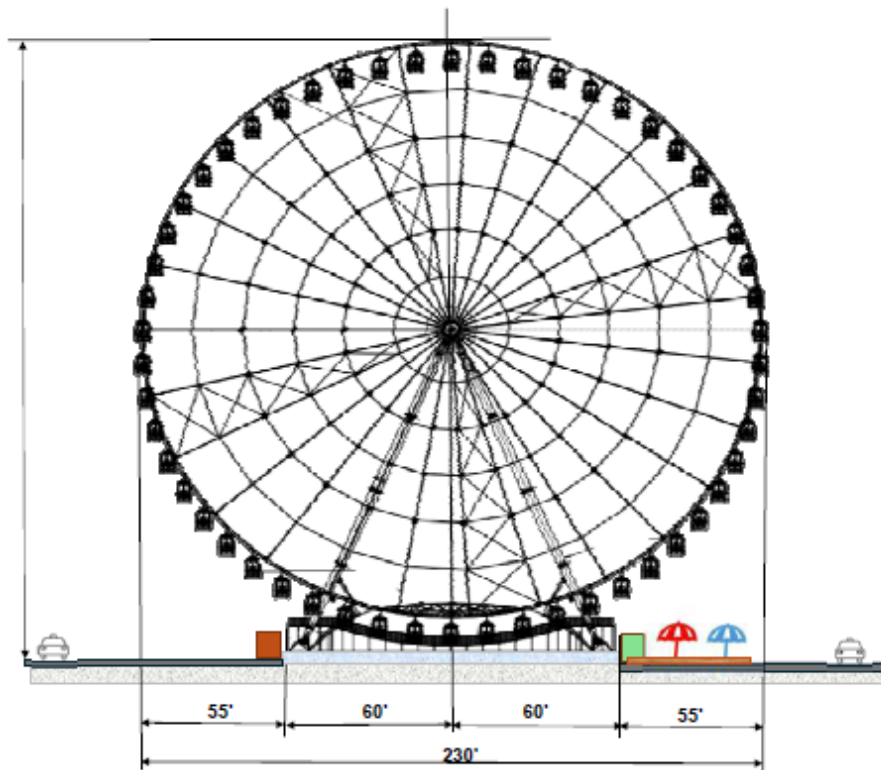


## Documentation

1. Project Summary
2. Petition for Variance
3. Recommended Order
4. Authority Review
5. FAA Determinations
6. FDOT Coordination



**EAST VIEW ELEVATION**

**BOA Summary Brief  
Airport Study 2025-128  
Tampa Farris Wheel  
825 Channelside Drive  
December 4, 2025, Board Meeting**

---

**OVERVIEW**

- Construction of an Amusement park ride, Tampa Wheel, located at 825 Channelside Drive, Tampa FL.
  - The proposed structure is approximately 1.8 NM from Peter O Knight Airport with a maximum height of 258 feet above mean sea level (AMSL) / 246' above ground level (AGL).
  - The structure exceeds obstruction standards by 46' feet.
  - Obstruction Standards are used as a screening procedure to identify if the structure warrants further aeronautical study to determine if there are any significant adverse effects that would determine a Hazard.
    - The project is greater than 200' AGL within 3 NM of Peter O. Knight Airport (Obstruction Standards, Federal Regulation 14 CFR, Part 77 Section 77.17 (a)(2))
  - The project is consistent with surrounding projects of comparable height.
  - No impacts were identified to any Airport or surrounding airspace.
    - No Part 77 imaginary surfaces were penetrated.
    - No instrument Approach/Departure procedures were impacted.
    - No VFR impacts.
    - No impacts to the utility of any of our airports.
  - The Federal Aviation Administration (FAA) has issued Determinations of No Hazard to Air Navigation.
  - Florida Department of Transportation was given the opportunity to evaluate the Permit request and found it to be technical consistent with Florida Statutes.
- 

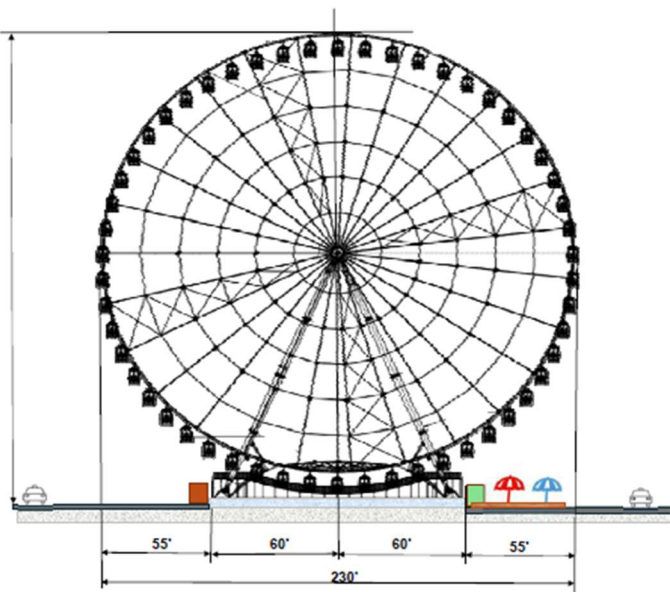
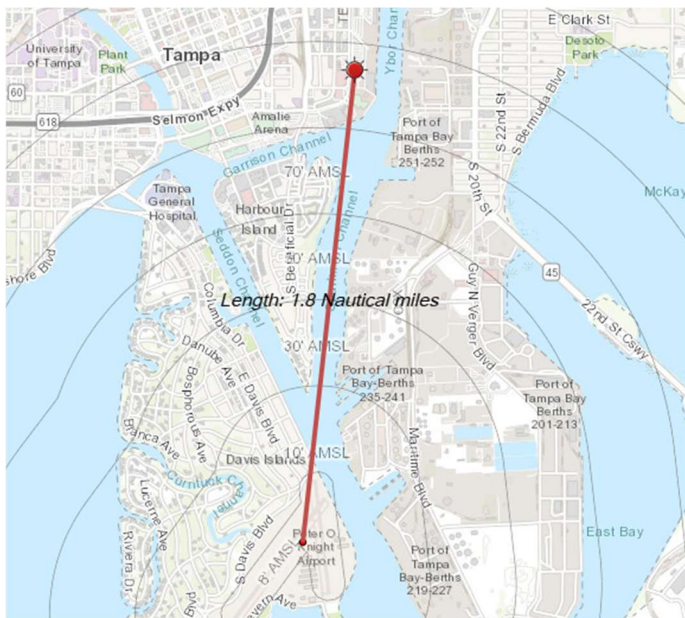
**RECOMMENDATION**

- Based upon the foregoing Finding of Fact and Conclusion of Law, it is recommended that the Board of Adjustment Approve the Variance request with the following 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.
  - Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.
  - The petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.

- Installation equipment (Crane) exceeding 258' AMSL 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.

### AT A GLANCE

- Approval of a height variance up to 258 feet AMSL (246' AGL) for a new downtown structure.



**EAST VIEW ELEVATION**





# 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.

An amusement park ride to be located within the parking lot adjacent to Florida Aquarium to provide public recreation and economic opportunity. Other nearby buildings are taller than the proposed structure. The proposed structure will not create substantial detriment to air traffic or utility of the airport as covered in these regulations.

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 : 8-19-2025 Nearest Airport: Peter O' Knight Overall Height (AMSL): 258

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: Tom Sheehan

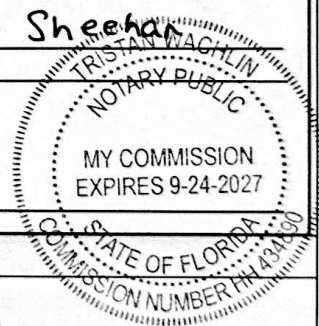
Signature of Authorized Representative: [Signature] Date: 8/22/25

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

STATE OF Florida COUNTY OF Pinellas  
Sworn to (or affirmed) and subscribed before me this 22nd day of August, 2025 by Thomas Sheehan  
Personally Known \_\_\_\_\_ OR Produced Identification X Type of Id Produced Flac

(NOTARY SEAL)

Notary Signature [Signature]



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

Airport Study No. 2025-128 Variance Approval  YES  NO

FAA Study Number: 2025-ASO-16405-OE

Associated Aeronautical Study Numbers: NA

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

Board of Adjustment Chairman

Date

**HILLSBOROUGH COUNTY AVIATION AUTHORITY  
BOARD OF ADJUSTMENT**

**IN THE MATTER OF:**

**Petition for Variance on behalf of  
Tampa Bay Wheel, LLC**

**Airport Study No. 2025-128**

---

**RECOMMENDED ORDER**

THIS MATTER was heard on October 16, 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 Tampa Bay Wheel, LLC ("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 Zaid Dabish, Dick Chance and John Chance. Petitioner's application for the variance with supporting testimony concerning the proposed s 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 August, 2025, Petitioner filed a Petition for Variance requesting a variance for an amusement park ride/wheel to be built at the parking lot adjacent to the Florida Aquarium, Tampa, Florida. The structure will reach a maximum height of 258 feet AMSL.
2. The nearest airport to Petitioner's proposed structure is the Peter O. Knight Airport (the "Airport"), and it will be approximately 1.8 NM from the Airport.

3. Petitioner's proposed structure requires a variance because it will exceed the Obstruction Standards for the Peter O. Knight Airport. A variance of up to 46 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 September 22, 2025, which found that the proposed structure does exceed obstruction standards but would not be a hazard to air navigation provided that: The structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights – Chapters 4, 5 (Red), § 15. 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. FAA Form 7460-2 is filed if the project is abandoned within five (5) days after the construction reaches its greatest height.

5. The FAA's Determinations of No Hazard to Air Navigation expires on March 22, 2027 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 structure 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. Notify the Airport at least five (5) business days prior to starting construction at 813-870-7863.
- D. The Petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.
- E. Installation equipment (Crane) exceeding 258' AMSL will require a separate permit by the Aviation Authority.

F. 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.

**DONE AND ENTERED** on this 28 day of October, 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](mailto:mkamprath@TampaAirport.com)

John Chance  
[johnchance@gmail.com](mailto:johnchance@gmail.com)



# Hillsborough County Aviation Authority

## HEIGHT ZONING PERMIT

FOR PROPOSED CONSTRUCTION WITHIN AIRPORT ZONE BOUNDARY

Approval Date

This is to certify that the below named at the location listed has authority to operate or construct a permanent structure within an airport zone to a maximum height of 258 feet above mean sea level (including all appurtenances or attachments to said structure). This permit is subject to those requirements listed below and in the Federal Aviation Administration Aeronautical Study Number 2025-ASO-16405-OE

### PERMIT HOLDER

**NAME:** Stantec Consulting Inc.  
**LOCAL CONTACT:** Ken M Jernigan  
**PHONE NUMBER:** 813-335-3238  
**ADDRESS:** 777 S. Harbour Island Blvd., Suite 600

### STRUCTURE

**AIRPORT STUDY #:** 2025-128  
**TYPE:** Other  
**LOCATION:** 825 Channelside Drive, Tampa FL 33602  
**CONDITIONS:** See Attached

This permit does not relieve the permit holder from obtaining any other permits, approvals or determinations from other governmental agencies as may be required in accordance with law.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequencies, and power. Any changes in coordinates, heights, frequencies or use of greater power will void this permit. This permit should be placed out of the weather and in plain view of inspectors at the job site during construction and on file upon completion of structure.

This Permit may be revoked at any time by the Airport Zoning Director or Designee for just cause, including but not limited to the protection of public safety and airspace

\_\_\_\_\_  
Approved by Zoning Director

**PERMIT NUMBER:** 25128  
**EXPIRES:** 3/22/2027,

**Airport Study Number:**

**2025-128**

**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.

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

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

Installation equipment (Crane) exceeding 258' AMSL 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.



**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:  
**Tampa Bay Wheel, an amusement park ride to be located within the parking lot adjacent to Florida Aquarium.**

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: Tom Sheehan, Tampa Bay Wheel LLC

Contact Person for Requested Activity: Ken Jernigan Phone: 813-335-3238

Project Location: 825 Channelside Drive, Tampa Email: ken.jernigan@stantec.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: Tom Sheehan

Signature of Authorized Representative: [Signature] Date: 8/22/25

STATE OF Florida, COUNTY OF Pinellas  
Sworn to (or affirmed) and subscribed before me this 22<sup>nd</sup> day of August, 2025, by  
Tom Sheehan

Personally Known  OR Produced Identification  Type of Id Produced FCID  
**(NOTARY SEAL)**



Notary Signature [Signature]

All activities performed under this permit are at applicant's own expense and risk. The Authority will not be held liable for any damages, losses or injuries resulting from or connected with this activity. This permit does not relieve the applicant from obtaining any other permits, approvals, or determinations from other governmental agencies as may be required in accordance with law.

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

Airport Study No. 2025-128 Variance Required: YES

FAA Study Number 2025-ASO-14405-OE Recommend Approval: YES

Associated FAA Study Numbers NA Coordinate with Airport Operations: NO

Reviewed By: [Signature] Coordinate with ATCT: NO

Approved by Zoning Director \_\_\_\_\_ Date \_\_\_\_\_

# Review Summary

Airport Study Number

2025-128

Permit Number

25128

Maximum Height - AMSL

258

Approval Date

Expires

3/22/2027,

Permit Type

Height Zoning

## Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Within Height Limits

TERPS

Within Height Limits

OEI (62.5:1)

N/A

### Analysis Summary

Exceeds obstruction standards - No hazard as long as conditions are followed - No IFR, VFR, or Navaid impacts identified

Coordination with ATCT:

No

Emergency Use

No

Objects affecting Navigable

Yes

Airspace

Coordination with Operations:

No

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. Notify the Airport at least 5 business days prior to starting construction at 813-870-7863. The petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 258' AMSL 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.

Recommended Approval

Yes

# Project Point Data Table

				One Location field is required					Required	Required	Required	
Point #	LAT d	LAT m	LAT s	LONG d	LONG m	LONG s	LAT dec	LONG dec	MSL	AGL	NAME	AMSL
1	27	56	46.06	82	26	42.99	27.94612778	-82.44527500	12	246	2025-ASO-16405-OE	258.00
2	27	56	46.06	82	26	42.60	27.94612778	-82.44516667	12	246	2025-ASO-16405-OE	258.00
3	27	56	43.78	82	26	42.64	27.94549444	-82.44517778	12	246	2025-ASO-16405-OE	258.00
4	24	56	43.78	82	26	43.03	24.94549444	-82.44528611	12	246	2025-ASO-16405-OE	258.00



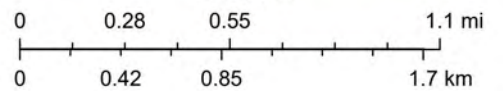
# Distance from ARP



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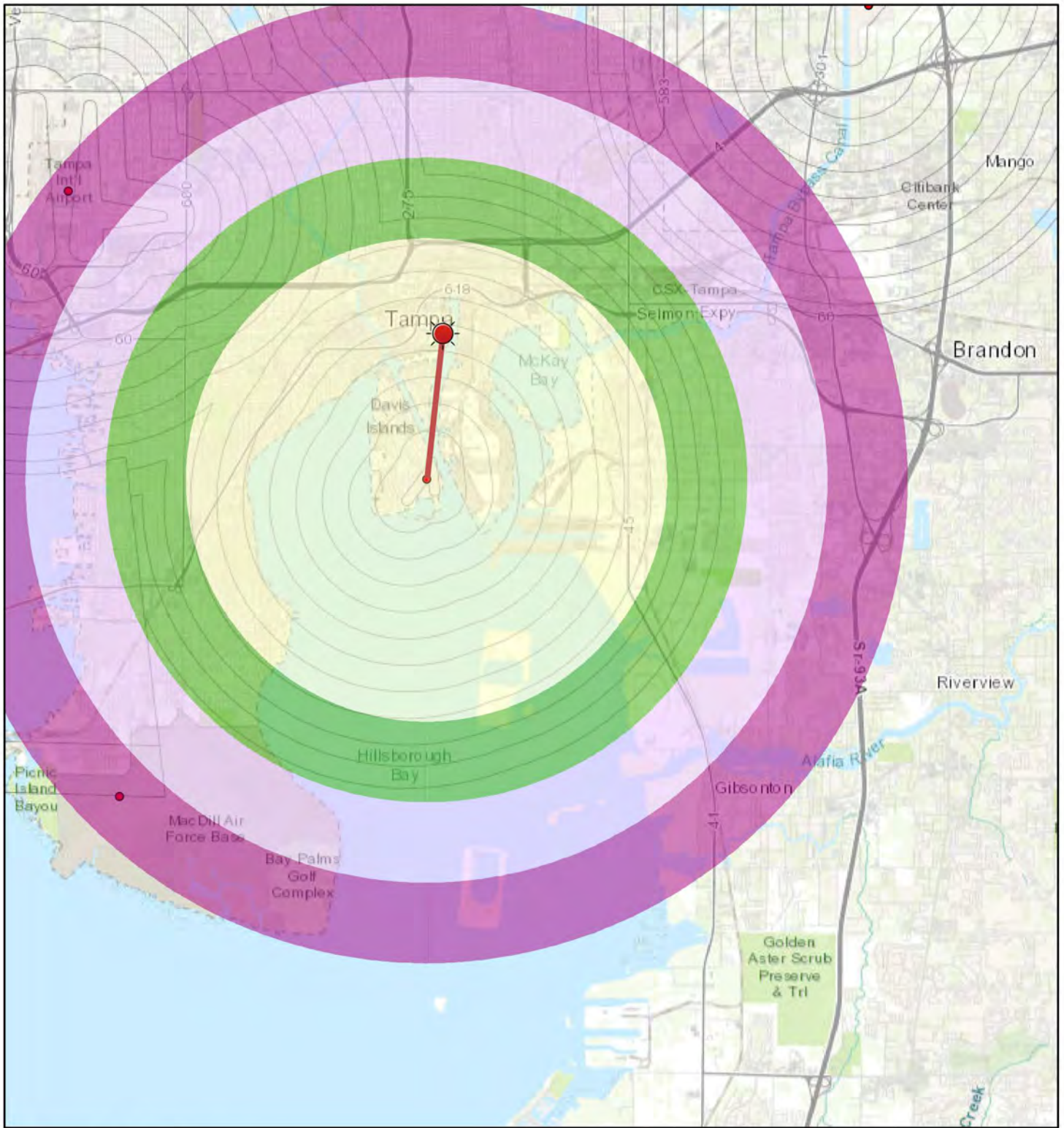
1:36,112

-  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, USGS, METI/NASA, EPA, USDA, Tony Mantegna

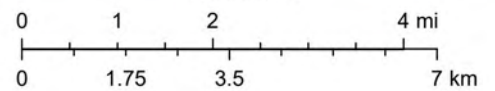
# Obstruction Standard 77.17



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1:144,448

-  Override 1
-  Override 1
- Airspace - TPF\_OBST
-  200-8-3NM
-  300-8-4NM
-  400-8-5NM
-  500-8-6NM
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



University of South Florida, City of Tampa, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, Tony Mantegna






















ArcGIS Web AppBuilder

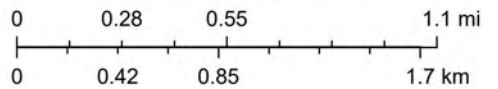
# TPF Part 77



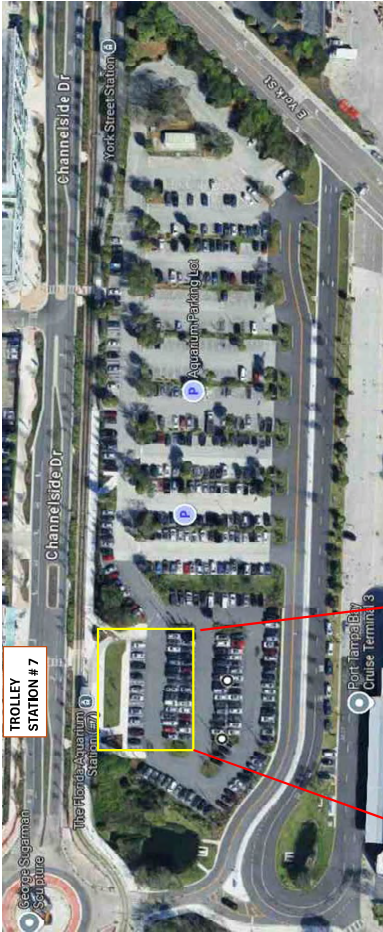
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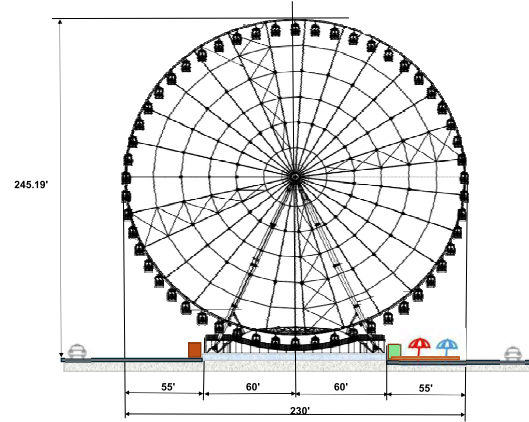
-  Override 1
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-  TPF\_18-36\_P77\_19\_Primary\_Trans
-  TPF\_18\_P77\_19\_Inner\_Appch
-  TPF\_18\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_22\_P77\_19\_Inner\_Appch
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-  TPF\_4-22\_P77\_19\_Primary\_Trans
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-  TPF\_P77\_19\_Conical
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-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



