

REQUEST FOR WAIVER

Pacific Radio Group, Inc. ("PRG"), proposed assignee of Stations KLUA(FM), KAGB(FM), and KKON(AM), KPVS(FM) and KAPA(FM), hereby requests waiver of Section 73.3555(a) of the Commission Rules. 47 C.F.R. § 73.3555(a). With respect thereto, the following is stated:

This Request pertains to the proposed assignment of Stations KKON(AM), KAGB(FM) and KLUA(FM) from Big Island Radio to PRG. The stations subject to the proposed assignment application are in non-Arbitron markets – therefore, under the current Commission rules, contour overlap remains the relevant analysis for determining markets. The home markets of the two groups of stations are separate Hawaiian Islands. Within their own home-island markets, the stations are in full compliance with the multiple ownership rules. See Attachment 1. However, the city grade contours of Stations KLHI-FM, KJMD(FM), KPOA(FM), KNUI-FM, KNUI(AM), and KMVI(AM) on the Island of Maui (already owned by PRG), and Stations KKON(AM), KAGB(FM) and KLUA(FM) on The Big Island of Hawaii (hereafter referred simply as "The Big Island"), overlap. An Engineering Statement depicting the "Market" created by the city-grade overlap area of these two groups of stations is attached hereto as Attachment 2. There are 20 stations that can be counted (and there are 30 stations overall) that provide city-grade service in the "market" defined by the overlapping city-grade contours. Therefore, the maximum number of radio stations that ordinarily would be allowed to be commonly owned in that defined "market" are 6 stations – e.g., 2 AM and 4 FM stations. To the extent PRG intends to own as many as 6 FM stations and 2 AM stations in that defined "market," a waiver of the Commission's multiple ownership rule evidently is required.¹

In adopting the duopoly rule's standard of prohibiting overlap of certain contours, the Commission has traditionally acknowledged the need for "flexibility" in that rule's application, noting that waivers should be granted where rigid conformance to the rule would be "inappropriate." *Multiple Ownership of Standard, FM and Television Broadcast Stations*, 45 F.C.C.2d 1476, 1479 n.12, *recon. granted in part*, 3 R.R.2d 1554 (1964). To that end, the Commission has applied the following set of factors to be considered when evaluating an applicant's request for waiver of the multiple ownership rule: the extent of the overlap; the number of media voices available in the overlap area; the distinctiveness of the respective markets; the independence of the stations' operations; and the concentration of economic power resulting from the combination. See *Iowa State University Broadcasting Corporation*, 9 FCC Rcd 481, 487-88 (1993), *aff'd sub nom. Iowans for WOI-TV, Inc. v. FCC*, 50 F.3d 1096 (D.C. Cir. 1995); *H&C Communications, Inc.*, 9 FCC Rcd 144, 146 (1993). After weighing the factors, the Commission considers any public interest benefits proposed by the applicant to determine whether, in light of the overlap, the benefits outweigh any detriment which may occur from grant of the waiver. See, e.g., *Iowa State University*, 9 FCC Rcd at 487-88. As with any waiver request, a waiver of Commission rules deserves to be granted if sufficient evidence is presented

¹ Thus, this waiver requests applies only to the pending request for Commission consent for ownership of Stations KKON(AM), KAGB(FM) and KLUA(FM) on The Big Island of Hawaii. The pending assignment application also requests Commission consent for the assignment of Station KPVS(FM) and KAPA(FM). Ownership of those two stations, however, will be in full compliance with the Commission's multiple ownership rules without any need for grant of a waiver.

allowing the Commission to conclude that grant of the waiver would be in the public interest.

Extent of the Overlap. Under the instructions contained in the FCC Form 314:

a radio market is defined as the area encompassed by the principal community contours (predicted or measured 5 mV/m ground wave contour for AM; predicted 3.16 mV/m contour for FM) of the stations that are both mutually overlapping and proposed to be “commonly attributable” post-transaction.

FCC 314 Worksheet 3 at 3. As seen in Exhibit 1, any “market” as would be definable by overlapping contours exists not over any land mass, but is instead *entirely over the Pacific Ocean*, and that therefore no ownership in excess of the limitations contained in the FCC’s multiple ownership rule would occur over *any* land mass or present or potentially populated area.

The two groups of stations that form the overlap area operate from two separate Hawaiian Islands, and the resultant city-grade overlap will occur entirely over the Pacific Ocean, approximately 32 kilometers or more from each shore. See Attached Map (Exhibit 2 (depiction of the Pacific Ocean “Radio Market”)). The city-grade overlap areas each encompass less than 1% of each station’s service area.

More to the point, although the Commission’s rules define a “radio market” as “the area encompassed by the overlapping principal community contours of the stations proposed to be commonly owned,” that defined “Radio Market,” in this case, encompasses zero land area and more importantly, zero population.

Number of Stations in the Overlap Area. As noted above, the number of persons served in the overlap area is *zero*. Nevertheless, to the extent relevant, it is noted that 30 stations total, which include 21 competing stations involving 12 different licensees, serve the “market” area in the Pacific Ocean defined by the city-grade contours of the two overlapping groups of stations. See Exhibit 1. Thus, the ocean “market,” were listeners there to receive them, is “well-served” by a variety of competing services.

Distinctiveness of the Markets. The shorelines of the two Hawaiian Islands (Maui and the “Big Island of Hawaii”) are 47.9 kilometers apart at even their *closest* points, and therefore the stations located on each Island serve two separate and distinct media advertising markets, due primarily to the natural geographic restriction created by the Pacific Ocean. The Islands are served by separate daily newspapers – Maui is served by *The Maui News*, and The Big Island is served by the *Hawaii Times-Herald* and *West-Hawaii Today*. The two Islands also are served by separate sets of network television stations – KGMD-TV (CBS), KHAW-TV (FOX), KHBC-TV (NBC) and KNVO (ABC) on The Big Island, and KAIL-TV (FOX), KGMV (CBS), KMAU (ABC), and KOGG (NBC) on Maui. As seen in Exhibit 3, the only means of commercial transportation between the two islands is by plane. Ocean travel is minuscule. Exhibit 8. To travel between the Kona and the Kahului, Maui market necessitates travel from and to the Kona International Airport in Keahole (about seven miles northwest of Kailua- Kona), and the Kalului

Airport (located on the land bridge between Haleakala and the West Maui Mountain Range), and depending on the time of day, travel takes anywhere from 30 minutes to three hours each way, at a cost of approximately \$200 for each round trip. Exhibit 3.

Other past and present in-market broadcasters readily consider the markets on the two Islands to be separate and distinct. Chris Leonard of New West Broadcasting Corp., licensee of stations licensed to The Big Island, states:

the Big Island, and in particular, Kona, does not compete with Maui for advertising dollars. Except for the rare station (KNUQ) whose city of license is on the northeast edge of the Big Island and whose transmitter site is located on Maui, the Maui and Big Island stations do not interact or compete. Although Kona station owners would love to get revenue from the neighboring island, because of the fact it is a separate island, separated physically by ocean, and is quite some distance away, the two islands are very clearly viewed and treated by the advertising communities as separate advertising markets.

Exhibit 4. As Philip Brewer, former owner of stations on The Big Island, states by Affidavit:

it has been my perception that the Islands of Maui and Hawaii are very different, not only in their cultures and backgrounds. The two islands have very little in common, other than the fact that they are islands in the Pacific. As a result, the advertising markets have always been kept totally separate. They each are served by separate daily newspapers. Through this period of time, I am not aware of any advertising done for any Maui business on any of my stations, including those on the Kona side of the island nearest to Maui. While Maui stations can be received high in the mountains, their signals can be heard only by a few residents.

