



# 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:  
Altura Tower/ Project Description: Construction of a 22 story condominium with an anticipated main roof of 283'-8"(NAVD), and a roof height included arch of 284.5' (NAVD)

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: Bohler  
Contact Person for Requested Activity: Ryan Hileman Phone: 813-812-4101  
Project Location: 2910 W. Barcelona St., Tampa, FL 33629 Email: rhileman@bohlereng.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: Ryan Hileman  
Signature of Authorized Representative: [Signature] Date: 9-28-21

STATE OF FLORIDA, COUNTY OF Hillsborough County  
Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 90 day of  
December, 2021, by Ryan Hileman  
(NOTARY SEAL)  
Notary Signature: [Signature]  
Personally Known  OR Produced Identification \_\_\_\_\_ Type of Id Produced \_\_\_\_\_  
SAMANTHA L. HARLAN  
Notary Public - State of Florida  
Commission # HH 173060  
My Comm. Expires Sep 7, 2025  
Bonded through National Notary Assn.

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

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

Airport Study No. \_\_\_\_\_ Variance Required: \_\_\_\_\_  
FAA Study Number \_\_\_\_\_ Recommend Approval: \_\_\_\_\_  
Associated FAA Study Numbers \_\_\_\_\_ Coordinate with Airport Operations: \_\_\_\_\_  
Reviewed By: \_\_\_\_\_ Coordinate with ATCT: \_\_\_\_\_  
Approved by Zoning Director \_\_\_\_\_ Date \_\_\_\_\_



# AVIATION AUTHORITY \* PETITION FOR VARIANCE \*

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

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

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

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 : \_\_\_\_\_ Nearest Airport: \_\_\_\_\_ Overall Height (AMSL): \_\_\_\_\_

**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: \_\_\_\_\_

Signature of Authorized Representative: \_\_\_\_\_ Date: \_\_\_\_\_

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 \_\_\_\_\_  
 Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_. by \_\_\_\_\_  
**(NOTARY SEAL)**  
 Notary  
 Signature \_\_\_\_\_  
 Personally Known \_\_\_\_\_ OR Produced Identification \_\_\_\_\_ Type of Id Produced \_\_\_\_\_

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. \_\_\_\_\_

FAA Study Number: \_\_\_\_\_

Associated Aeronautical Study Numbers: \_\_\_\_\_

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

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



# Review Summary

**Airport Study Number**

2022-03

**Permit Number**

0

**Maximum Height - AMSL**

285

**Approval Date**

**Expires**

6/20/2023,

**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 by being greater than 200' above ground level within 3 NM of Peter O Knight Airport. No Part 77 imaginary surfaces were penetrated. No VFR or IFR procedures were impacted. No Navaid impacts identified.

**Coordination with ATCT**

No

**Coordination with Operations**

No

**Emergency Use**

No

**Hazard Marking and/or Lighting**

Yes

**Objects affecting Navigable Airspace**

Yes

**Exceeds Supportive Screening Criteria**

No

### 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 and Airport if the project is abandoned or within 5 days after the construction reaches its greatest height. • Temporary equipment (Crane) exceeding 285' AMSL or installation of solar will require a separate permit by the Aviation Authority. • Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation. • Occupants and/or owners of the units must be informed that the structure considered under this variance lies in close proximity to an airport and occupants may be subjected to noise and/or light from aircraft operating to and from the airport.

**Recommended Approval**

Yes  No

**Airport Study Number:**  
**2022-03**

**CONDITIONS**

- Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.
- E-File FAA form 7460-2 with the FAA and Airport if the project is abandoned or within 5 days after the construction reaches its greatest height.
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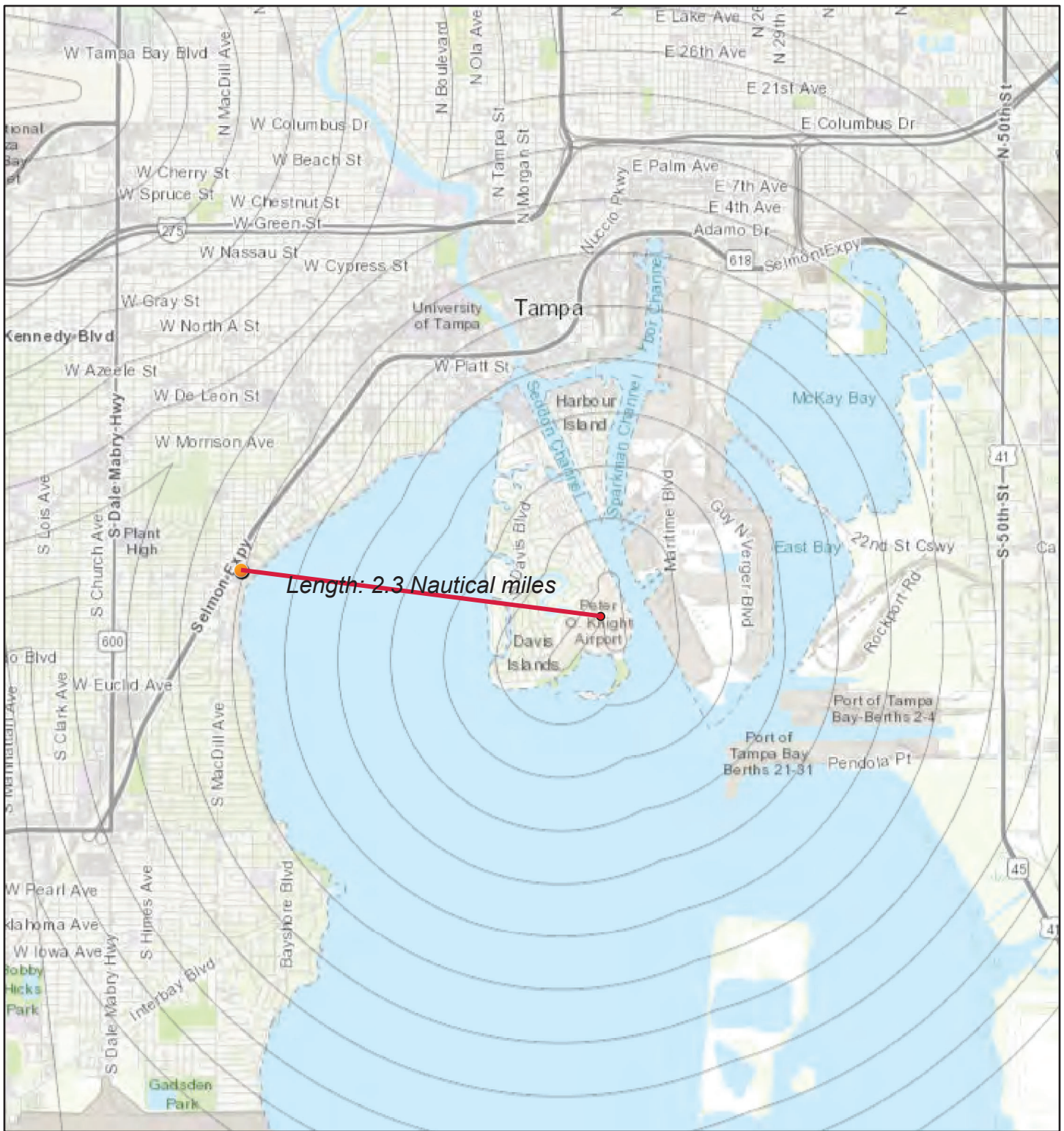
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Latitude	Longitude	X	Y	Site Elev. (MSL)	Struct Height (AGL)	Overall Height (AMSL)	Down & Over From Closest Runway
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.92075833	-82.49079444	497,675.46	1,304,213.01	14	270	284.00	TPF RW 04
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.92031111	-82.49105556	497,590.48	1,304,050.75	14	270	284.00	TPF RW 04
.92062778	-82.49113056	497,566.73	1,304,165.98	14	271	285.00	TPF RW 04
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0	0	49,174,770.89	(8,832,169.02)	0	0	0.00	

Down(+): 00 Over(+): 00

Down = (-) down RW (+) outward

Over = (-) Left (+) Right

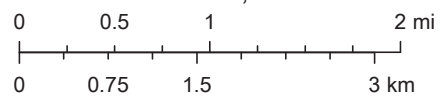
# Distance from TPF ARP



1/5/2022, 10:50:54 AM

1:72,224

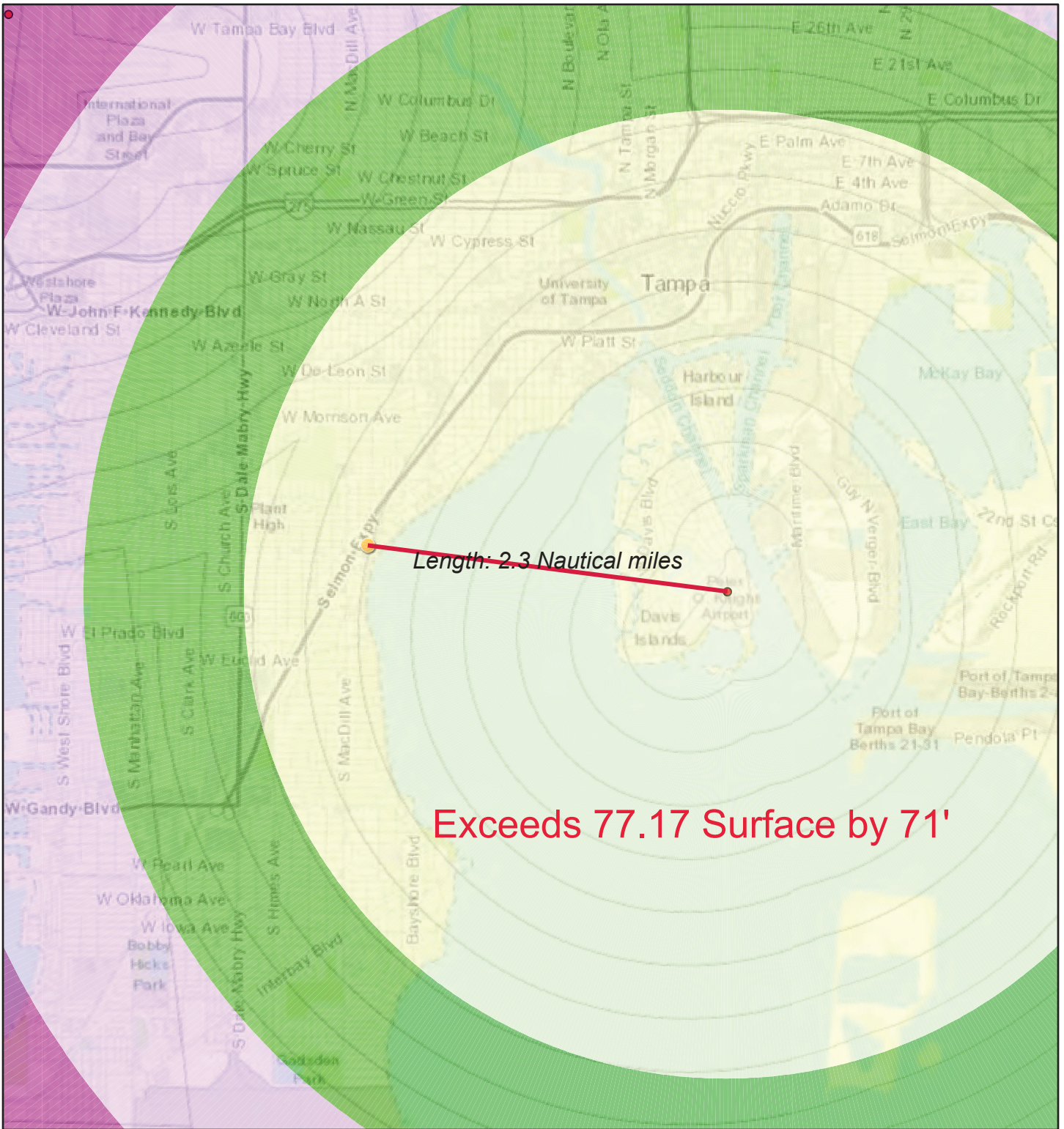
- Override 1
- Airports - ARP
- TPA Height and Zoning
- TPA Height and Zoning
- TPA Height and Zoning