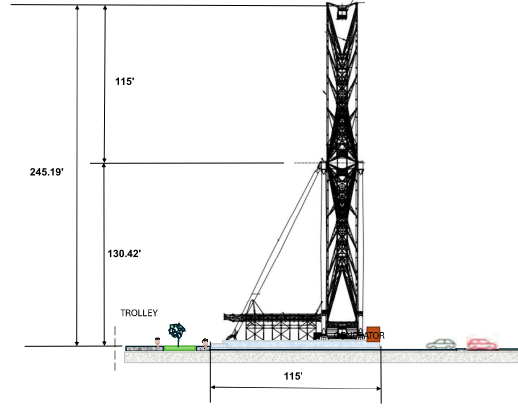
University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, Tony Mantegna



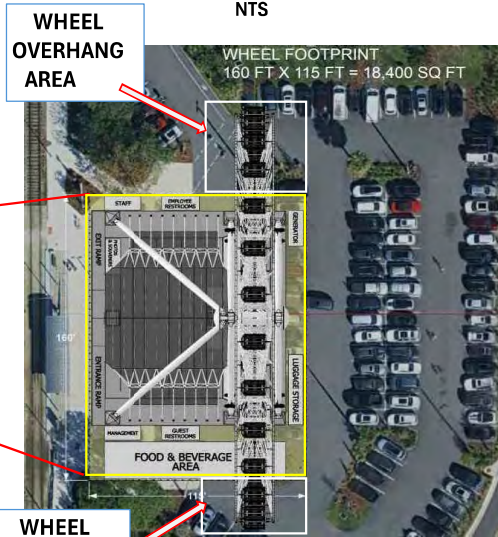
**PROJECT LOCATION**  
 TAMPA BAY AQUARIUM PARKING LOT  
 BETWEEN CRUISE TERMINAL 3  
 AND TROLLEY STATION # 7



**EAST VIEW ELEVATION**  
 NTS



**NORTH VIEW ELEVATION**  
 NTS



**WHEEL OVERHANG AREA**

**WHEEL FOOTPRINT**  
 160 FT X 115 FT = 18,400 SQ FT

**PORT TAMPA BAY CRUISE TERMINAL # 3**

**WHEEL OVERHANG AREA**

**PROJECT PLAN**  
 NTS

**SCOPE**

THIS DRAWING CONTAINS WHEEL INFORMATION AND DIMENSIONS REQUIRED TO APPLY FOR REZONING FROM CD1 TO CD2 TO COMPLY WITH HEIGHT LIMITATIONS INDICATED BY FAA.

THE WHEEL DIMENSIONS ARE BASED ON BUSSINK GIANT WHEEL TYPE R80 II XL SP.

**NOTES**

1. THE MAXIMUM HEIGHT, FROM THE PARKING LOT SURFACE TO THE TOP OF THE WHEEL IS 243.19 FT.
2. THE WHEEL BASE FOOTPRINT AND AREAS USED FOR ACCESS, STAFF, EMPLOYEE RESTROOMS, GENERATOR, LUGAGE STORAGE, MANAGEMS, GUEST RESTROOMS AND FOOD AND BEVERAGE IS WITHIN AN AREA OF (160 FT X 115 FT ) 18,400 SF.
3. THE WHEEL OVERHANGS OVER THE PARKING LOT AREA BY 40 FT AT THE NORTH SIDE AND BY 20 FT AT THE SOUTH SIDE.



**PROJECT:**  
 WOW Wheel

**OWNER / LOCATION:**  
 Tampa Bay Wheel, LLC  
 Dick Chance  
 John Chance

**SHEET TITLE:**  
 PROJECT LOCATION  
 PLAN & ELEVATIONS

**PREPARED BY:**  
 Andres Huerta, PE  
 ahuerta3135@gmail.com  
 716 263 3135  
 Project # 090624

**PRELIMINARY**

**C - 3**

**DATE:**  
 JUNE 4, 2025.

---

## F.A.A. 1-A CERTIFICATION

August 25, 2025  
Tampa Bay Wheel Building  
City of Tampa, Hillsborough County, Florida

I hereby certify that the following Latitude and Longitude coordinates at the corners of the proposed building are accurate to within +/- 20 feet horizontally and that the proposed floor elevation will be 12 feet and is accurate to within +/- 3 feet vertically.