Most importantly, I found that the people of the Big Island would just not travel to Maui for any purchases. The same can be said for Maui residents, which explains why the advertising market is virtually unwilling to entertain the possibility of advertising in the other market – there is little benefit to the advertising. Moreover, the people share nothing in common. Although they are Pacific Island residents, there is no reason to travel by air between these two islands. From newscasts to music to sports to community involvement, there is nothing that ties the two islands together in any meaningful fashion.

I know that on a few occasions, Maui radio had opened sales departments in Kona, in West Hawaii. In all cases, they were closed within a couple of months for total lack of sales. In almost every case their totals were zero. To my knowledge, no Big Island broadcaster, ever opened a sales department on Maui. With almost 20 years experience in the markets, I see nothing that would change this situation.

Exhibit 5. Michael Titterton, President of Hawaii Public Radio, licensee of stations on both the Islands of Maui and The Big Island, states:

I am very familiar with the make-up of the Hawaii marketplace, the manner in which the public perceives and is receptive to off-island stations, and the challenges faced by Hawaii station owners due to the Pacific Ocean barriers surrounding each of the Hawaii islands. Due to the presence of the oceans, the peculiarities of the nature of each island's residents, and the difficulty and expense of traveling at will between the islands, each Island has acquired a distinct personality, and consequently each has become a distinct radio market. The Big Island is primarily rural in nature. Maui, while rural in many areas, has a more mainland mentality. Its newer residents are largely transplanted Californians. As a result, the culture of the two Islands is profoundly different, and we take that into account in programming our stations. I am familiar with the fact that Pacific Radio Group is already the owner of stations on Maui, and is seeking additional stations in the Kona radio market. Based upon all of the foregoing, and as a knowledgeable person who operates stations in the Hawaii market and who has thoroughly studied the Hawaii radio marketplace to determine the needs of Hawaii Public Radio, I can assure all interested parties that (1) Kona stations provide no meaningful service to the Island of Maui, and Maui stations provide no meaningful service to Kona; and (2) the two markets are separate and entirely distinct, demographically, geographically, and functionally.

Exhibit 6. See also, Exhibit 7 (Declaration of Douglas Harris, President of The Harris Agency, a major advertising agency serving the State of Hawaii) and Exhibit 8 (letter from the Office of Senator Daniel Inouye) each expressing views that the separate Islands constitute separate media markets (*i.e.*, "Maui Island and Hawaii Island are separate geographic and economic areas").

As noted above, the home markets of the two groups of stations creating the overlap area are on separate Islands. Within their own home markets, the stations groups each are in full compliance with the Commission's multiple ownership rules. The markets traditionally have been considered as separate and distinct by the FCC and other governmental agencies. As the Commission already recognizes, each Island comprises a separate "BTA" ("Basic Trading Area").² As a result, separate MDS/ITFS (now "Broadband Radio Service") (47 C.F.R. Part 22), Broadband PCS (47 C.F.R. Part 24), and LMDS (47 C.F.R. Part 101) licenses are granted for The Big Island and Maui. Moreover, Maui and The Big Island of Hawaii are in separate Metropolitan/Rural Statistical Areas ("MSA/RSA").³ As a result, separate 218-219 MHz Spectrum (formerly Interactive Video and Data Service ("IVDS," 47 C.F.R. Part 95, Subpart F);

² See <http://wireless.fcc.gov/auctions/data/maps/bta.pdf> and *Common Carrier Public Services Information*, 7 FCC Rcd 742 (1992).

³ See <http://wireless.fcc.gov/auctions/data/maps/rsamsa.pdf>

Cellular Telephone (47 C.F.R. Part 22), and 698-746 MHz ("Lower 700 MHz Band" 47 C.F.R. Part 27) licenses are granted for The Big Island and Maui.

Independence of the Stations' Operations. PRG has been operating Stations KKON, KAGB and KLUA pursuant to a Time Brokerage Agreement for the past year, and has become fully acquainted with the demands incident to operating those stations. As seen in Exhibit 3, due to the fact that these stations operate in separate markets, PRG utilizes separate sales staffs in each of the Maui and The Big Island markets, and due to the distance between the markets, will continue to do so in the future.

Concentration of Economic Power. There are no persons in the overlap area created by the two groups of stations. Therefore, in the overlap area, there currently is no revenue, and will continue to be no revenue after consummation of the transaction.

Although due to the fact that the service contours of the stations extend beyond their city-grade contours and each market derives some minor listenership from stations from each other market, PRG's Big Island Group receives no revenues from Maui advertisers, and the Maui stations receive no revenues from Big Island advertisers. Exhibit 3. See also Exhibit 5.

As the Commission's October 21, 2004 Letter correctly states, Commission precedent has supported waiver of the multiple ownership rules in circumstances similar to those presented in this case. In *American Colonial Broadcasting Corp.*, 6 R.R.2d 277 (1965), this issue was first considered, in a case involving the otherwise impermissible overlap of two television stations. Therein, the Commission stated:

In the rulemaking proceeding in docket No. 14711, we adopted area as the standard for determining the extent of overlap rather than the much more complicated criterion of population because it was our view that, in general, such a standard would best achieve our objective of keeping commonly owned or controlled stations a reasonable distance apart. Nevertheless, we did not intend thereby to imply that population is not a relevant consideration. Taking into account the fact that one of the primary purposes of our multiple ownership rules is to provide viewers with a diversity of program sources, it is manifest that the presence or absence of viewers within the overlap area is a matter of considerable significance. Thus, we have stated that an application for a major change of facilities may be denied as inconsistent with the public interest where a substantial increase of "overlap" population, but no increase of "overlap" area, will result (note 3 to sec. 73.636). We likewise believe that overlap areas which extend out into the ocean beyond any land areas where the viewers of the commonly owned stations are located should not be considered sufficient to establish prohibited overlap. Large bodies of water such as ocean areas and bays are excluded in computing the area in square miles within a field intensity contour and no logical reason has been advanced for including such areas in computing the extent of overlap...[I]n this case, the strict interpretation of the rule...would not serve to further the objectives of our multiple ownership rules, and we conclude that in determining the extent of overlap only the overlap area within the land boundaries of ... should be considered. Our findings, hereinafter set forth, reflect this view.

Id. at ¶ 23 (emphasis added). Similarly, in *Tidewater Broadcasting Co., Inc.*, 6 R.R.2d 730, ¶ 4 (1966), an otherwise prohibited overlap was allowed after it was found that the overlap at issue would occur “mainly over a large body of water and adjacent, uninhabited marshlands.” Much more recently, in the Bureau’s consideration of an application for assignment of license, the overlap of otherwise prohibited city-grade contours of two FM stations was allowed, stating:

In the past, the Commission has waived the duopoly rule when the overlap occurred primarily over salt water and when the stations involved served clearly separate and distinct communities, *i.e.*, areas that did not compete with each other for listeners or advertising revenues...Here, duopoly overlap is entirely over water, far from the shore of either island and affects no residential area. Moreover, with no common service area, it is clear that WVGX and WAVI serve very distinct and separate communities.

Accordingly, Wireless’ request for waiver of the duopoly provisions of 47 C.F.R. § 73.3555 and the application to assign WVGX’s license to Wireless ARE GRANTED.

