noted that the application required appropriate information and documents for evaluation of a permit application including documentation showing compliance with the federal requirement for notification of proposed construction or alteration of structures and valid aeronautical studies. The adequacy of the permitting process is beyond the scope of these Comments and is left to compliance by the Political Subdivision. The intent of the Comments is to evaluate the Political Subdivision's compliance with the requirements of s. 333.025(4). Whether the compliance is legally adequate is the responsibility of the Political Subdivision].

Section 333.025(4) also provides, in part, that:

- Upon receipt of a complete permit application, the local government shall provide a copy of the application to the Department's Aviation Office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. [The Department notes receipt of the permit application by email on May 21, 2025].

- To evaluate technical consistency with this subsection, the Department shall have a 15-day review period following receipt of the application by certified mail, which must run concurrently with the local government permitting process. [The Aviation Office has received the permit application, evaluated technical consistency as set forth herein and provided its Comments within 15 days after receipt of the permit application by email].

In view of the foregoing, it is demonstrated that the Political Subdivision has substantially complied with the requirements of s. 333.025(4), Florida Statutes and is entitled to proceed with the permitting process in accordance with its airport zoning regulations. The Department accepts the filing of the Airport Obstruction Zoning Permit Application with the Aviation Office as a representation that the Political Subdivision has zoning authority in this matter, unless otherwise advised in writing. Since the foregoing requirements have been met, a permit for the construction or alteration of an obstruction is not required from the Department and Hillsborough County appears to be the appropriate zoning authority subject to the foregoing.

These Comments do not constitute approval or disapproval of the permit application. The Comments are solely intended to evaluate technical consistency with Section 333.025(4), F.S.

If there are any questions regarding the foregoing, please contact:

Jim Durwin
Aviation Operations Administrator
Florida Department of Transportation
Office: (850) 414-4502
E-mail: James.Durwin@dot.state.fl.us

Thank you, please advise if any additional information or assistance is needed.

Kind Regards,

Jim Durwin, C.M.

Aviation Operations Administrator
Florida Department of Transportation | Aviation Office
Office: 850-414-4502 | E-mail: James.Durwin@dot.state.fl.us
fdot.gov/aviation | <https://www.florida-aviation-database.com/>



From: Tony Mantegna <TMantegna@TampaAirport.com>
Sent: Wednesday, May 21, 2025 8:50 AM
To: Durwin, James <James.Durwin@dot.state.fl.us>
Cc: Michael Kamprath <mkamprath@TampaAirport.com>; Jeff Siddle <JSiddle@TampaAirport.com>
Subject: Permit request in accordance with Chapter 333

EXTERNAL SENDER: Use caution with links and attachments.

Jim: