



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.

A mobile harbor crane will be mobilized to the wharf at Berth 219 to load and unload ship cargo. It is expected the crane will be mobilized in August of 2017. The existing wharf is 405' long and will be extended another 305' to the north. It is expected that the extension will be completed by May of 2018. A total of 5 coordinates are provided: 4 marking the perimeter of the work area and 1 indicating the storage location when not in use. FAA Determination has been issued, reference studies 2017-ASO-14852 through 14856.

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: 9/28/2017 Nearest Airport: Peter O. Knight Overall Height (AMSL): 218'

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: Bruce A. Laurion, P.E., VP of Engineering and Facilities

Signature of Authorized Representative: [Signature] Date: 9/28/17

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

STATE OF Florida, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me this 28th day of Sept., 2017, by Bruce A. Laurion
Personally Known X OR Produced Identification Type of Id Produced

(NOTARY SEAL)

Notary Signature Cheryl R. Stewart



THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2018-14 Variance Approval YES NO
FAA Study Number: 2017-ASO-14853-OE
Associated Aeronautical Study Numbers: 14852 14856
FDOT Concurrence: YES: [] NO: [] WAIVED: [] In accordance with Resolution No. 20 -

Board of Adjustment Chairman Date



AVIATION AUTHORITY

* PERMIT APPLICATION *

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

Scope/Nature of Request: (Provide summary of request, activities involved and any other required or pertinent information to fully describe scope. The application must also contain (1) an FAA Determination of No Hazard; (2) a site survey with an FAA accuracy code of 1A, (3) a Variance application with FDOT response or non response, if applicable; (4) site plan with a building layout; (5) Information requested by the Airport Zoning Director to determine whether or not the proposal will comply with the Airport Zoning Regulations.)

Project Description:
A mobile harbor crane will be mobilized to the wharf at Berth 219 to load and unload ship cargo. It is expected the crane will be mobilized in August of 2017. The existing wharf is 405' long and will be extended another 305' to the north. It is expected that the extension will be completed by May of 2018. A total of 5 coordinates are provided: 4 marking the perimeter of the work area and 1 indicating the storage location when not in use. FAA Determination has been requested and is under review.

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.

Request Date: July 24, 2017 Required Date: From August 2017 To PERMANENT Overall Height (AMSL): 124' STORAGE 218' OPERATION

Nearest Airport: Tampa International Peter O. Knight Tampa Executive Plant City

Name/Company/Organization: Port Tampa Bay

Contact Person for Requested Activity: Jose De Jesus, P.E. Title: Sr. Professional Engineer

Mailing address: 1101 Channelside Drive City: Tampa

State: Florida Zip: 33602 Phone No.: 813-905-5027 Ext: _____

Fax No.: _____ Email: _____

Use Multiple Point Template for Coordinate Points & Height Information

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 above named firm, corporation or organization in the submission of this application.

Printed Name of Authorized Representative: Bruce A. Laurion, P.E. Vice-President of Engineering and Facilities

Signature of Authorized Representative: *Bruce A. Laurion* Date: 8/8/17

STATE OF Florida, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me this 8th day of Aug, 2017, by Bruce A. Laurion
Personally Known OR Produced Identification _____ Type of Id Produced _____

(NOTARY SEAL)



Notary Signature *Cheryl R. Stewart*

All activities performed under this permit is 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. This permit does not relieve the proponent 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. 2018-14 Variance Required: YES NO

FAA Study Number 2017-ASO-14853-OE Recommend Approval: YES NO

Associated FAA Study Numbers 14852-14856

Reviewed By: *Anthony J. Fontana*

Zoning Director _____

Date _____

Approved

Denied

Project updated successfully

PROJECTS - OE - Item List | Points | Create PDF Report

GENERAL	APPLICATION DATA	PERMIT REVIEW	FILES	REPORTS
<p>Permit Number <input type="text"/></p> <p>Approved Date <input type="text"/></p> <p>Expires <input type="text" value="03/22/2019"/></p> <p>Conditions <input type="text" value="Flag and red obstruction light on boom File 7460-2"/></p> <p style="text-align: center;">** REVIEW **</p> <p>Permit Type <input type="text" value="Height Zoning"/></p> <p>77.9 <input checked="" type="radio"/> Requires Notice <input type="radio"/> Doesn't Require Notice</p> <p>77.17 <input checked="" type="radio"/> Obstruction <input type="radio"/> No Obstruction</p> <p>77.19 <input checked="" type="radio"/> Exceeds Part 77 <input type="radio"/> Within Height Limits</p> <p>TERPS <input type="radio"/> Exceeds Height Limits <input checked="" type="radio"/> With Height Limits</p> <p>OEI (62.5:1) <input type="text" value="NA"/></p> <p>Coordination ATCT / Operations <input type="text" value="Not Required"/></p> <p>Emergency Use <input type="radio"/> Yes <input checked="" type="radio"/> No</p> <p>Conditions Apply <input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Objects affecting Navigable Airspace <input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Exceeds Supportive Screening Criteria <input type="radio"/> Yes <input checked="" type="radio"/> No</p> <p>Hazard Marking and/or Lighting <input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Analysis Summary <input type="text" value="Penetrates TPF Horizontal No VFR or IFR impacts identified. No Navaid impacts."/></p> <p>Recommend Approval <input checked="" type="radio"/> Yes <input type="radio"/> No</p>				