In re WVGX(FM), Charlotte Amalie, Virgin Islands (MMB Sept. 5, 1991) (Attached hereto as Exhibit 9). Similarly, in *Generation II Radio San Diego, Inc.*, 62 F.C.C.2d 691 (1976), a waiver of the AM duopoly rules was granted after it was found that no 1 mV/m overlap would occur on the mainland but would occur only over water and San Clemente and Santa Catalina Islands and “it cannot be said that the two stations realistically compete for listeners in the overlap area.” In *Amendment of Section 73.3555 of the Commission’s Rules*, 2 FCC Rcd 1138 (1987), although the Commission acknowledged the existence of a strict rule, the Commission acknowledged that “waiver requests” are granted “where overlap was de minimis or where unique factors were present such as an overlap occurring over water or in sparsely populated areas.” Finally, in *Marri Broadcasting, L.P.*, 16 FCC Rcd 10722 (2001), after the Commission found that where otherwise impermissible overlap would occur “entirely over sea water” and that “thus, there is no population in the overlap area,” that by definition there was “no overlap” between the two stations. *Id.* at ¶ 4.

Thus, from this case precedent, it is clear that the multiple ownership rules were established to prevent *populated areas* from being subjected to excessive signals. *American Colonial*. In determining the extent of overlap, the Commission has stated that only overlap areas that exist upon *land boundaries* should be considered. *American Colonial*. Thus, when there is no overlap occurring over land, there is no “impermissible” overlap. Where overlap occurs partially over land but “primarily” over salt water, although a waiver of the pertinent multiple ownership rule has been required, the degree of population affected by an overlap is considered, and waivers of the Commission’s multiple rules are appropriately granted. *Tidewater; WVGX(FM), Charlotte Amalie, V.I.; Generation II Radio San Diego*.⁴ In all

⁴ The only case departing from the line of Commission cases is the Bureau-level case issued in *Liability of Macau Traders, Inc.*, 13 FCC Rcd 230 (MMB 1998), which involved whether a forfeiture should be issued against a time broker (where it was alleged that a party had engaged in an unauthorized transfer of control and had violated the Commission’s multiple ownership rule, 47 C.F.R. § 73.3555(a)), stating, apparently contrary to Commission precedent, that “local radio markets which overlap only over water are not excluded from the rule,” and that it was therefore inappropriate for the party to have entered into and operate under a time brokerage agreement without first obtaining a rule waiver from the Commission. *Id.* at ¶ 10. In light of

interpretations of the Commission's other broadcast rules, where otherwise prohibited overlap occurs wholly over sea water (and *persons* therefore will not be affected by the overlap), such rule provision has been found to not apply.⁵

For all these reasons, to the extent required, grant of a waiver of Section 73.3555(a) of the Commission's Rules in this case is appropriate.

Finally, any efforts on the part of anyone to suggest that the transaction is objectionable under a theory that approval of this transaction would allow PRG to acquire "excessive market concentration" of some sort in the the Kona market clearly would be misplaced. As seen in Exhibit 10, in the Kona market (the west side of The Big Island), PRG's acquisition of Stations KKON(AM), KAGB(FM), and KLUA(FM) will be in full compliance with the existing numerical limits contained in the Commission multiple ownership rules, 47 C.F.R. § 73.3555(a)(1)(iv) (*i.e.*, PRG will own 3 FM and 1 AM stations, in a market with 14 or fewer stations). Additionally, PRG's proposed acquisition of Stations KPVS(FM) and KAPA(FM) in the separate Hilo market (on the east side of The Big Island) also will be in full accord with the Commission numerical multiple ownership rules, even as revised⁶ (*i.e.*, PRG will own 3 FM and 1 AM stations, in a market with 14 or fewer stations). It also must be emphasized that this transaction proposes no acquisition of additional stations (and there are no multiple ownership implications to consider) in the Maui market.

Moreover, historical "revenues" of the Kona stations (especially those combined with those from the Hilo market, a separate radio market located on the other side of The Big Island)

the line of Commission precedent concerning the noncognizability of contour overlaps that occur solely over sea water; the total failure for *Macau Traders* to provide any reasoning for a departure from that body of Commission precedent; and the general inability that exists for the Bureau to either then or now overrule such Commission-level precedent, it is respectfully questioned whether *Macau Traders* is good, properly applicable law.

⁵ See *American Colonial Broadcasting Corp.*, 6 R.R.2d 377, ¶ 23 (1965) ("one of the primary purposes of our multiple ownership rules is to provide viewers with a diversity of program sources, it is manifest that the presence or absence of viewers within the overlap area is a matter of considerable significance"); *Amendment of Part 74 of the Commission's Rules With Regard to Instructional Television Fixed Service*, 10 FCC Rcd 2907 ¶ 51(1975) ("[w]e agree that there is no public interest benefit in protecting an uninhabitable area.... Thus, if an applicant shows that interference will occur solely over water, we shall not consider the applications to be mutually exclusive"); *Hormigueros, P.R.*, 7 FCC Rcd 3017, ¶ 7 ("if there were some interference to the periphery of the Station WRFE service contour, we note that this area would be over water. In view of the above, there is no basis to consider any change in the allotment for Station WRFE in the context of this proceeding"); *Board of Education and the City of Atlanta (WABE-FM), Atlanta, GA*, 82 F.C.C.2d 125, ¶ 6 (1980) (waiver of Section 73.509 is available "when interference is over salt water or uninhabitable terrain not amenable to future development"); *State University of New York*, 56 F.C.C.2d 433, ¶ 5 (1975) ("Lest there be any confusion about our policy of waiving FM interference that occurs entirely over water, we wish to explain that we have allowed interference to occur over bodies of water in the past on the basis that very few listeners, if any, would be affected"); *State of Oregon*, 15 FCC Rcd 11842, ¶ 6 (an FM translator whose predicted field strength contours will overlap with any other authorized station will be accepted when the "overlap area lies entirely over water"; the interference provision are "designed to protect potential radio listeners from interference"); 47 C.F.R. § 73.37, Note 2 ("[t]he provisions of this section concerning prohibited overlap of field strength contours will not apply where: (1) the area of overlap lies entirely over sea water..."); Station WADU(FM), Reserve, LA, File No. BPH-2000112ABL (overlap of contours allowed under Section 73.215 where overlap occurs entirely over water).

⁶ See Exhibit 10.

are irrelevant under the Commission's current analysis. Although for a period of time, an economic analysis was at times undertaken by the Commission under the *old* multiple ownership rules, such an analysis is no longer undertaken now that the new rules multiple ownership have taken effect. As the Commission stated in adopting its revised methodology for counting market participants and the number of attributable interests they hold:

We also reject arguments that we incorporate a market share analysis into the local radio ownership rule or that we continue to "flag" applications that propose radio station combinations above a certain market share. Several parties have suggested that we consider audience share or revenue share in determining the level at which common ownership of local radio stations becomes contrary the public interest. We recognize that competition analysis generally looks to market share as the primary indicator of market power. Market share, however, must be considered in conjunction with the overall structure of the industry in determining whether market power is present. In radio, the availability of a sufficient number of radio channels is of particular importance in ensuring that competition can flourish in local radio markets. The numerical caps and the AM/FM service limits are designed to address that interest, and in our judgment, establishing a inflexible market share limit in our bright-line rule would add little, if any, benefit.

2002 Biennial Regulatory Review -- Review of the Commission's Broadcast Ownership Rules, 18 FCC Rcd 13620, ¶¶ 300 (2003) (footnotes omitted; emphasis added).

In short, Pacific Radio Group's proposed acquisitions are in full accord with either established rules or established precedent and policies, and approval of those transactions is fully warranted.

