

Exhibit 15

Allocation Narrative

The allocation situation for the proposed station is reported on the following pages. A complete explanation of how to read the printout is shown on the page after the tabulation. Summarizing the explanation, each group of lines represents an existing or proposed full service station. Entries which have a negative number in the columns marked *IN* or *OUT* could cause interference with the proposed station.

None of the stations listed in the printout has negative values in the *IN* and *OUT* columns. This indicates that no potential for interference occurs on the line directly between the proposed facility and any of those stations where both numbers are positive.

The proposed station has been exhaustively evaluated to certify the protection of each of the stations in the tabulation where the *IN* or *OUT* contour separation is significant. In each case, a digitally generated map is provided showing the appropriate protected (thin line) and interfering (thick line) contours. In cases where the map is also inconclusive, the value of the interfering signal is tabulated along the protected contour. It is shown to not exceed the mandated value at any point on the protected contour. That tabulation is also appended to the exhibit in those cases. Since there is no point on the protected contour where the interfering signal strength exceeds the mandated value, no contour overlap exists, and no area of interference is predicted.

NCE Stations

The first line in the printout is the application being modified. It is being superceded by this application and will not coexist with it. Hence it need not be protected by this application.

Maps are sufficient to show no prohibited contour overlap exists with the remaining three NCE stations toward the bottom of the listing (KBSK, KKLUC, and KBSU).

IF Spacings

The second line is an IF spaced allocation in Gooding, ID. The table shows 38.6 km of clearance between the proposed C0 station and the allocation.

The third line is KHJR, also IF spaced to the proposed station. A clearance of 56.2 km is shown in the table.

TV6 Protection

Protection for TV channel 6 station KIVI is shown in Exhibit 18.

Class Contour Distance

The proposed ERP is 100 kW, and the HAAT is 303.0 meters (8 radials). This is therefore an application for a class C0 station.

Summary

This allocation study shows that no interference to any existing or proposed station will be produced by granting the proposed modification. It can therefore proceed to be granted.

HOW TO READ THE FM COMPUTER PRINT-OUT

The computer print-out should be self-explanatory for the most part. The parameters of the station being checked, (reference station) are printed in the heading. The 60 dBu protected contour is predicted from the Commission's F(50-50) table, while the 40, 54, 80 and 100 dBu contours are interference contours derived from the Commission's F(50-10) table. Contour distances are in kilometers and are predicted using spline interpolation from data points identical to those published in Report No. RS 76-01 by Gary C. Kalagian. Critical contour distances are determined using the Commission's TVFMINT FORTRAN subroutine. When interference contour distances are less than 16 kilometers the F(50-50) tables are used. If signal contour distances are less than 1.6 km the free-space equation is used.

The column listed "*** IN ***" is the sum of the reference station's 60 dBu protected contour and the data file station's interference contour subtracted from the distance between the stations. (All distances are derived by the method detailed in Sec. 73.208 of the Rules and Regulations as amended in Docket 80-90.) Therefore, the column is a measure of incoming interference. Negative distances in this column indicate the presence of interference. Listed antenna heights are the average heights of eight standard radials as found in the Commission's records unless otherwise noted, in which case the specific antenna heights along the azimuths between the reference station and the database station are used and visa versa. The column labeled "*** OUT ***" shows the distance of kilometers of overlap or clearance between the reference station's interference contour and the database station's protected contour. Negative distance figures in this column indicate outgoing interference.

For I.F., commercial, international and other spacing based relationships, the "IN" and "OUT" columns change their significance. The letter "R" stands for the minimum required distance in kilometers, while the letter "M" in the next column follows the available clear space separation in kilometers or "Margin". Minimum commercial separation distances were taken from Sec 73.207 of the rules as amended. This procedure is also used for all Canadian and Mexican spacing. Canadian separation distances were derived from the "Canadian/American Working Agreement".

Under the "BEARING" column, the first row of numbers indicate the bearings from true north of the data base stations in relationship with the reference station, while the numbers in the second row indicate the reverse bearings from the database station to the reference station.

The columns labeled "INT" and "PRO" hold the distance in kilometers of the appropriate interference contour and the protected contour of a data base station.