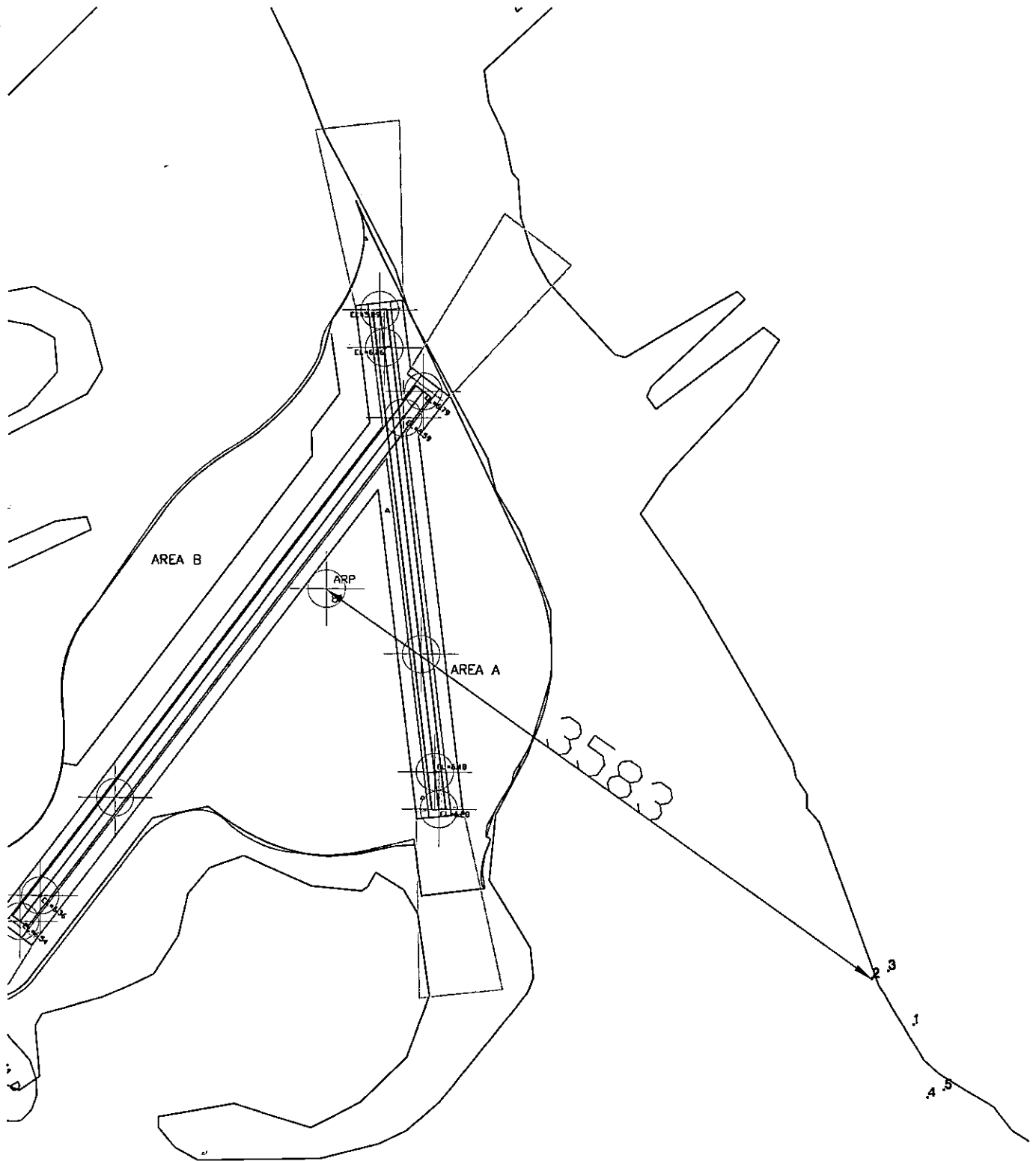
Update Project

Upload File

<input type="text"/>	<input type="text" value="Browse"/>	<input type="text" value="Upload File"/>
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Associated Points Data for Port Tampa Bay 1814 - Report created on 2/6/2018 9:38:52 AM

Point Number	Description	Latitude	Longitude	X	Y	Site Elev. (AMSL)	Struct Height (AGL)	Overall Height (AMSL)	Down & Over From Closest Runway
1	Crane Storage	27° 54' 34.33" N	82° 26' 20.99" W	514,334.1408	1,300,069.8319	10.00	114.00	124.00	Down(+): 1,426.76 Over(-): 2,410.86 Distance from RW 36: 2,801.41
2	NW Wharf Corner	27° 54' 36.79" N	82° 26' 23.57" W	514,103.3796	1,300,319.4196	10.00	208.00	218.00	Down(+): 1,151.66 Over(-): 2,211.19 Distance from RW 36: 2,493.13
3	NE Wharf Corner	27° 54' 37.22" N	82° 26' 22.56" W	514,193.8466	1,300,362.0154	10.00	208.00	218.00	Down(+): 1,120.05 Over(-): 2,306.05 Distance from RW 36: 2,563.67
4	SW Wharf Corner	27° 54' 30.45" N	82° 26' 20.12" W	514,410.7775	1,299,678.0080	10.00	208.00	218.00	Down(+): 1,824.89 Over(-): 2,440.68 Distance from RW 36: 3,047.48
5	SE Wharf Corner	27° 54' 30.90" N	82° 26' 19.11" W	514,500.9916	1,299,722.3121	10.00	208.00	218.00	Down(+): 1,791.55 Over(-): 2,535.50 Distance from RW 36: 3,104.58



Project Multiple Point Template

One Location field is required														
Point #	LAT d	LAT.m	LAT.s	LONG d	LONG m	LONG s	LAT dec	LONG dec	X	Y	MSL	AGL	NAME (must be in Quotes)	AMSL
1	27	54	34.3314	-82	26	20.9879	27.90015894	-81.56656950	514334.1408	1300069.832	10	114	"Crane Storage"	124.00
2	27	54	36.7946	-82	26	23.5701	27.90017035	-81.56655755	514103.3796	1300319.42	10	208	"NW Wharf Corner"	218.00
3	27	54	37.2196	-82	26	22.5634	27.90017231	-81.56656221	514193.8466	1300362.015	10	208	"NE Wharf Corner"	218.00
4	27	54	30.4543	-82	26	20.118	27.90014099	-81.56657353	514410.7775	1299678.008	10	208	"SW Wharf Corner"	218.00
5	27	54	30.8962	-82	26	19.1142	27.90014304	-81.56657818	514500.9916	1299722.312	10	208	"SE Wharf Corner"	218.00
							0.00000000	0.00000000						0.00
							0.00000000	0.00000000						0.00
							0.00000000	0.00000000						0.00
							0.00000000	0.00000000						0.00

CASE Number
 2017-ASO- 14852-OE
 2017-ASO-14853-OE
 2017-ASO-14854-OE
 2017-ASO-14855-OE
 2017-ASO-14856-OE

Tony Mantegna

From: Tony Mantegna
Sent: Tuesday, February 06, 2018 11:43 AM
To: Greg Jones (greg.jones@dot.state.fl.us)
Cc: Michael Kamprath; Jeff Siddle (JSiddle@TampaAirport.com)
Subject: Permanent crane operations for Berth 219 - Airport Study 2018-14
Attachments: Airport Study 2018-14.pdf

Greg,

Per Chapter 333 we are hereby submitting the attached variance application for your review and comment.

I have conducted a review of the project and did not identify any impacts to the utility of Peter O Knight Airport and recommend approval.

We plan on having a hearing for this request on 3/15/2018 in accordance with our Height Zoning Regulations.

Please don't hesitate to give me a call if you have any questions or concerns.

Tony Mantegna / Tampa International Airport / Height Zoning & Land Use Manager/ Planning & Development
Direct: (813)870-7863 | Email: tmantegna@tampaairport.com



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

Aeronautical Study No.
 2017-ASO-14852-OE

Issued Date: 08/09/2017

Bruce Laurion, P.E.
 Port Tampa Bay
 1101 Channelside Drive
 Tampa, FL 33602

**** 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: Crane Berth 219 Mobile Crane Storage
 Location: Tampa, FL
 Latitude: 27-54-34.33N NAD 83
 Longitude: 82-26-20.99W
 Heights: 10 feet site elevation (SE)
 114 feet above ground level (AGL)
 124 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 02/09/2019 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 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.

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.

If we can be of further assistance, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-14852-OE.

Signature Control No: 339123246-340342167

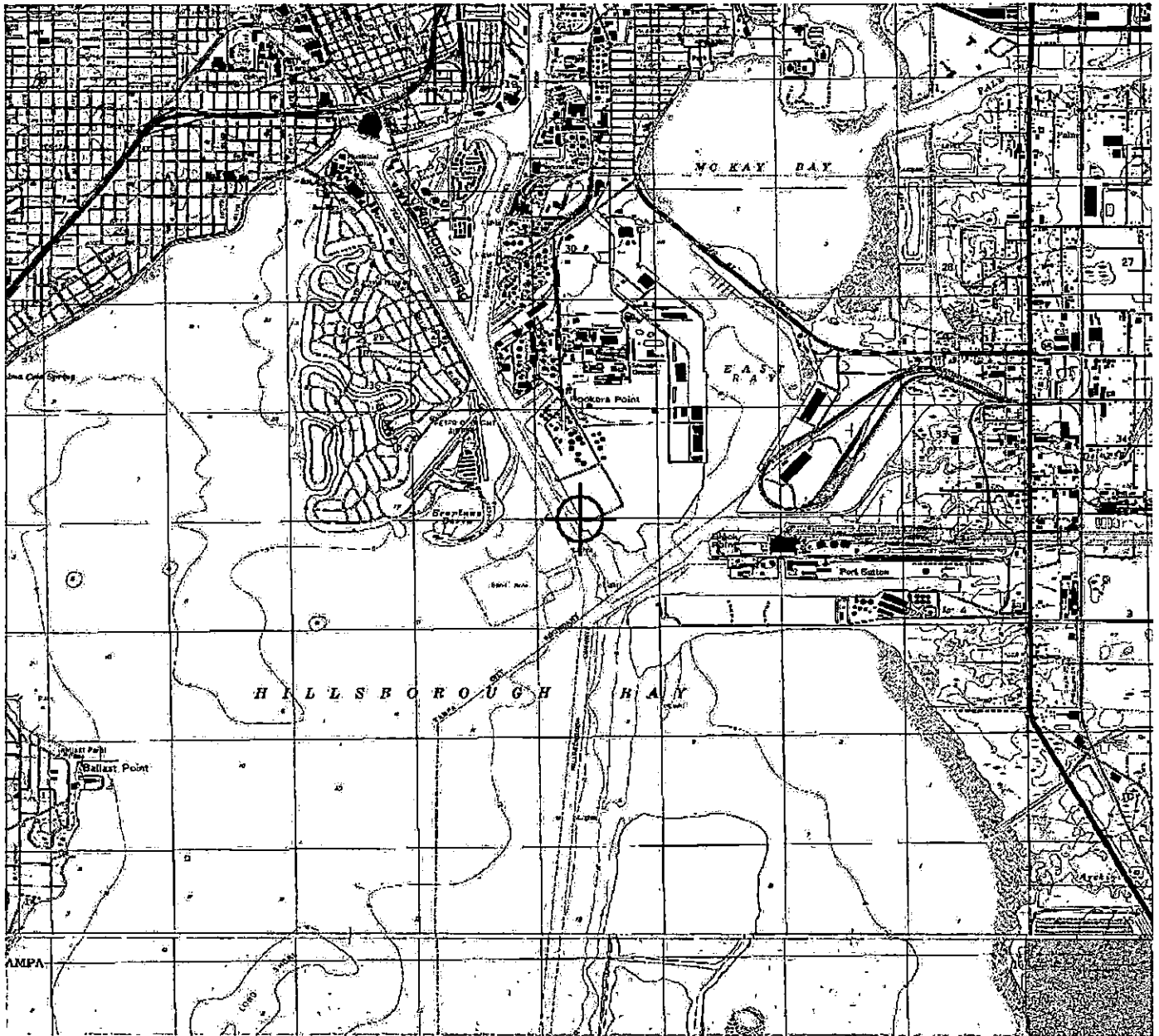
(DNE)

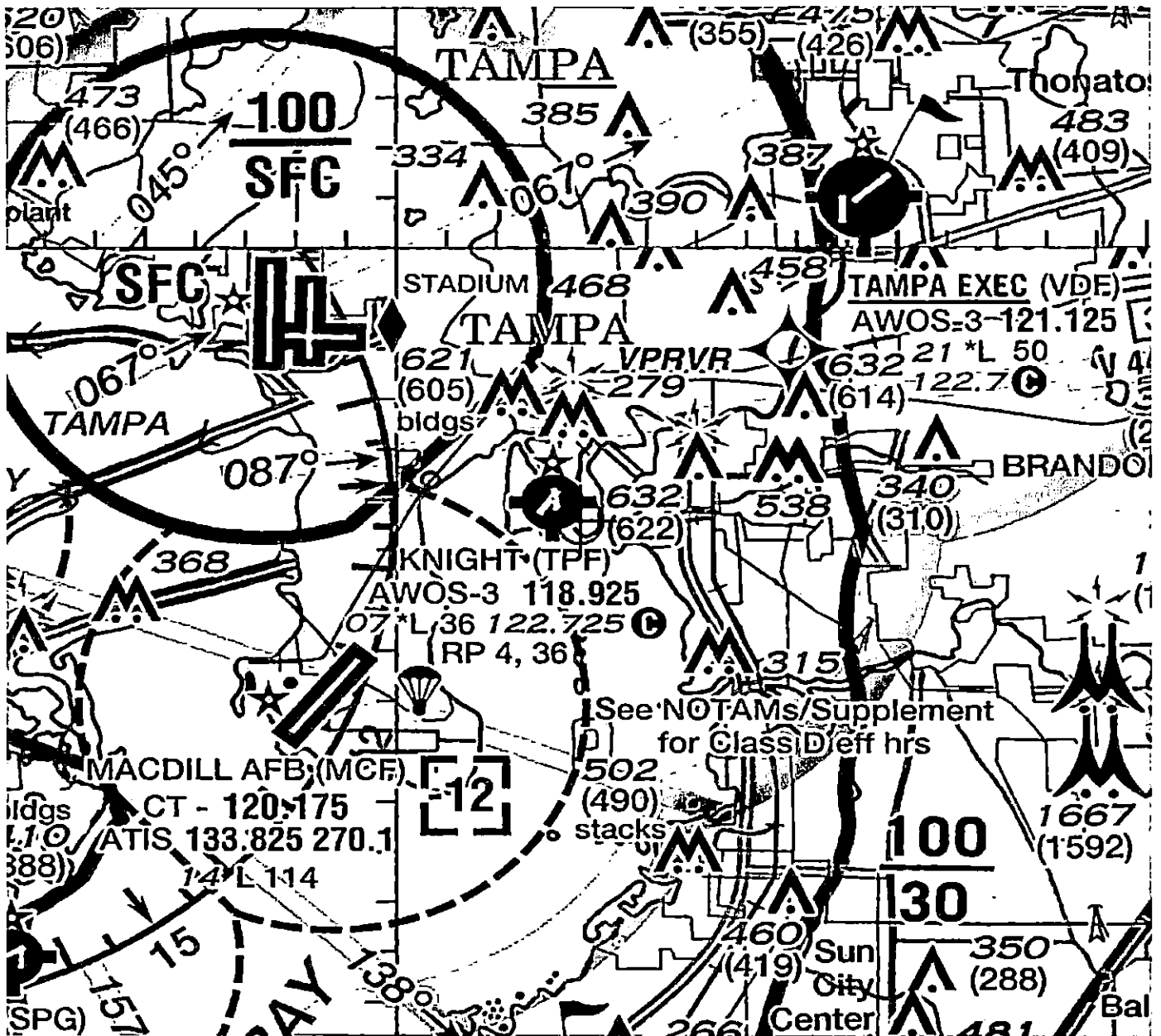
Michael Blaich
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2017-ASO-14852-OE

Mobile harbor crane(s) serving the wharf at Berth 219 in Hooker's Point Area. Five locations were evaluated, under FAA Aeronautical Study Numbers 2017-ASO-14852-OE through 14856, representing the four-corners of the operation area and one point for storage location.







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

Aeronautical Study No.
 2017-ASO-14853-OE

Issued Date: 09/22/2017

Bruce Laurion, P.E.
 Port Tampa Bay
 1101 Channelside Drive
 Tampa, FL 33602

**** 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: Crane Berth 219 Mobile Crane NW Corner
 Location: Tampa, FL
 Latitude: 27-54-36.79N NAD 83
 Longitude: 82-26-23.57W
 Heights: 10 feet site elevation (SE)
 208 feet above ground level (AGL)
 218 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/22/2019 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, 2017. 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, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 01, 2017 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 Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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.

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 Blauch, at (404) 305-6462, or mike.blauch@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-14853-OE.

Signature Control No: 339124045-344463177

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2017-ASO-14853-OE

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

The proposal is for the 4-corners of a project, under FAA Aeronautical Study Numbers 2017-ASO-14853-OE through 14856, in which mobile cranes will operate anywhere inside the 4-corners of the project. The 4-corner project points were submitted at a height of 208 feet AGL and 218 feet AMSL. The northwest project point is located approximately 0.59 NM southeast of the TPF ARP and extends to approximately 0.70 NM southeast of the TPF ARP and from 120.55 degrees azimuth clockwise to 127.06 degrees azimuth.

The proposed 4-corner points would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(2) TPF --- > Exceeds by 8 feet.

Section 77.19 (a) TPF: Horizontal Surface --- > Exceeds by 61 feet.

Part 77 Obstruction Standards are used to screen the many structures submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

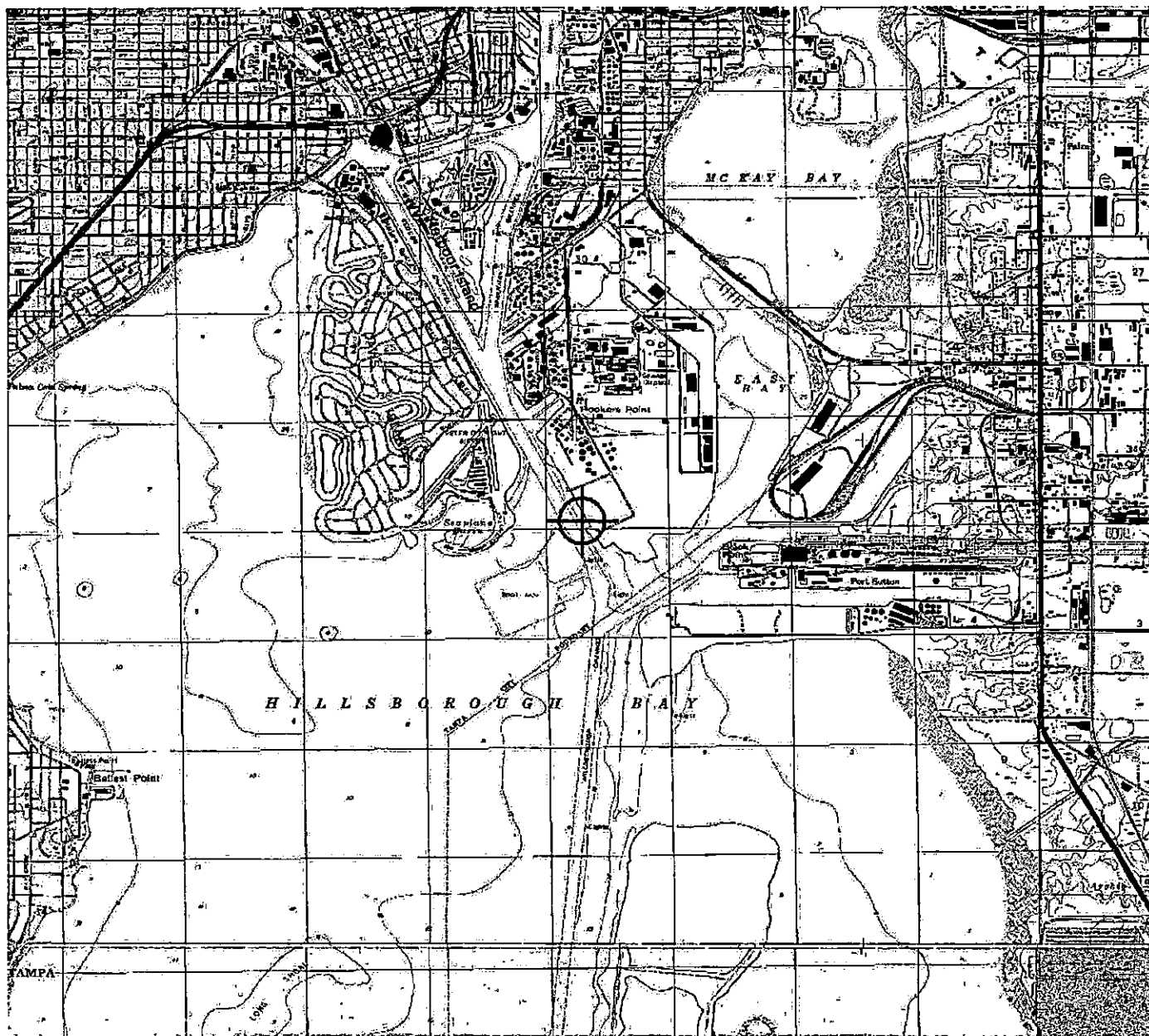
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

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

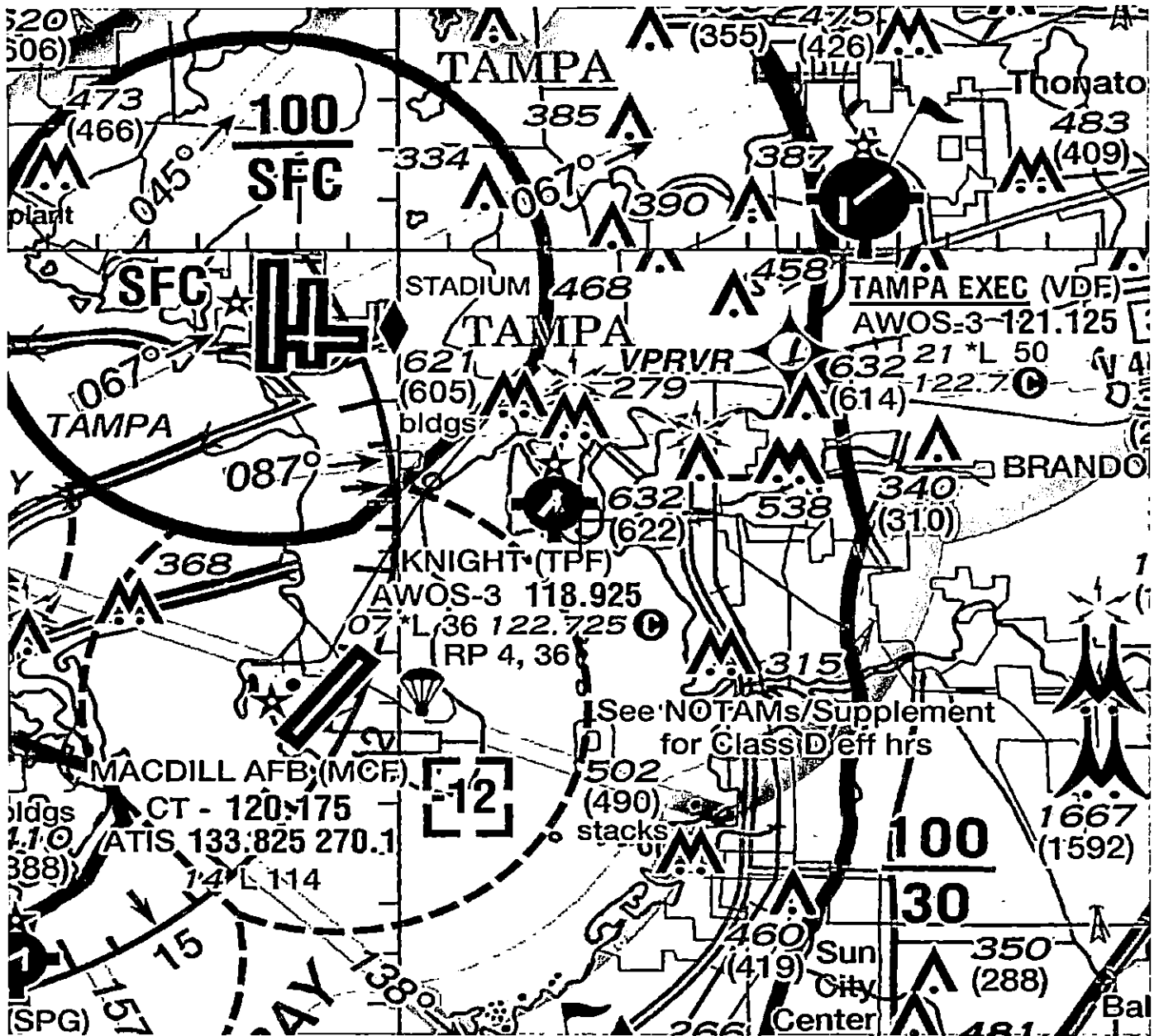
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

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

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



Sectional Map for ASN 2017-ASO-14853-OE





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

Aeronautical Study No.
2017-ASO-14854-OE

Issued Date: 09/22/2017

Bruce Laurion, P.E.
Port Tampa Bay
1101 Channelside Drive
Tampa, FL 33602

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

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Structure: Crane Berth 219 Mobile Crane NE Corner
Location: Tampa, FL
Latitude: 27-54-37.22N NAD 83
Longitude: 82-26-22.56W
Heights: 10 feet site elevation (SE)
208 feet above ground level (AGL)
218 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:

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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 03/22/2019 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, 2017. 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, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 01, 2017 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 Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-
ASO-14854-OE.