Exhibit 1

TECHNICAL STATEMENT
PACIFIC RADIO GROUP, INC.
MAUI AND BIG ISLAND OF HAWAII
October 2004

TECHNICAL STATEMENT

This technical statement and attached exhibits were prepared on behalf of Pacific Radio Group, Inc. ("PRG"), licensee of stations KNUI, 900 kHz, and KNUI-FM, Channel 260C, Kahului; KMVI, 550 kHz, Wailuku; KLHI-FM, Channel 266C, Lahaina; KPOA, Channel 228C, Lahaina; KJMD, Channel 250C1, Pukalani;¹ and KLEO, Channel 291C, Kahaluu, Hawaii. PRG is also the proposed assignee of stations KLUA, Channel 230C, Kailua Kona; KAGB, Channel 256C, Waimea; and KKON, 790 kHz, Kealahou, Hawaii.² This Technical Statement provides a showing in support of PRG's proposed acquisition of KLUA(FM), KAGB(FM) and KKON(AM). These three stations, along with KLEO (FM), have an overlap of city grade contours with KNUI(FM), KNUI-FM, KMVI(AM), KLHI-FM, KPOA(FM) and KJMD(FM). As depicted in Exhibit #1, the overlapping area occurs exclusively in the Pacific Ocean between the island of Maui and the Big Island of Hawaii in unpopulated areas. Although it is believed that under these circumstances no actual "waiver" of the Commission's rules is necessary, this Technical Statement provides facts that may be used in support of any such "waiver" as may be required.

As is shown on Exhibit #1, the city grade contours of the above referenced stations have a common area of overlap between the Hawaiian Islands of Maui and the Big Island of Hawaii. A

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- 1) KJMD is operating pursuant to program test with the facilities authorized in BPH-20004612AAV, and a license to cover the permit has been filed (BLH-20040224ACC). As such, only the facilities covered by BLH-20040224ACC is considered in this instant submission.
 - 2) PRG is also the proposed assignee of stations KPVS, Channel 240C2, and KAPA, Channel 262C2, Hilo, Hawaii. These two additional stations are not involved in this instant waiver request and are therefore not discussed further.

study has been made of this overlapping area, and except in the seven areas identified below (the “Areas”), there are no more than four FM and two AM stations owned or proposed to be owned by PRG in those areas. Insofar as there are more than 15 stations whose city grade contours serve all or part of the stations in the theoretical “markets” created by the overlapping signals, PRG is in full compliance with the multiple ownership rules in those instances. In seven Areas, however, the overlap between the stations causes theoretical “markets” containing six FM stations and two AM stations (Area 1), six FM stations (Area 2); five FM stations (Area 3); four FM stations and three AM stations (Area 4); four FM stations and three AM stations (Area 5); five FM stations and two AM stations (Area 6); and five FM stations (Area 7).³ Those respective Areas are shown on Exhibit 3.

As indicated on Exhibit #2, there are thirty stations which either have a transmitter site inside, or provide city grade contours to, the subject stations’ contours. Using the Commission’s recently modified contour overlap rule (and not including stations with transmitter sites located farther than 92.0 kilometers from the common overlap area), the number of stations in the “markets” created by the common overlap shown as Areas 1-7 is reduced to twenty. Based on the pertinent number of stations in the market, under a strict reading of the Commission’s rules, PRG is permitted to own up to six radio stations in any defined Radio Market, which would allow up to four stations in one service and two stations in a second service. Therefore, if the overlap Areas had occurred over land in populated areas, an applicant would serve the public with an excessive number of stations and would not be able to establish compliance insofar as there is an insufficient number of stations to show compliance in those seven Areas.

3) Station KLEO(FM)’s city grade contour does not enter into any of the seven overlapping Areas.

As noted above, where the location of overlapping contours is entirely over water and affects no populated area, it is believed that no actual “waiver” of the Commission’s rules is required. Here, the seven Areas of common overlap consist entirely of unpopulated areas located half way between the islands of Maui and the Big Island of Hawaii. The seven overlap Areas are located some 32.0 kilometers (19.9 miles) north of the Big Island and 35.0 kilometers (21.7 miles) south of Maui. The distance between Maui and the Big Island of Hawaii is 47.9 kilometers (29.8 miles). There are no populated land masses of any sort known to exist in this area. Therefore, the population in the seven common overlap Areas being discussed herein is “zero.”

Moreover, as depicted in Exhibit #3, the seven common overlap Areas are extremely small in size. Area 1 consists of only 15.8 square kilometers; Area 2 contains 116.5 square kilometers; Area #3 contains 96.5 square kilometers; Area 4 contains 56.0 square kilometers; Area 5 contains 37.9 square kilometers; Area 6 contains 46.6 square kilometers and Area 7 contains 20.2 square kilometers. When these Areas are considered in comparison to the city grade contour of each station, the amount of common area represents less than 1.0% of each station’s city grade contour.⁴ A chart of the total area of each station’s city grade contour, in comparison to that portion of each station included in each of the seven Areas identified above, is attached as Exhibit #4. The tabulation also shows, that as a percentage of the total service area contours of each of the stations, the amount of area contained within the seven identified common overlap Areas is substantially below 1.0%, with most being less than 0.5% of the total service area of each of the respective stations.

4) As can be seen on Exhibit #4, the KNUI-FM, KPOA, KJMD and KLHI-FM city grade contours are such that the area of common overlap percentages barely exceed 1.0%.

Based on the limited amount of overlap as a percentage of each of the station's city grade and service contour, and the fact that the overlap Areas of concern are located completely offshore in the Pacific Ocean and thereby will serve zero population, it is believed that even in the four common overlap Areas in which PRG will own theoretically an excessive number of stations, there will be (1) no actual impermissible increase in the number of stations whose signals are received by listeners within the stations' city grade contours, and (2) no increased concentration of control over media beyond that which is permitted in any populated area.

The foregoing was prepared on behalf of Pacific Radio Group, Inc., by Graham Brock, Inc., its Technical Consultants. All information contained herein is true and accurate to the best of our belief and knowledge. All data regarding AM and FM stations was extracted from the CDBS database. We assume no liability for errors or omissions in that database which may be adverse to the information contained herein.