The first three letters of the "TYPE" column identify the current F.C.C. status of the stations. The fourth letter will be a "D" or "Z" (Sec. 73.215) if the facility is directional. The fifth letter will be an E, H or V depending on the type of antenna polarization. The sixth letter will be a 'Y' if the antenna uses beam tilt.

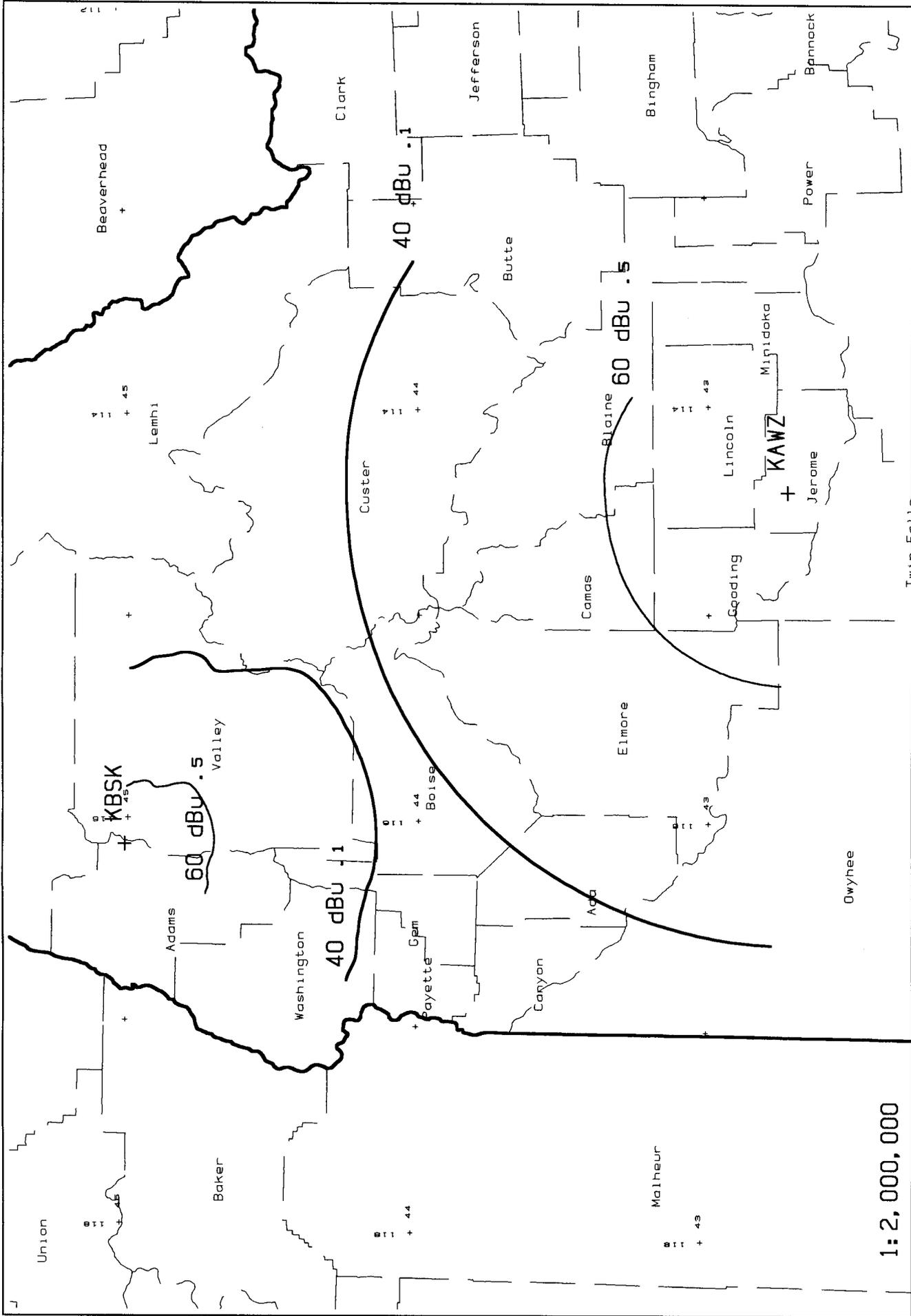
Exhibit 15

KAWZ

REFERENCE CH# 210C0 - 89.9 MHz, Pwr= 100 kW, HAAT=303.0 M, COR= 1475 M DISPLAY DATES
 42 43 47 N Average Protected F(50-50)= 72.61 km DATA 12-13-02
 114 24 52 W Ave. F(50-10) 40 dBu= 172.3 54 dBu= 105.4 80 dBu= 33.9 100 dBu= 10.2 SEARCH 12-21-02

