

APPLICATION FOR STATION LICENSE
CAPSTAR TX LIMITED PARTNERSHIP
W266BC FM TRANSLATOR STATION
CH 266D - 101.1 MHZ - 0.250 KW
TUPELO, MISSISSIPPI
September 2007

TECHNICAL STATEMENT

This Technical Statement was prepared on behalf of Capstar TX Limited Partnership ("Capstar"), permittee of FM translator station W266BC, Channel 266D, Tupelo, Mississippi. Capstar holds an outstanding permit authorizing a new FM translator (BMPFT-20070924AHP). This application seeks a license to cover the outstanding permit. Attached as Exhibit A is a calculation of the transmitter power output for the W266BC translator.

There are three special operating conditions/restrictions listed on the W266BC permit. The first condition notes that during the installation of the W266BC antenna and transmission line, co-located AM stations WKMQ and WTUP would determine power by the indirect method. Following the installation of the antenna and line, an application to return both WKMQ and WTUP to direct measurement is to be submitted. It is noted that a representative of the licensee of WKMQ and WTUP (also Capstar) is completing the base impedance measurements for both stations, and will be preparing applications to return to direct measurement of power, which will be submitted to the Commission.¹

The second condition states that Capstar will reduce the power of W266BC or cease operation to insure persons with access to the site are not exposed to radio frequency radiation

1) The FCC Form 302-AM applications will be submitted in paper form (non-electronic filing).

levels above the limits. Capstar herein restates that it will, in cooperation with other tower users, reduce the power of W266BC or cease operation, as necessary, to insure that persons having access to the tower will not be exposed to radio frequency electromagnetic fields in excess of the FCC's guidelines.

The third and final condition states that prior to program tests commencing, measurements must be made to establish that the operation authorized in BMPFT-20070924AHP is in compliance with the spurious emissions requirements of 47 C.F.R. §73.317(b) through §73.317(d). Attached as Exhibit B is a statement from Jeffrey Vaughn, Chief Engineer, stating that no spurious emissions were detected when W260BJ and W266BC were both operating.

Based on the foregoing, W266BC is ready for operation and it is believed all conditions have been satisfied.