Graham Brock, Inc. - Broadcast Technical Consultants

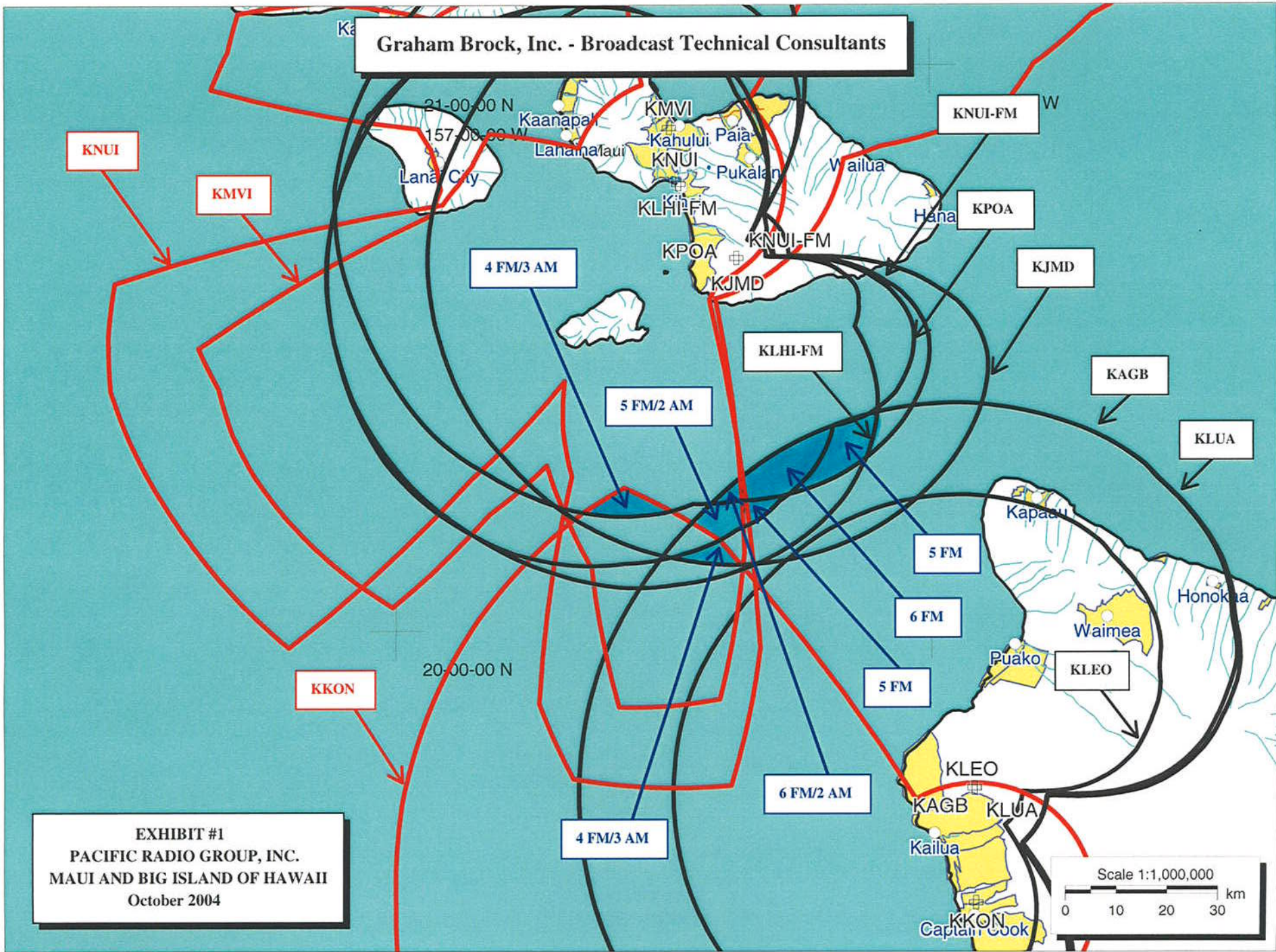


EXHIBIT #1
PACIFIC RADIO GROUP, INC.
MAUI AND BIG ISLAND OF HAWAII
October 2004

TECHNICAL STATEMENT
PACIFIC RADIO GROUP, INC.
MAUI AND BIG ISLAND OF HAWAII
October 2004

EXHIBIT #2

Duopoly Study			Center = 20 16 15 N, 156 14 40 W					10-21-2004	
Call	Coordinates		Dist	Bear	Chan	Pwr(kW)	City	State	File #
1	KAGB.L	194315N 1555516W	69.7	151	256C	42	Waimea	HI	BLH-20000609ABH
2	<i>KAIM.L</i>	<i>211056N 1571327W</i>	<i>143.5</i>	<i>315</i>	<i>870</i>	<i>50</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL-19820406AA</i>
3	<i>KAOI.L</i>	<i>204921N 1562715W</i>	<i>64.9</i>	<i>340</i>	<i>1110</i>	<i>5</i>	<i>KIHEI</i>	<i>HI</i>	<i>BL-20031010ADO</i>
4	<i>KAOIFM.L</i>	<i>203812N 1562324W</i>	<i>43.3</i>	<i>339</i>	<i>236C</i>	<i>100</i>	<i>Wailuku</i>	<i>HI</i>	<i>BLH-19940318KE</i>
5	<i>KAQY.L</i>	<i>194256N 1555500W</i>	<i>70.4</i>	<i>150</i>	<i>268C1</i>	<i>7.1</i>	<i>Kealahakua</i>	<i>HI</i>	<i>BLH-19940803KA</i>
6	<i>KBGX.L</i>	<i>194318N 1552723W</i>	<i>102.5</i>	<i>126</i>	<i>287C2</i>	<i>28</i>	<i>Keaau</i>	<i>HI</i>	<i>BLH-20040714ABN</i>
7	<i>KDLX.L</i>	<i>205048N 1561935W</i>	<i>64.3</i>	<i>352</i>	<i>232A</i>	<i>3</i>	<i>Makawao</i>	<i>HI</i>	<i>BLH-19810105AK</i>
8	<i>KGU.L</i>	<i>211741N 1575149W</i>	<i>203.2</i>	<i>304</i>	<i>760</i>	<i>10</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL</i>
9	<i>KHNR.L</i>	<i>212643N 1580349W</i>	<i>229.7</i>	<i>305</i>	<i>650</i>	<i>10</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL-19970226AB</i>
10	<i>KHVH.L</i>	<i>211926N 1575232W</i>	<i>206</i>	<i>304</i>	<i>830</i>	<i>10</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL-19871007AF</i>
11	KJMD.L	203936N 1562150W	44.9	344	252C1	10.5	Pukalani	HI	BLH-20040224ACC
12	<i>KJPN.L</i>	<i>211708N 1574808W</i>	<i>197.3</i>	<i>305</i>	<i>1170</i>	<i>5</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL-13744</i>
13	KKON.L	193110N 1555508W	89.9	157	790	5	KEALAKEKUA	HI	BL
14	<i>KKUA.L</i>	<i>204241N 1561526W</i>	<i>48.8</i>	<i>358</i>	<i>214C</i>	<i>7</i>	<i>Wailuku</i>	<i>HI</i>	<i>BLED-19960411KB</i>
15	KLEO.L	194316N 1555515W	69.6	151	291C	7.3	Kahaluu	HI	BLH-20000731ABE
16	KLHIFM.L	203936N 1562150W	44.9	344	266C	72.00	Lahaina	HI	BLH-19971201KB
17	<i>KLHT.L</i>	<i>212010N 1575333W</i>	<i>208.2</i>	<i>305</i>	<i>1040</i>	<i>10</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL-20030225ABT</i>
18	KMVI.L	205329N 1562923W	73.3	339	550	5	WAILUKU	HI	BL
19	KLUA.L	194315N 1555516W	69.7	151	230C	40.00	Kailua Kona	HI	BLH-19920113KK
20	KNUI.L	204730N 1562821W	62.4	337	900	5	KAHULUI	HI	BL-19800624AA
21	KNUIFM.L	203936N 1562150W	44.9	344	260C	72	Kahului	HI	BLH-20021021ABG
22	<i>KNUQ.L</i>	<i>203818N 1562301W</i>	<i>43.2</i>	<i>340</i>	<i>279C</i>	<i>100</i>	<i>Paauilo</i>	<i>HI</i>	<i>BLH-19900425KB</i>
23	<i>KONI.L</i>	<i>203936N 1562150W</i>	<i>44.9</i>	<i>344</i>	<i>284C</i>	<i>72</i>	<i>Lanai City</i>	<i>HI</i>	<i>BLH-20030225ABL</i>
24	<i>KORL.L</i>	<i>211741N 1575149W</i>	<i>203.2</i>	<i>304</i>	<i>690</i>	<i>10</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL-19790420AJ</i>
25	<i>KPMW.L</i>	<i>204440N 1561839W</i>	<i>52.9</i>	<i>352</i>	<i>288C3</i>	<i>9</i>	<i>Haliimaile</i>	<i>HI</i>	<i>BLH-20040415AEY</i>
26	KPOA.L	203936N 1562150W	44.9	344	228C	72	Lahaina	HI	BLH-19971208KE
27	<i>KSSK.L</i>	<i>211926N 1575232W</i>	<i>206</i>	<i>304</i>	<i>590</i>	<i>7.5</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL-19881021AG</i>
28	<i>KUAU.L</i>	<i>205437N 1561715W</i>	<i>70.9</i>	<i>356</i>	<i>1570</i>	<i>1</i>	<i>HAIKU</i>	<i>HI</i>	<i>BL-19951130AE</i>
29	<i>KWAI.L</i>	<i>211741N 1575149W</i>	<i>203.2</i>	<i>304</i>	<i>1080</i>	<i>5</i>	<i>HONOLULU</i>	<i>HI</i>	<i>BL</i>
30	<i>KWYI.L</i>	<i>195309N 1553928W</i>	<i>74.7</i>	<i>124</i>	<i>295A</i>	<i>5.5</i>	<i>Kawaihae</i>	<i>HI</i>	<i>BLH-19931202KD</i>