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

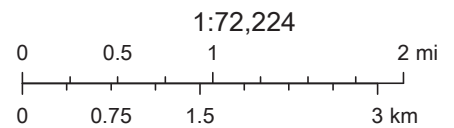


# Obstruction Identification



1/5/2022, 10:55:23 AM

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

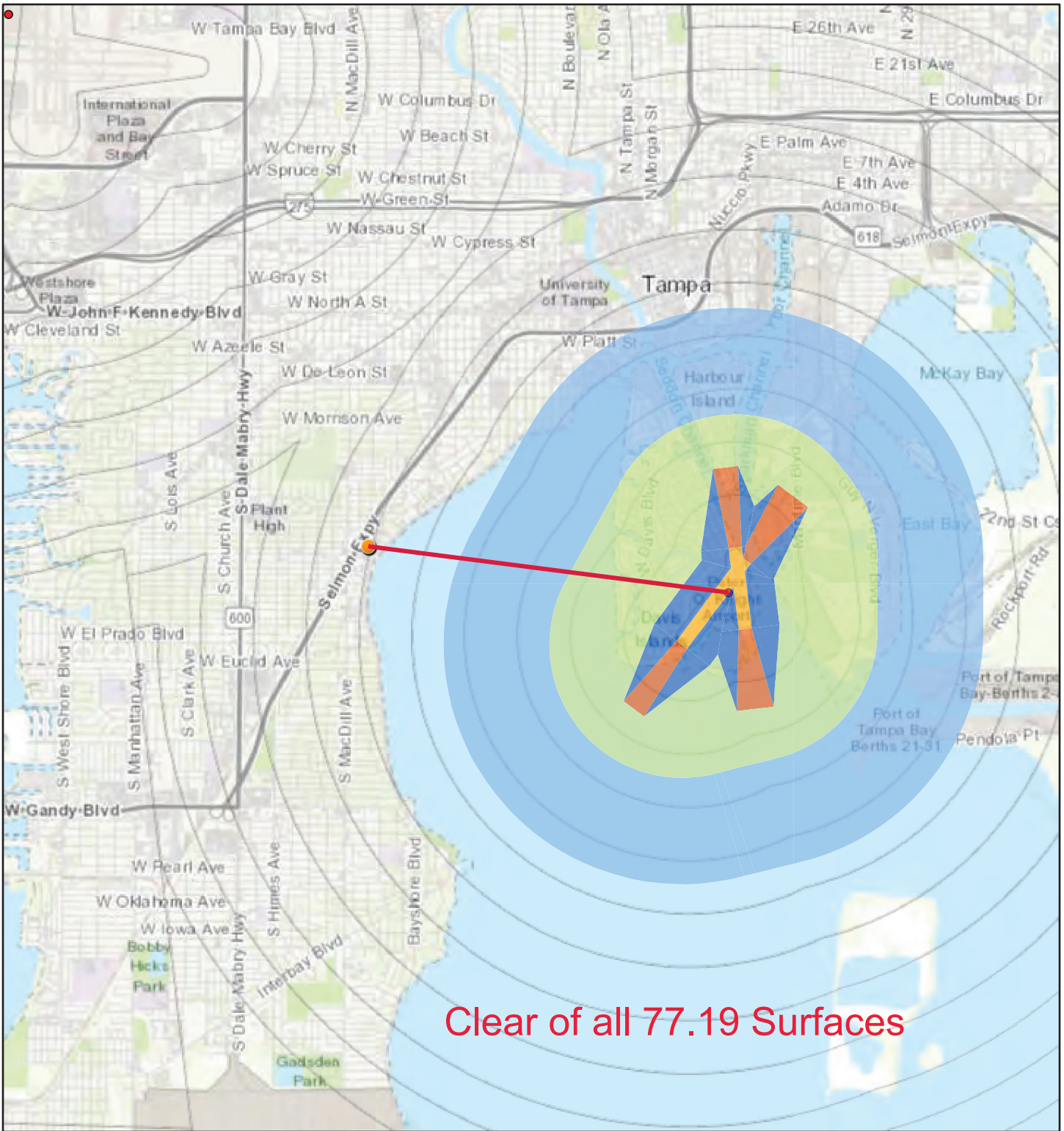


University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA, Tony Mantegna

ArcGIS Web AppBuilder



# Part 77

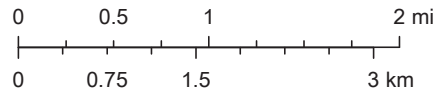


Clear of all 77.19 Surfaces

1/5/2022, 10:56:52 AM

1:72,224

- Override 1
- Airspace - TPF\_P77\_19\_Dissolve
- TPF\_18-36\_P77\_19\_Primary
- TPF\_18-36\_P77\_19\_Primary\_Trans
- TPF\_18\_P77\_19\_Inner\_Appch
- TPF\_18\_P77\_19\_Inner\_Trans\_Appch
- TPF\_22\_P77\_19\_Inner\_Appch
- TPF\_22\_P77\_19\_Inner\_Trans\_Appch
- TPF\_36\_P77\_19\_Inner\_Appch
- TPF\_36\_P77\_19\_Inner\_Trans\_Appch
- TPF\_4-22\_P77\_19\_Primary
- TPF\_4-22\_P77\_19\_Primary\_Trans
- TPF\_4\_P77\_19\_Inner\_Appch
- TPF\_4\_P77\_19\_Inner\_Trans\_Appch
- TPF\_P77\_19\_Conical
- 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, USGS, METI/NASA, NGA, EPA, USDA, Tony Mantegna



1 PARTIAL CERTIFICATE OF OCCUPANCY PHASING ELEVATION  
Scale: 1/32" = 1'-0"

\*GENERAL NOTE: ALL LIFE SAFETY FUNCTIONS FOR THE ENTIRE BUILDING ARE TO BE FULLY FUNCTIONING FOR ALL PHASES AS REQUIRED BY THE A.H.J.

CONDOMINIUM LOCATED AT:  
2910 WEST BARCELONA STREET  
TAMPA, FLORIDA 33629

**ALTURA**  
BAYSHORE



MAR  
BAYSHORE LLC  
3066 TAMAMIAMI TRAIL NORTH  
SUITE 201  
NAPLES, FL 34103



3066 TAMAMIAMI TRAIL NORTH  
SUITE 201  
TAMPA, FLORIDA 33606  
PHONE: 813 288-2880  
FAX: 813 288-0779  
FL. LIC. # AA 000988

JOB NO.	DATE	BY
1	08/21/21	BOB/AM
REV. 1		
REV. 2		
REV. 3		
REV. 4		
REV. 5		
REV. 6		
REV. 7		
REV. 8		

To the best of the architect's  
and engineer's knowledge,  
the plans and specifications  
comply with the applicable  
laws, building codes and the  
applicable fire and life safety  
standards as determined by  
the AHJ in accordance with  
F.S. 626.404 and Florida  
Statutes 626.405.

UPDATED  
PROGRESS  
SET

05.28.21

NOT FOR  
CONSTRUCTION

CERTIFICATE OF OCCUPANCY  
PHASING PLAN

ADDRESS OF RECORD  
ROBERT D. HALL  
ARD 0014108

CERTIFICATE  
OF OCCUPANCY  
PHASING PLAN

**A0.06**



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

Aeronautical Study No.  
 2021-ASO-40079-OE

Issued Date: 12/20/2021

Phearwa Thananun  
 Bohler  
 3820 Northdale Blvd  
 Suite 300B  
 Tampa, FL 33624

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

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

Structure: Building Altura Tower - Center of Building  
 Location: Tampa, FL  
 Latitude: 27-55-14.26N NAD 83  
 Longitude: 82-29-28.07W  
 Heights: 14 feet site elevation (SE)  
 271 feet above ground level (AGL)  
 285 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 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 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.

This determination expires on 06/20/2023 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 January 19, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on January 29, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-40079-OE.

**Signature Control No: 497989165-505246546**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2021-ASO-40079-OE

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

The proposed building (center point of building) at a height of 271 feet AGL, 285 feet AMSL.

The building point would be located approximately 2.24 west of the TPF ARP, Tampa, FL.

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): 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 71 feet.

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

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

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

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

### AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

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

- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

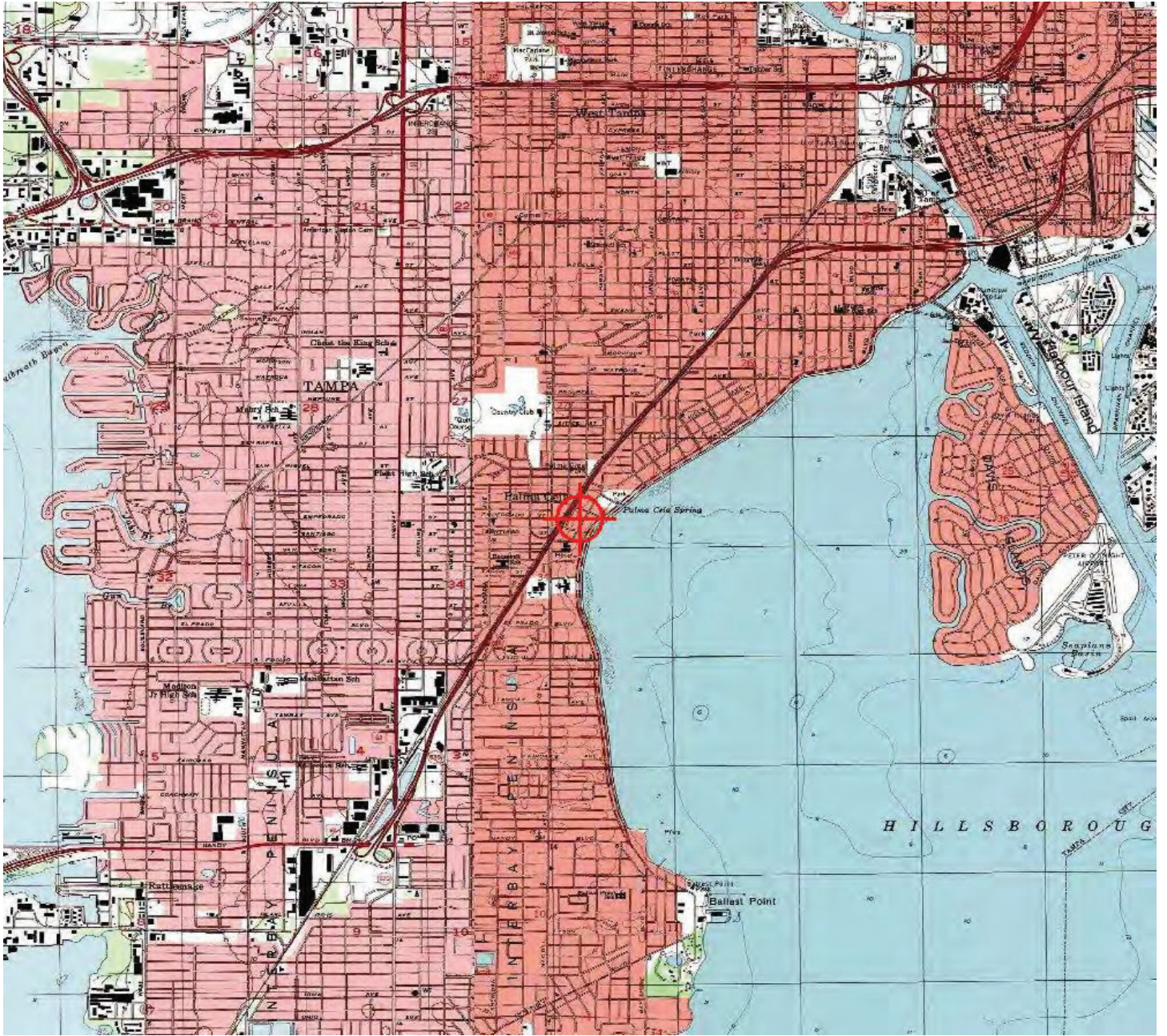
The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.











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

Aeronautical Study No.  
 2021-ASO-40078-OE

Issued Date: 12/20/2021

Phearwa Thananun  
 Bohler  
 3820 Northdale Blvd  
 Suite 300B  
 Tampa, FL 33624

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

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

Structure: Building Altura Tower SW Building Corner  
 Location: Tampa, FL  
 Latitude: 27-55-13.80N NAD 83  
 Longitude: 82-29-29.28W  
 Heights: 14 feet site elevation (SE)  
 270 feet above ground level (AGL)  
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- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before January 19, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 29, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed



structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-40078-OE.

**Signature Control No: 497988285-505246316**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2021-ASO-40078-OE

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

The proposed building (southwest corner) at a height of 270 feet AGL, 284 feet AMSL.

The building point would be located approximately 2.26 west of the TPF ARP, Tampa, FL.

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): 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 70 feet.

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

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

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

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

### AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

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

- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

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

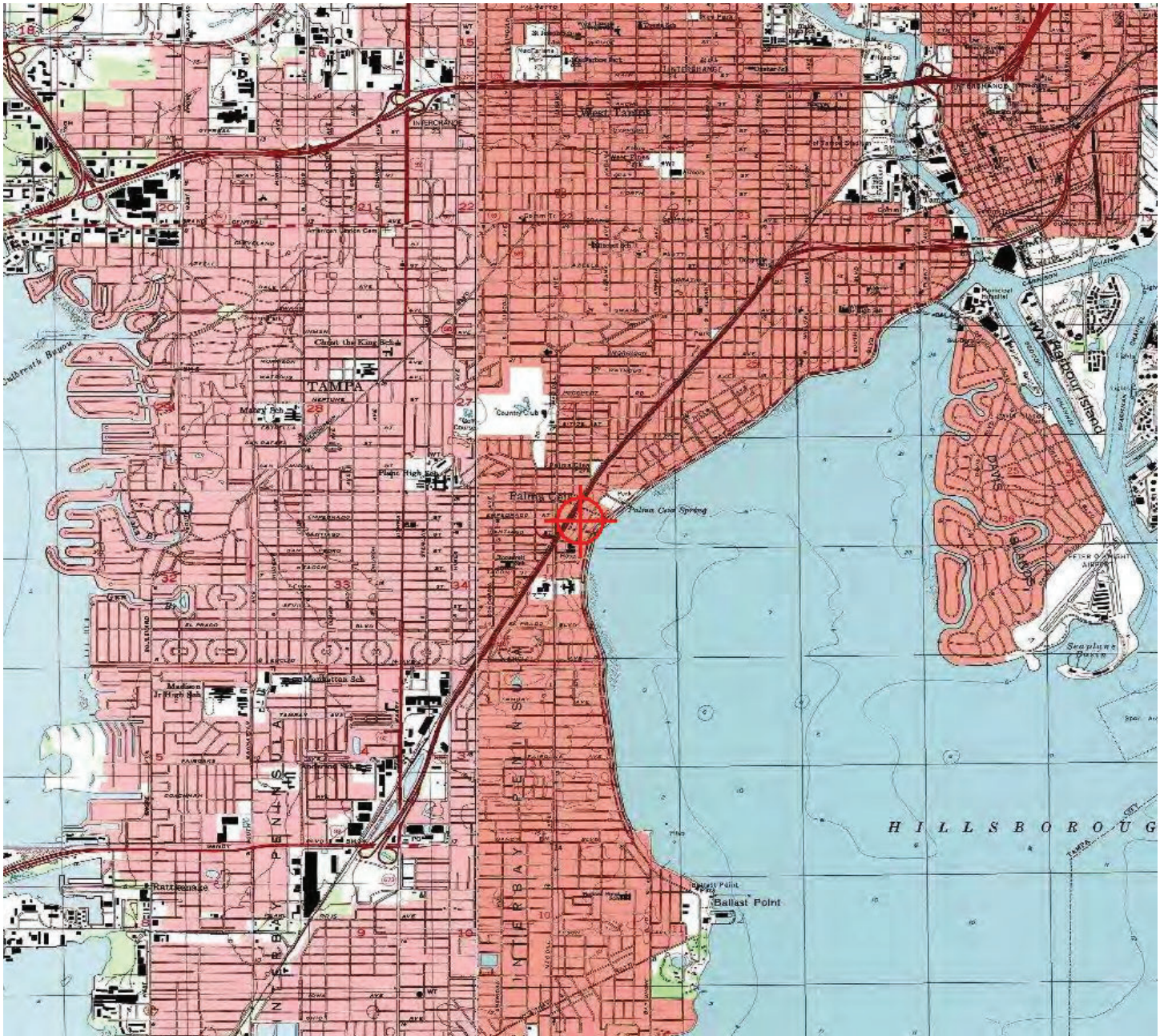
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.



TOPO Map for ASN 2021-ASO-40078-OE









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

Aeronautical Study No.  
 2021-ASO-38674-OE

Issued Date: 12/20/2021

Phearwa Thananun  
 Bohler  
 3820 Northdale Blvd  
 Suite 300B  
 Tampa, FL 33624

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

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

Structure: Building Altura Tower SE Corner  
 Location: Tampa, FL  
 Latitude: 27-55-13.12N NAD 83  
 Longitude: 82-29-27.80W  
 Heights: 14 feet site elevation (SE)  
 270 feet above ground level (AGL)  
 284 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 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 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.

This determination expires on 06/20/2023 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 January 19, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 29, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-38674-OE.

**Signature Control No: 496365363-505244636**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2021-ASO-38674-OE

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

The proposed building (southeast corner) at a height of 270 feet AGL, 284 feet AMSL.

The building point would be located approximately 2.23 west of the TPF ARP, Tampa, FL.

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): 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 70 feet.

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

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

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

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

### AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

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

- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

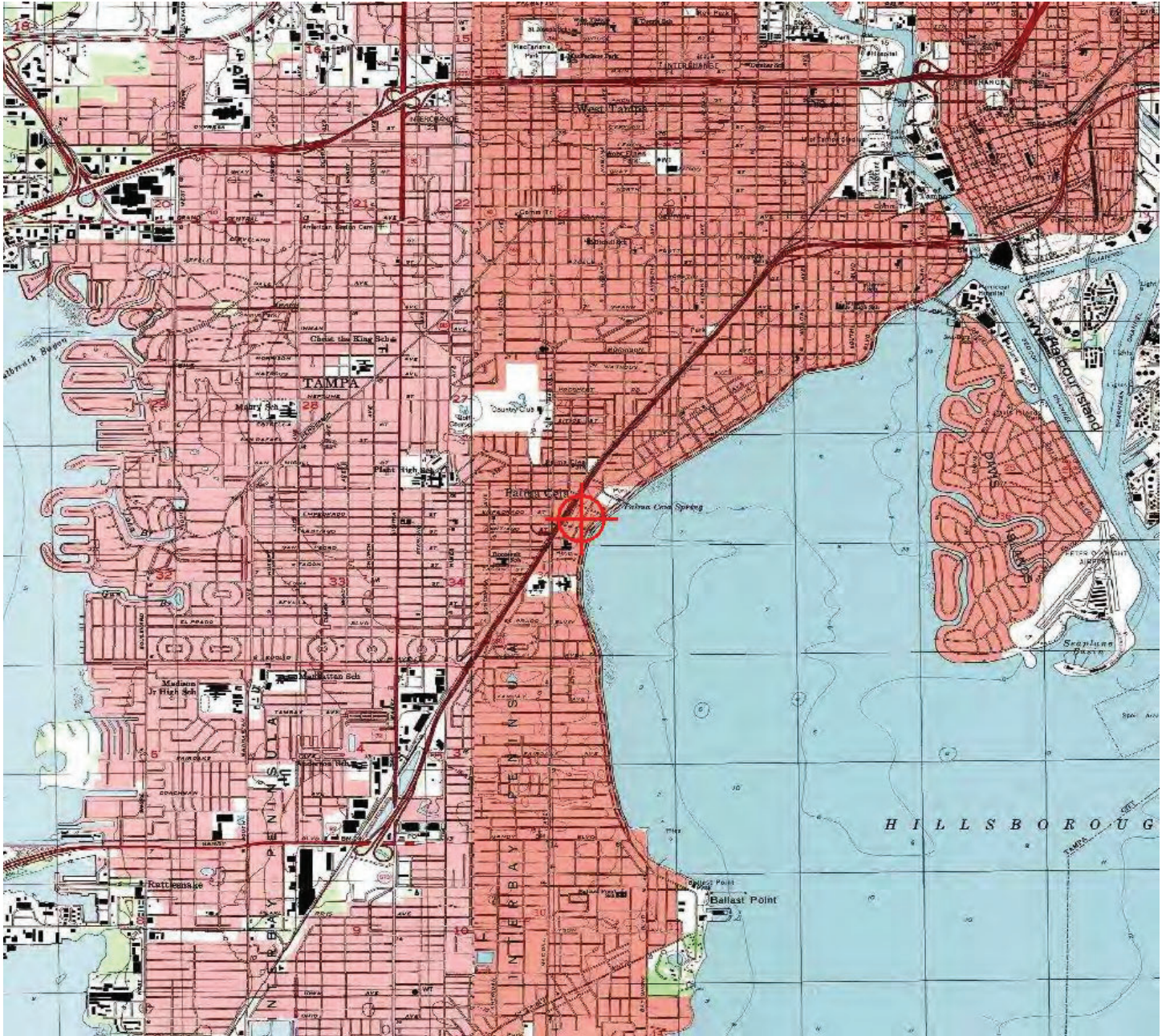
The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.











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

Aeronautical Study No.  
 2021-ASO-40076-OE

Issued Date: 12/20/2021

Phearwa Thananun  
 Bohler  
 3820 Northdale Blvd  
 Suite 300B  
 Tampa, FL 33624

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

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

Structure: Building Altura Tower NW Building Corner  
 Location: Tampa, FL  
 Latitude: 27-55-15.44N NAD 83  
 Longitude: 82-29-28.37W  
 Heights: 14 feet site elevation (SE)  
 270 feet above ground level (AGL)  
 284 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 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 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.

This determination expires on 06/20/2023 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.

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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).

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**Signature Control No: 497988281-505245282**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2021-ASO-40076-OE

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

The proposed building (northwest corner) at a height of 270 feet AGL, 284 feet AMSL.

The building point would be located approximately 2.25 west of the TPF ARP, Tampa, FL.

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): 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 70 feet.