| CH CITY | CALL | TYPE STATE | AZI. <-- | DIST FILE # | LAT. LNG. | Pwr(kW) HAAT(M) | COR(M) INT(km) | PRO(km) LICENSEE | *IN* (Overlap in km) | *OUT* (in km) |
|---|---------|------------|-------------|------------------------|--------------------|-----------------|----------------|--|----------------------|---------------|
| 210C Twin Falls | KAWZ | LIC DE ID | 0.0 180.0 | 0.00 BLED20010305AAO | 42 43 47 114 24 52 | 100.000 302 | 1475 172.2 | 72.5 Calvary Chapel Of Twin Fal | -244.80< | -244.83< |
| 264C Gooding | ALLO | USE ID | 314.2 134.2 | 83.58 | 43 15 04 115 09 12 | 100.000 600 | 0 0.0 | 91.8 | 45.0R | 38.6M |
| 264C Gooding | KHJR | LIC CY ID | 304.9 124.9 | 101.15 BLH19971106KD | 43 14 43 115 26 12 | 80.000 668 | 2211 0.0 | 92.1 Hbg-fm Idaho Llc | 45.0R | 56.2M |
| 210C3 Mccall | *KBSK | LIC CX ID | 332.1 152.1 | 288.56 BLED20020709ABD | 45 00 38 116 07 53 | 0.220 709 | 2329 96.3 | 34.3 Idaho State Board Of Educa | 121.07 | 83.71 |
| > Reference HAAT at 332.1°= 285.1 M, Pwr= 100.0 kW, Pro. Dist. = 71.18 km, Int Dist. = 170.52 km | | | | | | | | | | |
| 208C0 Rigby | *KKLU.C | CP VN ID | 58.3 238.3 | 166.39 BPED19981022MA | 43 30 03 112 39 43 | 78.000 453 | 2030 11.4 | 81.2 Educational Media Foundati | 86.17 | 75.86 |
| > Reference HAAT at 58.3°= 257.3 M, Pwr= 100.0 kW, Pro. Dist. = 68.84 km, Int Dist. = 9.37 km Vertical Polarization Only | | | | | | | | | | |
| 212C Boise | *KBSUFM | LIC CY ID | 310.5 130.5 | 178.05 BLED20010917AAP | 43 45 21 116 05 54 | 17.500 849 | 2215 8.0 | 82.2 Idaho State Board Of Educa | 96.74 | 85.52 |
| > Reference HAAT at 310.5°= 312.7 M, Pwr= 100.0 kW, Pro. Dist. = 73.34 km, Int Dist. = 10.32 km | | | | | | | | | | |
| 06Z2C Nampa | KIVI | CP HN ID | 310.5 130.5 | 178.05 BPCT20001006ABP | 43 45 21 116 05 54 | 56.000 857 | 2240 0.0 | 131.6 To Grd B= Journal Broadcast Corporat | | 46.45 |

"*" = ERP and HAAT on direct line to and from reference station. "<" = Contour Overlap