Number in list= 30

Stations in Bold Type are subject stations in the relevant markets.

Stations in Italics are greater than 92.0 kilometers from common overlap area.

Remaining stations are market contributors.

Graham Brock, Inc. - Broadcast Technical Consultants

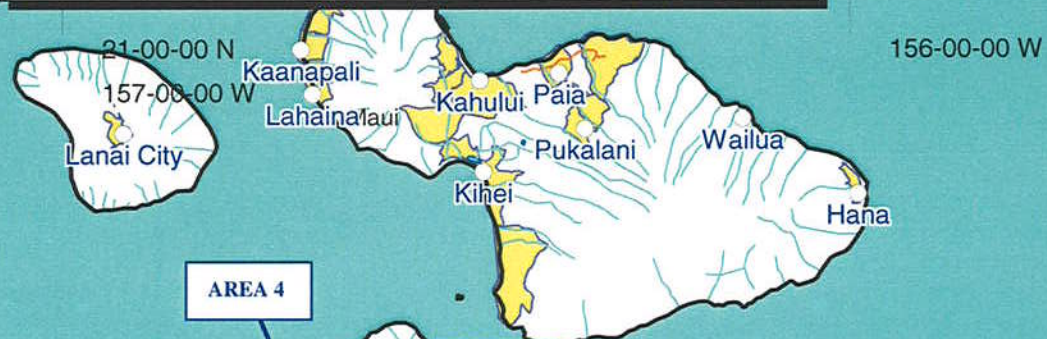
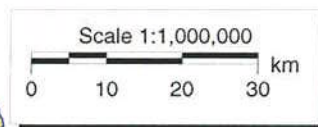


EXHIBIT #3
PACIFIC RADIO GROUP, INC.
MAUI AND BIG ISLAND OF HAWAII
October 2004



TECHNICAL STATEMENT
PACIFIC RADIO GROUP, INC.
MAUI AND BIG ISLAND OF HAWAII
October 2004

EXHIBIT #4

FM Stations	70 dBu Service Area	60 dBu Service Area
KNUI-FM	9810.6	18,904.0
KPOA	8859.2	17,236.5
KJMD	8303.8	16,808.9
KLHI-FM	9108.0	17,554.7
KAGB	13,159.5	24,212.9
KLUA	13,256.0	24,351.3

AM Stations	5.0 mV/m	0.5 mV/m
KNUI	12,817.1	347,400
KMVI	24, 790.0	615,915
KKON	17,133.2	290,892

CONCENTRATION/OVERLAP AREA	
AREA 1	15.8 Square Kilometers
AREA 2	116.5 Square Kilometers
AREA 3	96.5 Square Kilometers
AREA 4	56.0 Square Kilometers
AREA 5	37.9 Square Kilometers
AREA 6	46.6 Square Kilometers
AREA 7	20.2 Square Kilometers

Percentage of Overlap 70 dBu / 5.0 mV/m Contour							
	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
KNUI-FM	0.16	1.18	0.98	0.57	N/A	N/A	N/A
KPOA (FM)	0.18	1.31	N/A	0.03	0.43	N/A	0.23
KJMD (FM)	0.19	1.40	1.16	0.67	0.46	0.56	0.24
KLHI-FM	0.17	1.28	1.06	0.62	0.42	0.51	0.22
KNUI	0.12	0.91	0.75	0.44	0.30	0.36	N/A
KMVI	0.06	0.47	0.39	0.26	0.15	0.19	N/A
KKON	0.09	0.68	0.56	0.33	0.22	0.27	N/A
KAGB (FM)	0.12	0.89	0.73	N/A	0.29	0.35	0.15
KLUA (FM)	0.12	0.88	0.73	N/A	0.28	0.35	0.15

Percentage of Overlap 60 dBu / 0.5 mV/m Contour							
	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
KNUI-FM	0.08	0.62	0.51	0.30	N/A	N/A	N/A
KPOA (FM)	0.09	0.68	N/A	0.32	0.22	N/A	0.12
KJMD (FM)	0.09	0.69	0.57	0.33	0.23	0.28	0.12
KLHI-FM	0.09	0.66	0.55	0.32	0.22	0.27	0.12
KNUI	0.005	0.03	0.03	0.02	0.01	0.01	N/A
KMVI	0.0002	0.03	0.02	0.009	0.006	0.008	N/A
KKON	0.005	0.04	0.03	0.02	0.013	0.016	N/A
KAGB (FM)	0.07	0.48	0.40	N/A	0.16	0.19	0.08
KLUA (FM)	0.06	0.48	0.40	N/A	0.16	0.19	0.08

AFFIDAVIT AND QUALIFICATIONS OF CONSULTANT


State of Georgia)
St. Simons Island) ss:
County of Glynn)

JEFFERSON G. BROCK, being duly sworn, deposes and says that he is an officer of Graham Brock, Inc. Graham Brock has been engaged by Pacific Radio Group, Inc., to prepare the attached Technical Exhibit.

His qualifications are a matter of record before the Federal Communications Commission. He has been active in Broadcast Engineering since 1979.


The attached report was either prepared by him or under his direction and all material and exhibits attached hereto are believed to be true and correct.

This the 22nd day of October, 2004.