Signature Control No: 339124100-344463538

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2017-ASO-14854-OE

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

The proposal is for the 4-corners of a project, under FAA Aeronautical Study Numbers 2017-ASO-14853-OE through 14856, in which mobile cranes will operate anywhere inside the 4-corners of the project. The 4-corner project points were submitted at a height of 208 feet AGL and 218 feet AMSL. The northwest project point is located approximately 0.59 NM southeast of the TPF ARP and extends to approximately 0.70 NM southeast of the TPF ARP and from 120.55 degrees azimuth clockwise to 127.06 degrees azimuth.

The proposed 4-corner points would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(2) TPF --- > Exceeds by 8 feet.

Section 77.19 (a) TPF: Horizontal Surface --- > Exceeds by 61 feet.

Part 77 Obstruction Standards are used to screen the many structures submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

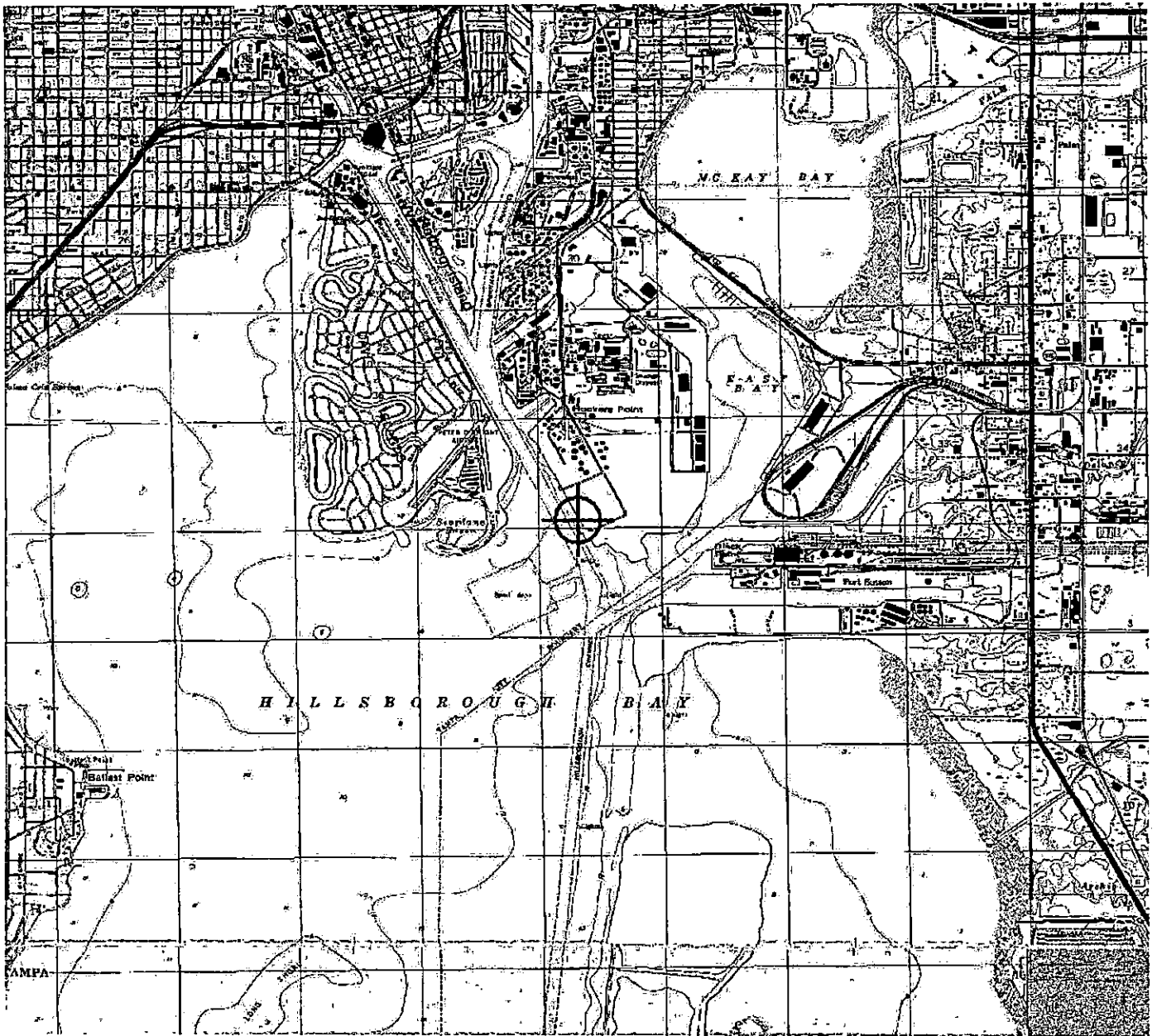
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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

TOPO Map for ASN 2017-ASO-14854-OE





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

Aeronautical Study No.
 2017-ASO-14855-OE

Issued Date: 09/22/2017

Bruce Laurion, P.E.
 Port Tampa Bay
 1101 Channelside Drive
 Tampa, FL 33602

**** 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: Crane Berth 219 Mobile Crane SW Corner
 Location: Tampa, FL
 Latitude: 27-54-30.45N NAD 83
 Longitude: 82-26-20.11W
 Heights: 10 feet site elevation (SE)
 208 feet above ground level (AGL)
 218 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/22/2019 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, 2017. 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, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on November 01, 2017 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 Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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.

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 Blauch, at (404) 305-6462, or mike.blauch@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-14855-OE.

Signature Control No: 339124185-344463539

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2017-ASO-14855-OE

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

The proposal is for the 4-corners of a project, under FAA Aeronautical Study Numbers 2017-ASO-14853-OE through 14856, in which mobile cranes will operate anywhere inside the 4-corners of the project. The 4-corner project points were submitted at a height of 208 feet AGL and 218 feet AMSL. The northwest project point is located approximately 0.59 NM southeast of the TPF ARP and extends to approximately 0.70 NM southeast of the TPF ARP and from 120.55 degrees azimuth clockwise to 127.06 degrees azimuth.

The proposed 4-corner points would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(2) TPF --- > Exceeds by 8 feet.

Section 77.19 (a) TPF: Horizontal Surface --- > Exceeds by 61 feet.

