FM Contour Study

du Treil, Lundin, & Rackley, Inc., Sarasota, Florida

Channel: 243   **Coordinates:** 036-06-29 078-56-24 (NAD 27)   **ERP:** 0.0001 kW **Max. HAAT:** 127 m   *Considering Only Interference Caused*

Comment:

Callsign	Chan.	Service	Status	Freq.	City			State	Co.	Rec.	Latitude	Dist. (km)	Sep. (km)	Spac. (km)
Facility ID	ARN			Class	DA	73.215	ERP (kW)	HAAT (m)			Longitude	Bear. (deg)	Comment	
WBBB	241	FM	LIC	96.1	RALEIGH			NC	US	C	35-41-07	50.92	74.41	-23.49
889	BLH	19900228KE		C0	N	N	100	300			078-43-14	157.13	**SHORT**	/1
WBBB 60.0 dBu desired distance: 74.4 km					Proposed 100.0 dBu undesired distance: 0.0 km									
WKRX	244	FM	LIC	96.7	ROXBORO			NC	US	C	36-22-04	29.31	28.87	0.44
57789	BLH	6712		A		N	3	91			078-59-58	349.56	**CLOSE**	/2
WKRX 60.0 dBu desired distance: 26.2 km					Proposed 54.0 dBu undesired distance: 2.7 km									
W246CG	246	FX	LIC	97.1	DURHAM			NC	US	C	36-06-29	0	3.53	-3.53
87684	BLFT	20120418ACS		D	N	N	0.001				078-56-24	90	**SHORT**	/3
W246CG 60.0 dBu desired distance: 3.5 km					Proposed 100.0 dBu undesired distance: 0.0 km									

/1 – Although the contour overlap requirements are not met, it is demonstrated herein that no interference will be caused to any accessible areas. A waiver of Section 74.1204 of the FCC Rules is requested to the extent necessary under the 'Living Way' precedent since no actual interference will occur with respect to WBBB. The predicted desired signal level of WBBB over the proposed W246CG transmitter site is 69.0 dBu. Given a U/D interference ratio of 40 dB, the interference level would be 109.0 dBu. The predicted 109.0 dBu interfering contour will not reach ground level as demonstrated in the attached interference analysis graph. Therefore, no interference is predicted with respect to WBBB.

/2 – Contour overlap requirements are met. See attached allocation study map.

/3 – Applicant's licensed facility. There is no change in transmitting antenna location or height. The instant application is a minor change relative to the licensed W246CG facility.