<b>POINT #</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>	<b>AERONAUTICAL STUDY #</b>
1	N027° 56' 46.06"	W082° 26' 42.99"	2025-ASO-16405-OE
2	N027° 56' 46.06"	W082° 26' 42.60"	2025-ASO-16405-OE
3	N027° 56' 43.48"	W082° 26' 42.64"	2025-ASO-16405-OE
4	N027° 56' 43.78"	W082° 26' 43.03"	2025-ASO-16405-OE

The above referenced Latitudes and Longitudes are referenced to the North American Datum of 1983 (2011 adjustment) and are expressed as degrees, minutes, and seconds, to the nearest hundredth of a second. The above referenced site elevation is referenced to the North American Vertical Datum of 1988.

Stantec Consulting Services Inc.  
Certificate of Authorization No. L.B. 7866

James Darin O'Neal PSM  
Florida License No. L.S. 5926



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

Aeronautical Study No.  
 2025-ASO-16405-OE

Issued Date: 09/22/2025

TAMPA BAY WHEEL LLC  
 JOHN CHANCE  
 175 1st Street South  
 suite 1402  
 St. Petersburg, FL 33701

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\* (CORRECTION)**

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

Structure: Building Tampa Bay Wheel  
 County, State: Hillsborough, Florida

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	27-56-46.06N	82-26-42.99W	12 Ft	246 Ft	258 Ft
pt-2	27-56-46.06N	82-26-42.60W	12 Ft	246 Ft	258 Ft
pt-3	27-56-43.78N	82-26-42.64W	12 Ft	246 Ft	258 Ft
pt-4	27-56-43.78N	82-26-43.03W	12 Ft	246 Ft	258 Ft

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 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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 03/22/2027 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 October 22, 2025. 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](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on November 01, 2025 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 [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov), at 1-404-305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASO-16405-OE.

**Signature Control No: 671795557-678387752**

( DNH )

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2025-ASO-16405-OE

\*\*\*\*\*NOTE: The FAA has encountered an automation issue related to review by the public. To ensure compliance with FAA JO 7400.2R, sections 7-1-3 and 7-3-3, the determination issued is being issued a determination "Correction". We apologize for any inconvenience this may cause and appreciate your understanding.

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

The proposed building project (Tampa Bay Wheel) consists of four points at a height of 246 feet AGL, 258 feet AMSL. The building points would be located approximately 1.81 to 1.85 NM north of the TPF ARP, Tampa, FL and from 6.79 degrees azimuth clockwise to 7.09 degrees azimuth from TPF.

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

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposal exceeds by 46 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 may trigger further study, that may include circularization to the aeronautical public, 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.

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

**AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:**

> The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposal 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 proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposal would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