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

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

**AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:**

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

- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
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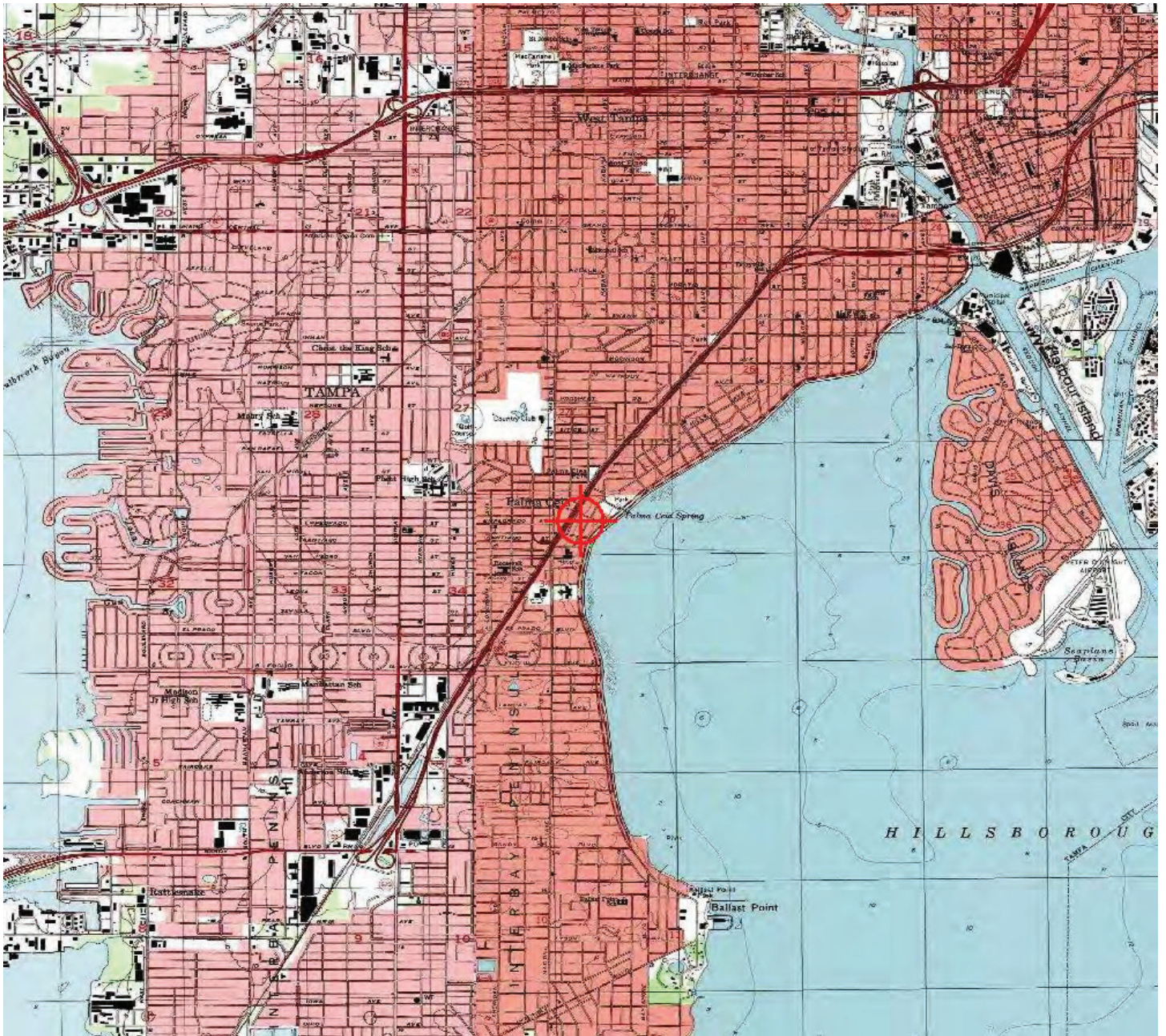
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The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.











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

Aeronautical Study No.  
 2021-ASO-40077-OE

Issued Date: 12/20/2021

Phearwa Thananun  
 Bohler  
 3820 Northdale Blvd  
 Suite 300B  
 Tampa, FL 33624

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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:

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed



structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or [mike.blaich@faa.gov](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ASO-40077-OE.

**Signature Control No: 497988284-505245944**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2021-ASO-40077-OE

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

The proposed building (northeast corner) at a height of 270 feet AGL, 284 feet AMSL.

The building point would be located approximately 2.22 west of the TPF ARP, Tampa, FL.

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): 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 70 feet.

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

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

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

- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

**AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:**

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

- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

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

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.















*E.B.I. Surveying*

*8415 Sunstate Street*

*Tampa, Florida 33634*

*Phone: (813) 886-6080/Fax: (813) 886-6081*

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Certified To: Federal Aviation Administration (FAA)  
Bohler Engineering

**CERTIFICATION:**

I certify that the latitudes and longitudes shown hereon are accurate to within +/- 20 feet horizontally; and that the elevations (AMSL) shown hereon are accurate to within +/- 3 feet vertically. The horizontal data (coordinates) are in terms of the North American Datum of 1983 (NAD 83) and are expressed in feet. The Latitude and Longitude are in terms of World Geodetic System 1984 (WGS84) and are expressed as degrees, minutes and seconds, to the nearest hundredth of a second. The vertical data (heights) are in terms of North American Vertical Datum of 1988 determined to the nearest ½ foot.

\_\_\_\_\_  
John Kenneth Carr, PSM  
Florida Registered Surveyor  
and Mapper (LS-5195)