Jefferson G. Brock
Affiant

*Sworn to and subscribed before me
this the 22nd day of October, 2004.*



Notary Public, State of Georgia
My Commission Expires: September 3, 2007

Exhibit 2

Graham Brock, Inc. - Broadcast Technical Consultants

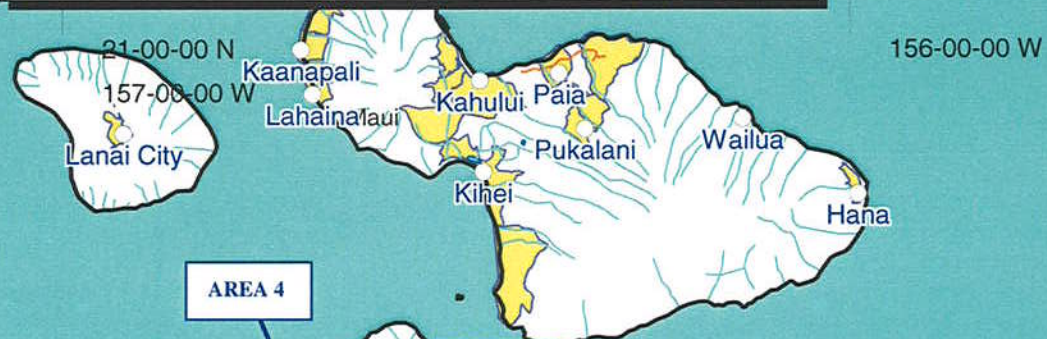


EXHIBIT #3
PACIFIC RADIO GROUP, INC.
MAUI AND BIG ISLAND OF HAWAII
October 2004

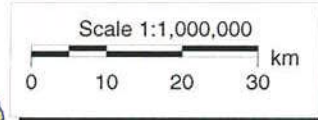


Exhibit 3

DECLARATION

I, Richard Charles Bergson, hereby state under penalty of perjury as follows:

I am President of Pacific Radio Group, Inc. ("PRG"), licensee of full service Stations KPOA(FM), Lahaina, Hawaii; KLHI-FM, Lahaina, Hawaii; KMVI(AM), Wailuku, Hawaii; KJMD, Pukalani, Hawaii; KNUI(AM), Kahului, Hawaii; KNUI-FM, Kahului, Hawaii; KLEO(FM), Kahalu'u, Hawaii; KHLO(AM), Hilo, Hawaii, and KKBG, Hilo, Hawaii. PRG has operated stations on the Island of Maui for the past twenty years, and currently is owner and operator in that market of Stations KPOA(FM), KLHI-FM, KMVI(AM), KJMD(FM), KNUI(AM), and KNUI-FM. In September 2003, PRG expanded its broadcast operations to the Big Island of Hawaii, where it currently is the licensee of Stations KKBG(FM), Hilo, Hawaii; KHLO(AM), Hilo, Hawaii, and KLEO(FM), Kahalu'u, Hawaii, and is former licensee of Station KKOA(FM), Volcano, Hawaii. Additionally, since October of 2003, PRG has brokered time on Stations KLUA(FM), KAGB(FM), and KKON(AM), KPVS(FM) and KAPA(FM).

Stations KPOA(FM), KLHI-FM, KMVI(AM), KJMD(FM), KNUI(AM), and KNUI-FM operate in the Kahului radio market from the Island of Maui. Stations KKBG(FM), KHLO(FM), KPVS(FM) and KAPA(FM) are licensed to Hilo, Hawaii, on the east side of the Big Island of Hawaii. Stations KLEO(FM), Kahalu'u, Hawaii; KLUA(FM), Kailua Kona, Hawaii; KAGB(FM), Waimea, Hawaii; and KKON(AM), Kealahou, Hawaii, operate in the Kailua Kona ("Kona"), Hawaii market, on the west side of the Big Island of Hawaii.

The Kahului, Maui market and the Kona, Big Island market each have always been treated as two separate and distinct markets by PRG and to my knowledge, by all other broadcasters that have operated in the area. That treatment is necessitated by the geography of the Hawaiian Islands, the distance between the two Islands, the power limitations of the various stations, and the limited degree of travel that is able to freely occur between the Islands.

The Island of Maui and the Big Island of Hawaii are separated by the Pacific Ocean. The two islands are separated by an expanse of ocean encompassing 30 miles, and the center of the two radio markets (Kailua Kona and Kahului) is separated by approximately 90 miles. Travel between the two Islands and markets is very limited. There is no regular commercial travel between the two islands by boat on a daily basis. Those wishing to travel between from Kona area of The Big Island to Kahului, Maui must rely on commercial air travel from the Kona International Airport and the Kahului Airport. There are only three airlines servicing traffic between the two airports – Hawaiian Airlines, Aloha Airlines and Island Air. Their current airline schedules are attached as Attachment 1, Attachment 2, and Attachment 3. Aloha Airline travels between Kona and Kahului five times daily weekdays. There are no direct flights. The round trip cost is approximately \$200.00. Due to the flights' stopover in Honolulu, the flight is approximately two hours each way (four hour round trip). The other major airline serving the two Islands is Hawaiian Airlines. Attachment 2. Although its airfare price is approximately \$175.00 round-trip and the travel time on that airline from airport to airport is approximately only 30 minutes each way, only two direct flights are scheduled each day. All other flights require travel through Honolulu, necessitating 1½ - 2½ hours of travel each way. Finally, Island Air operates four direct flights each day (Attachment 3) at a cost of approximately \$220 roundtrip. In addition, two small airlines

(Mokulele Flight Services and Hawaiian Air Taxi) also serve the two markets with charter flights with no set schedules.

Thus, regular travel between the two Islands is cumbersome, expensive, and time-consuming. Due to the sheer distance between the two markets, the geographic barrier (the ocean) that exists between the two markets, and the cost and time to travel between the two markets, there is limited exchange of commerce of any nature by resident and businesses on the two Islands between the two Islands on a daily basis.

Although there is some ability (in part, due to salt water propagation characteristics) for some stations to be “received” somewhat in each other’s market, that does not translate into any economic cross-pollination between the two radio markets, or even any sort of economies of scale that can be enjoyed by PRG. In the case of PRG, it broadcasts separate local programming on the stations and in each market, and it employs three separate sales teams to serve each area, as follows:

Hilo Team: Aileene Antoque – Sales Manager
Rodney Pacheaco
Tracey Kauahi
Sharifa Alhabreem
Ben Rosete

Kona Team: Sherri Lam
Lisa Aquaviva
Tom Ching

Maui Team: Debbie Probst – Sales Manager
Sherri Grimmes
Paul Robinson
Allen Pokipala
Donna Yannos
Deanna Davis

There is no sharing on personnel between the market by PRG. PRG receives zero amount of advertising from cross market advertisers. In fact, at one point PRG investigated the viability of having our sales staff cross-sell and determined that there was no opportunity for success. Moreover, although stations KLEO(FM), Kahaluu, Hawaii; KLUA(FM), Kailua Kona, Hawaii, KAGB(FM) Waimea, Hawaii KPOA(FM), KLHI-FM, and KNUI-FM all are Class C stations, those stations’ city-grade contours (which are the areas from which our principal listenership originates from) do not come anywhere close to reaching the markets on the other stations, and the outskirts of the service area contours just barely reach each others’ market.

Finally, in our estimation, the overlap over the water by the Kona and Maui groups of stations is a non-issue. There is absolutely no commerce in existence in the middle of the ocean,

and PRG has no listenership in that hypothetical, fictitious "market" in the middle of the Pacific Ocean.

For all of these reasons, the Commission should recognize the market realities as exist in the Hawaiian marketplace on the Island of Maui and the Big Island of Hawaii, and grant the pending assignment application of Pacific Radio Group, Inc. for the acquisition of Stations KLUA(FM), KAGB(FM), and KKON(AM), KPVS(FM) and KAPA(FM).

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge and belief.