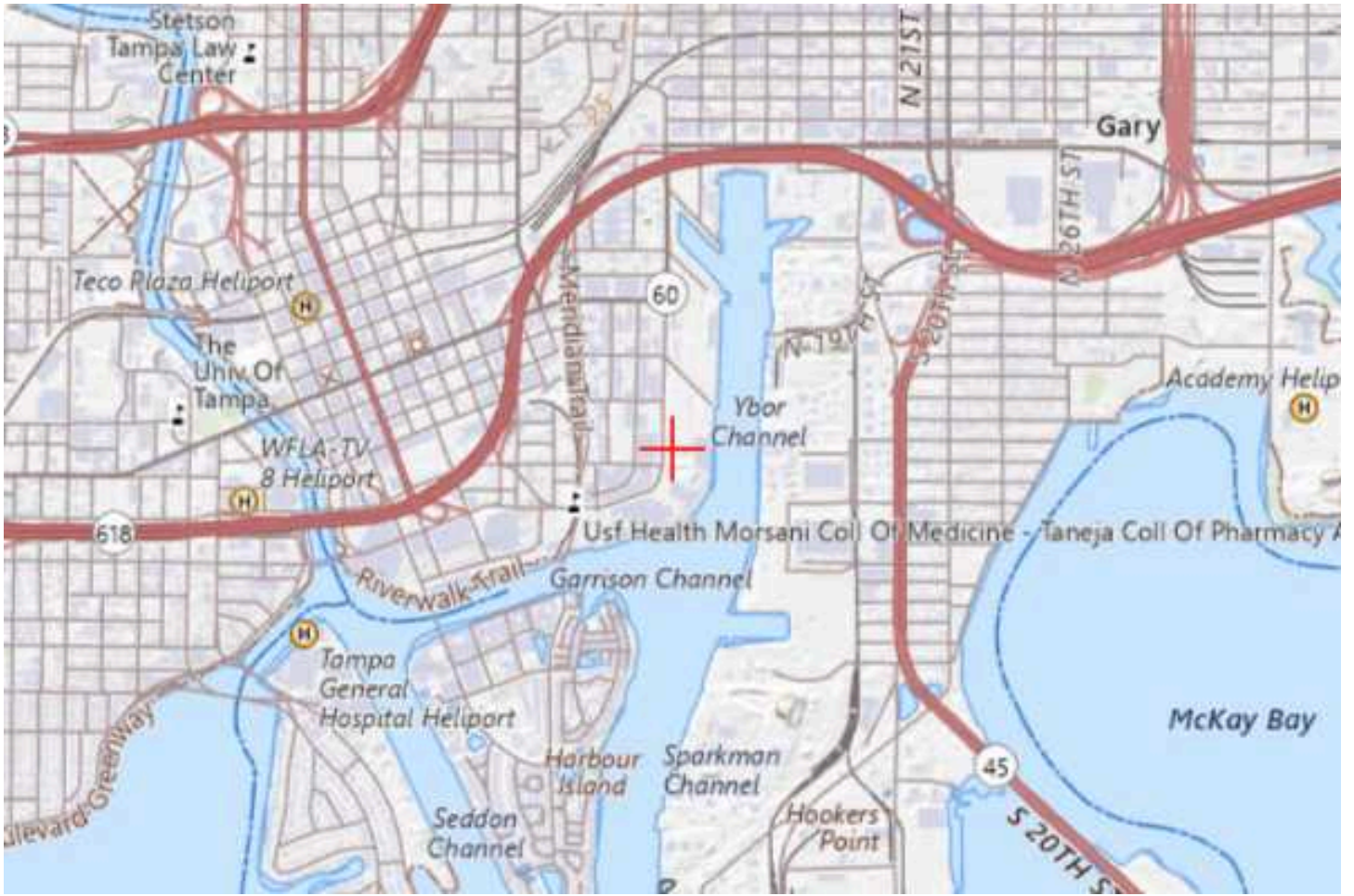
> The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

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 proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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.





## Tony Mantegna

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**From:** Durwin, James <James.Durwin@dot.state.fl.us>  
**Sent:** Thursday, August 28, 2025 10:06 AM  
**To:** Tony Mantegna  
**Cc:** Jeff Siddle; Michael Kamprath; Roberts, David  
**Subject:** RE: Permit request in accordance with Chapter 333  
**Attachments:** Airport Study No 2025-128\_FDOT.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

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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: 2025-ASO-14405-OE  
Airport Study Number: 2025-128  
Project: Tampa Bay Wheel  
Location: 825 Channelside Drive Tampa, FL  
Date of Receipt: August 27, 2025 (by email)  
Date Comments Sent: August 28, 2025 (by email)

Political Subdivision Representative: Tony Mantegna  
Applicant: Tom Sheehan, Tampa Bay Wheel LLC  
RE: Tampa Bay Wheel at 825 Channelside Drive Tampa, FL

FAA Determination(s): 2025-ASO-14405-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 August 27, 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](mailto: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](mailto:James.Durwin@dot.state.fl.us)  
[fdot.gov/aviation](http://fdot.gov/aviation) | <https://www.florida-aviation-database.com/>



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**From:** Tony Mantegna <TMantegna@TampaAirport.com>  
**Sent:** Wednesday, August 27, 2025 3:26 PM  
**To:** Durwin, James <James.Durwin@dot.state.fl.us>  
**Cc:** Jeff Siddle <JSiddle@TampaAirport.com>; Michael Kamprath <mkamprath@TampaAirport.com>  
**Subject:** Permit request in accordance with Chapter 333

**EXTERNAL SENDER:** Use caution with links and attachments.

Jim:

In accordance with Florida Statutes, Chapter 333, the Aviation Authority is forwarding a completed permit application to the department so that it can be evaluated for technical consistency.

Hearing is scheduled for October 16, 2025

FAA- 2025-ASO-16405-OE

Airport Study number – 2025-128

Project: Amusement park ride, Tampa Wheel

Location – 825 Channelside Drive, Tampa FL.

**Tony Mantegna | Tampa International Airport | Sr. Manager of Planning**

Preferred: (813) 870-7863 | Secondary: (813) 781-8289 | Email: [tmantegna@TampaAirport.com](mailto:tmantegna@TampaAirport.com)