Part 77 Obstruction Standards are used to screen the many structures submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

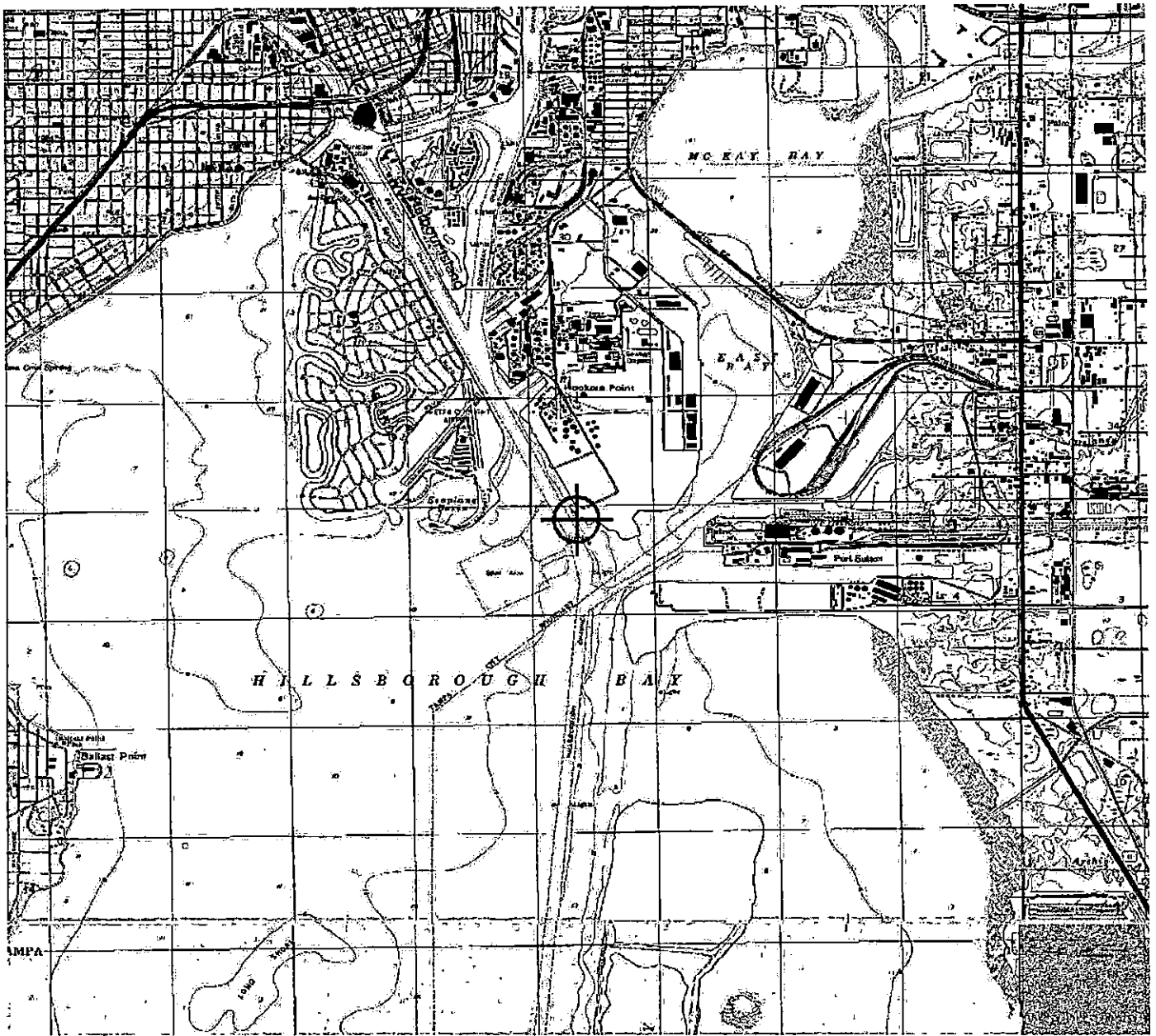
The proposed structures' proximity to the airport was considered and found to be acceptable.

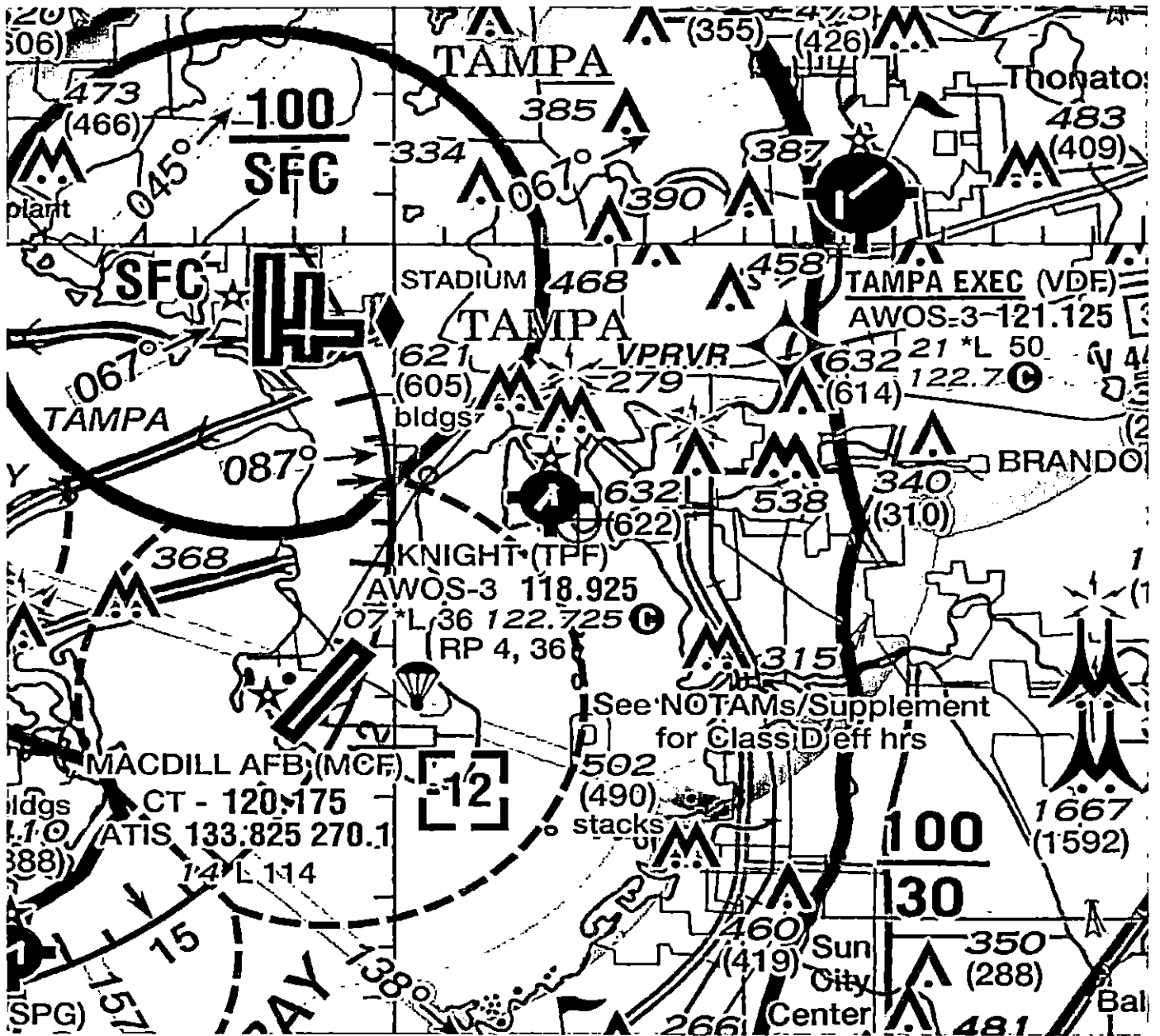
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