\_\_\_\_\_  
09/24/2021

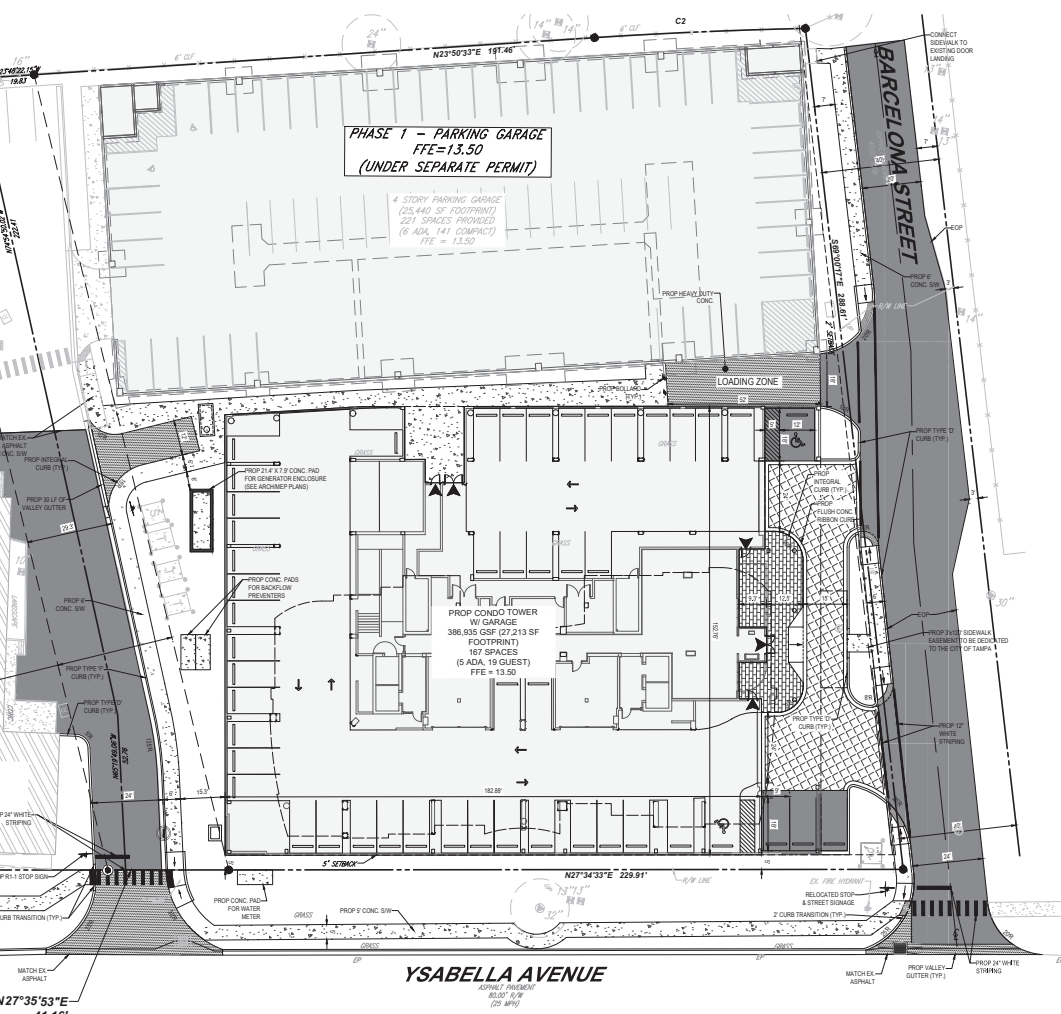
Date

SEAL



LEGEND	
EX. PROPERTY LINE	---
EX. RW LINE	---
EX. ADJACENT PROPERTY LINE	---
EX. ROADWAY CL.	---
PROP. PROPERTY LINE	---
PROP. BUFFER	---
PROP. SETBACK	---
PROP. PARKING COUNT	○
PROP. SIGN	▲
PROP. BUILDING ENTRANCES	▲
PROP. STANDARD DUTY CONCRETE	▒
PROP. STANDARD DUTY ASPHALT	▒
PROP. HEAVY DUTY CONCRETE	▒
PROP. STAMPED CONC. (SEE ARCH PLANS)	▒
PROP. STAMPED CONC. (SEE ARCH PLANS)	▒

SITE DATA	
PARCEL ID/FOLIO NUMBER	1270800000
SITE ADDRESS	2007 & 2009 BAY TO BAY BLVD
JURISDICTION	CITY OF TAMPA
ZONING	PD
FUTURE LAND USE	CMU-35
FEMA ZONE	X
TOTAL SITE AREA	171,194 SF (3.98 AC)
EXISTING GREEN SPACE	25,730 SF
EXISTING TOTAL IMPERVIOUS AREA	145,404 SF
EXISTING BLDG. AREA	24,983 SF
EXISTING VIA AREA	113,301 SF
EXISTING NON-VIA AREA	7,140 SF
PROPOSED GREEN SPACE	30,750 SF
PROPOSED TOTAL IMPERVIOUS AREA	140,404 SF
PROPOSED BLDG. AREA	76,110 SF
PROPOSED VIA AREA	48,789 SF
PROPOSED NON-VIA AREA	15,525 SF
REQUIRED PARKING SPACES (90% PD)	457 SPACES
PROPOSED STANDARD SPACES	200 SPACES
PROPOSED COMPACT SPACES	185 SPACES
PROPOSED ADA SPACES	13 SPACES
TOTAL SPACES PROVIDED	488 SPACES
BUILDING SETBACKS	
NORTH	2'
SOUTH	15'
EAST	5'
WEST	5'



**BOHLER**  
 SITE CIVIL AND CONSULTING ENGINEERING  
 PROGRAM MANAGEMENT  
 LANDSCAPE ARCHITECTURE  
 TRANSPORTATION SERVICES  
 PERMITTING SERVICES

REVISIONS			
REV	DATE	COMMENT	BY

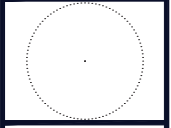
**Sunshine 811**  
 ALWAYS CALL 811  
 It's fast. It's free. It's the law.

ISSUED FOR MUNICIPAL & AGENCY REVIEW & APPROVAL

PROJECT NO.: FL1160159  
 DRAWN BY: JT  
 CHECKED BY: RH  
 DATE: 06/05/2021  
 CAD ID: SPP-0

PROJECT: **SITE CONSTRUCTION PLANS**  
 FOR **ALTRA TOWER**  
 PHASE II - CONDO TOWER  
 2910 W. BARCELONA ST.  
 TAMPA, FL 33620  
 CITY OF TAMPA

**BOHLER**  
 3520 NORTHDALE BLVD., SUITE 300B  
 TAMPA, FLORIDA 33624  
 Phone: (813) 812-4100  
 Fax: (813) 812-4101  
 Florida Registered Professional Engineer No. 37266



SHEET TITLE: **SITE PLAN**

SHEET NUMBER: **1**

ORG. DATE: 06-09-2021