1:2,000,000

Scale in km



KAWS

210C0

100kW

1475M AMSL

KAWS vs KBSK

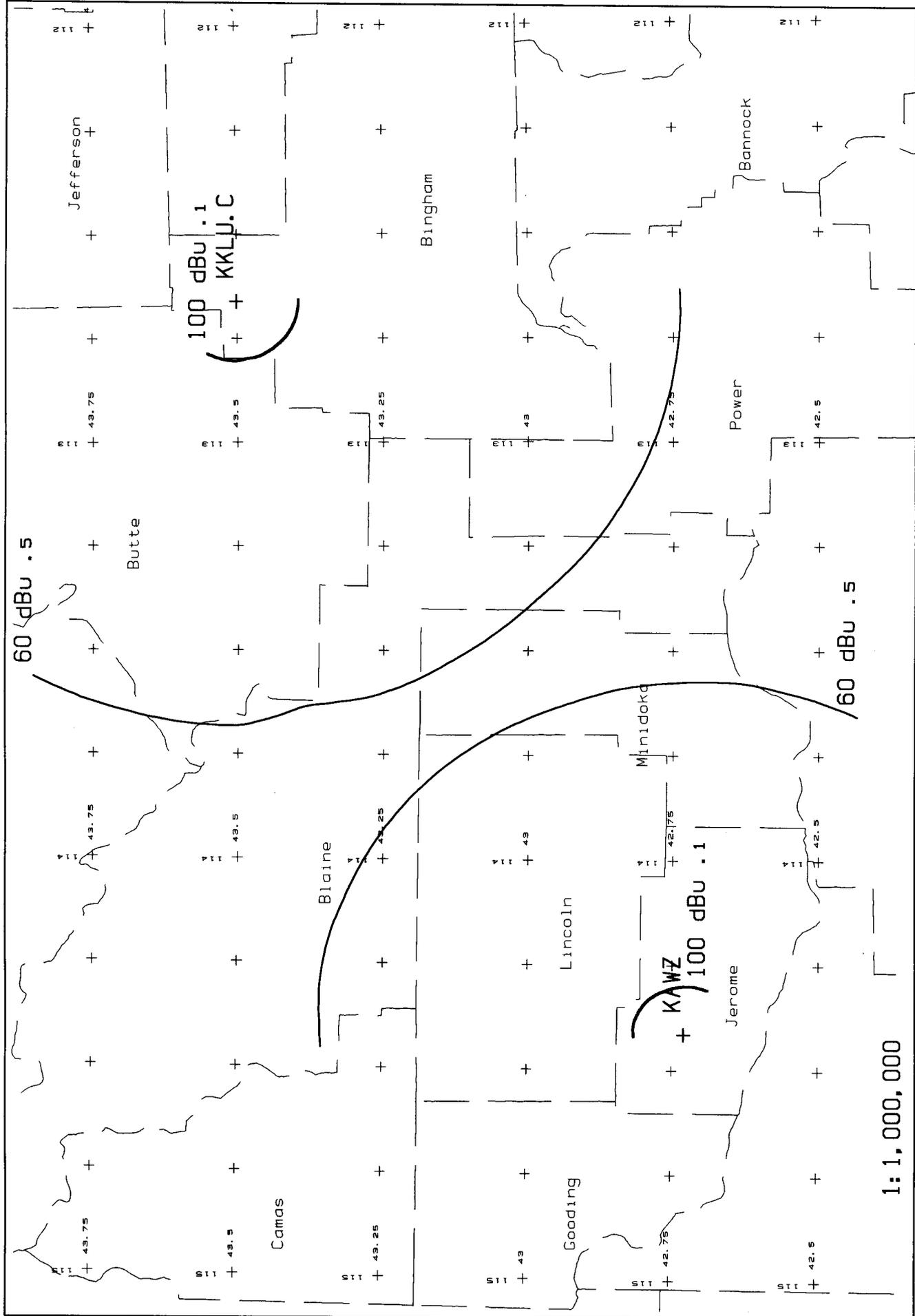
KBSK

210C3

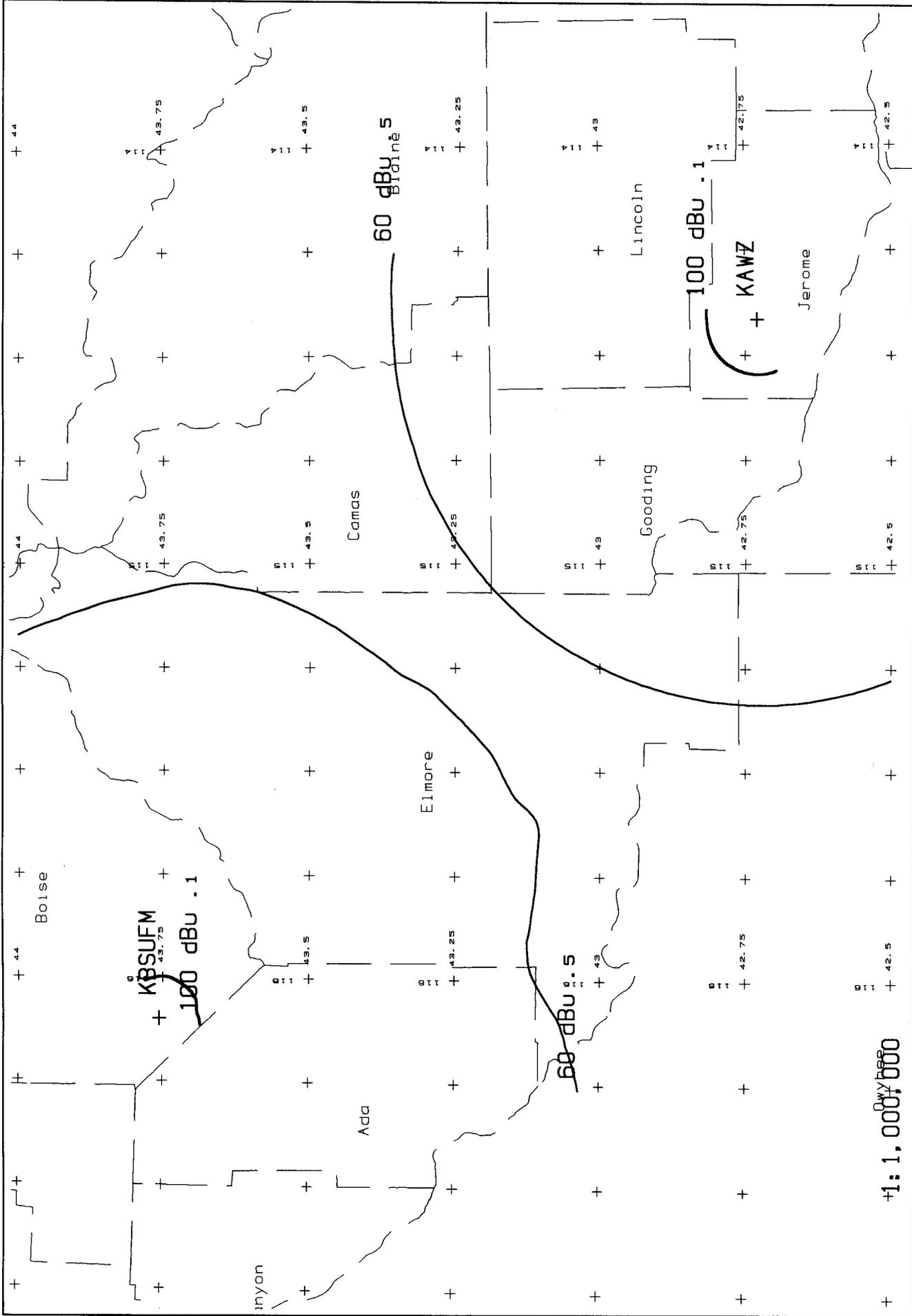
.22kW

2329M AMSL

Bob Moore - 12/02

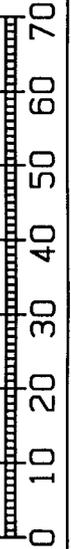


| | | | |
|--|--------------------|--|--|
| <p>Scale in km</p> <p>0 10 20 30 40 50 60 70</p> | <p>1:1,000,000</p> | <p>KAWZ 210CO 100kW 1475M AMSL</p> <p>KKLU.C 208CO 78kW 2030M AMSL</p> | <p>KAWZ vs KKLJ.C</p> <p>Bob Moore - 12/02</p> |
|--|--------------------|--|--|



1:1,000

Scale in km



KAWZ 210C0 100kW 1475M AMSL
 KBSUFM 212C 17.5kW 2215M AMSL

KAWZ vs KBSUFM
 Bob Moore - 12/02