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

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

TOPO Map for ASN 2017-ASO-14855-OE







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

Aeronautical Study No.
 2017-ASO-14856-OE

Issued Date: 09/22/2017

Bruce Laurion, P.E.
 Port Tampa Bay
 1101 Channelside Drive
 Tampa, FL 33602

**** 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: Crane Berth 219 Mobile Crane SE Corner
 Location: Tampa, FL
 Latitude: 27-54-30.90N NAD 83
 Longitude: 82-26-19.11W
 Heights: 10 feet site elevation (SE)
 208 feet above ground level (AGL)
 218 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/22/2019 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, 2017. 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, Airspace Policy & Regulation, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-14856-OE.

Signature Control No: 339124236-344463537

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2017-ASO-14856-OE

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

The proposal is for the 4-corners of a project, under FAA Aeronautical Study Numbers 2017-ASO-14853-OE through 14856, in which mobile cranes will operate anywhere inside the 4-corners of the project. The 4-corner project points were submitted at a height of 208 feet AGL and 218 feet AMSL. The northwest project point is located approximately 0.59 NM southeast of the TPF ARP and extends to approximately 0.70 NM southeast of the TPF ARP and from 120.55 degrees azimuth clockwise to 127.06 degrees azimuth.

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Details of the structure were circularized to the aeronautical public for comment. No letters of objection were received during the comment period.

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

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

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

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

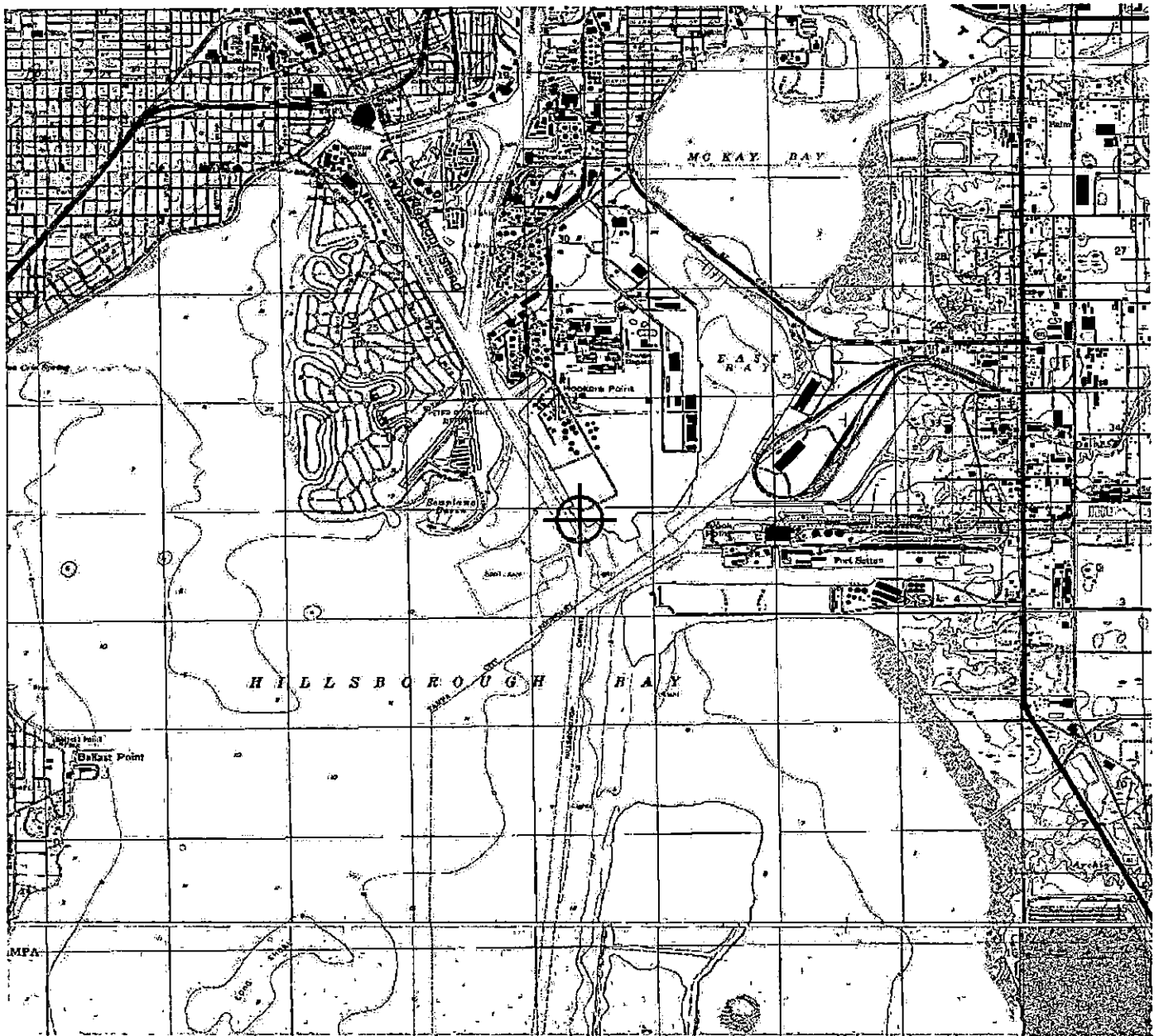
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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

TOPO Map for ASN 2017-ASO-14856-OE



Sectional Map for ASN 2017-ASO-14856-OE