Richard Charles Bergson

Dated: October 30, 2004

ATTACHMENT 1

From Kona

TO KAHULUI

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:55 AM	9:10 AM	85/204	1	
MTWTFSS	9:07 AM	11:00 AM	269/220	1	
MTWTFSS	10:40 AM	12:35 PM	109/110	1	Til 30Oct
MTWTFSS	10:45 AM	12:35 PM	109/110	1	Eff 31Oct
----F--S	11:15 AM	1:10 PM	217/212	1	
MTWTFSS	12:20 PM	2:30 PM	91/244	1	Til 30Oct
MTWTFSS	12:20 PM	2:30 PM	91/461	1	Eff 31Oct
MTWTFSS	1:20 PM	3:05 PM	219/248	1	
MTWTFSS	2:25 PM	4:10 PM	271/286	1	Til 30Oct
MTWTFSS	3:45 PM	5:30 PM	281/224	1	Til 30Oct
MTWTFSS	5:55 PM	7:50 PM	279/232	1	Til 30Oct
MTWTFSS	5:55 PM	8:00 PM	279/232	1	Eff 31Oct

TO KAPALUA

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:55 AM	10:02 AM	85/5546*	1	
MTWTFSS	9:07 AM	11:42 AM	269/5560*	1	
MTWTFSS	10:40 AM	1:12 PM	109/5544*	1	Til 30Oct
MTWTFSS	10:45 AM	1:12 PM	109/5544*	1	Eff 31Oct
MTWTFSS	11:15 AM	1:32 PM	217/5554*	1	
MTWTFSS	12:20 PM	2:32 PM	91/5548*	1	
MTWTFSS	2:25 PM	5:07 PM	271/5558*	1	Til 30Oct
MTWTFSS	2:30 PM	5:07 PM	271/5558*	1	Eff 31Oct

TO KWAJALEIN

Frequency	Depart	Arrive	Flight	Stops	Validity
M--T---	11:15 AM	4:35 PM(+1)	217/351	1	Til 30Oct
M--T---	12:20 PM	5:53 PM(+1)	91/351	1	Eff 31Oct

TO LANAI

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:55 AM	9:50 AM	85/5624*	1	
MTWTFSS	9:07 AM	11:55 AM	269/5622*	1	
MTWTFSS	11:15 AM	1:55 PM	217/5628*	1	
MTWTFSS	1:20 PM	3:45 PM	219/5634*	1	
MTWTFSS	5:00 PM	7:40 PM	89/5654*	1	Eff 31Oct
MTWTFSS	5:05 PM	7:40 PM	89/5654*	1	Til 30Oct

TO LAS VEGAS

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:55 AM	5:05 PM	85/446	1	Til 30Oct
MTWTFSS	6:55 AM	4:53 PM	85/446	1	Eff 31Oct

TO LIHUE

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:55 AM	8:50 AM	85/245	1	
MTWTFSS	9:07 AM	11:45 AM	269/209	1	
MTWTFSS	10:40 AM	12:20 PM	109	1	Til 30Oct
MTWTFSS	10:45 AM	12:25 PM	109	1	Eff 31Oct
MTWTFSS	11:15 AM	1:15 PM	217/29	1	
MTWTFSS	12:20 PM	2:40 PM	91/71	1	Til 30Oct
MTWTFSS	12:20 PM	2:35 PM	91/71	1	Eff 31Oct
----F--S	1:20 PM	3:10 PM	219/277	1	
MTWTFSS	1:20 PM	3:35 PM	219/241	1	
MTWTFSS	2:25 PM	4:33 PM	271/215	1	Til 30Oct

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	2:30 PM	4:30 PM	271/215	1	Eff 31Oct
MTWTFSS	3:45 PM	5:40 PM	281/93	1	Til 30Oct
MTWTFSS	5:00 PM	6:45 PM	89	1	Eff 31Oct
MTWTFSS	5:05 PM	6:45 PM	89	1	Til 30Oct
MTWTFSS	5:55 PM	7:50 PM	279/225	1	Til 30Oct
MTWTFSS	5:55 PM	7:55 PM	279/225	1	Eff 31Oct

TO MAJURO

Frequency	Depart	Arrive	Flight	Stops	Validity
M--T---	11:15 AM	6:09 PM(+1)	217/351	2	Til 30Oct
M--T---	12:20 PM	7:28 PM(+1)	91/351	2	Eff 31Oct

TO MOLOKAI

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	11:15 AM	1:40 PM	217/5142*	1	
MTWTFSS	12:20 PM	3:20 PM	91/5148*	1	
MTWTFSS	1:20 PM	4:20 PM	219/5222*	1	
MTWTFSS	4:05 PM	6:55 PM	281/5152*	1	Eff 31Oct

TO OAKLAND

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	1:10 PM	9:08 PM	478	0	Til 30Oct
MTWTFSS	4:30 PM	11:23 PM	478	0	Eff 31Oct
MTWTFSS	6:55 AM	4:43 PM	85/444	1	Eff 22Nov
MTWTFSS	6:55 AM	4:46 PM	85/444	1	Til 11Oct
MTWTFSS	12:20 PM	10:01 PM	91/442	1	Til 30Oct
MTWTFSS	1:20 PM	9:48 PM	219/442	1	Eff 31Oct

TO ORANGE COUNTY

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	8:32 AM	4:39 PM	486	0	Til 30Oct
MTWTFSS	8:49 AM	3:53 PM	486	0	Eff 31Oct
MTWTFSS	9:07 AM	8:01 PM	269/482	1	Til 30Oct
MTWTFSS	11:15 AM	8:00 PM	217/482	1	Eff 31Oct

TO PAGO PAGO

Frequency	Depart	Arrive	Flight	Stops	Validity
-T--F--	1:20 PM	8:00 PM	219/321	1	Til 30Oct
-T--F--	1:20 PM	8:01 PM	219/321	1	Eff 31Oct

TO RAROTONGA

Frequency	Depart	Arrive	Flight	Stops	Validity
-T--F--	1:20 PM	11:47 PM	219/321	2	Eff 31Oct
-T--F--	1:20 PM	11:55 PM	219/321	2	Til 30Oct

TO RENO

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	9:07 AM	10:10 PM	269/482	2	Til 30Oct
MTWTFSS	11:15 AM	10:11 PM	217/482	2	Eff 31Oct

TO VANCOUVER

Frequency	Depart	Arrive	Flight	Stops	Validity
---T--S	6:55 AM	6:58 PM	85/322	1	Til 30Oct
M-----	6:55 AM	6:58 PM	85/494	1	Til 30Oct
---T--S	6:55 AM	5:53 PM	85/322	1	Eff 31Oct
M-----	6:55 AM	5:53 PM	85/494	1	Eff 31Oct
-TW-FS-	11:15 AM	9:53 PM	217/492	1	Til 30Oct
-TW-FS-	12:20 PM	10:08 PM	91/492	1	Eff 31Oct

*Flights 5000-5999 operated by Island Air

EFFECTIVE September 7, 2004 Schedule subject to change without notice.

From Hilo

TO BURBANK

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	9:29 AM	7:39 PM	45/462	1	Til 30Oct
MTWTFSS	10:58 AM	7:37 PM	247/462	1	Eff 31Oct

TO HONOLULU

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:43 AM	7:30 AM	41	0	Eff 31Oct
MTWTFSS	6:44 AM	7:30 AM	41	0	Til 30Oct
MTWTFSS	8:28 AM	9:15 AM	43	0	Eff 31Oct
MTWTFSS	8:29 AM	9:15 AM	43	0	Til 30Oct
MTWTFSS	9:28 AM	10:15 AM	45	0	Eff 31Oct
MTWTFSS	9:29 AM	10:15 AM	45	0	Til 30Oct
MTWTFSS	10:58 AM	11:45 AM	247	0	Eff 31Oct
MTWTFSS	11:04 AM	11:50 AM	247	0	Til 30Oct
MTWTFSS	1:39 PM	2:25 PM	241	0	Til 30Oct
MTWTFSS	1:40 PM	2:27 PM	241	0	Eff 31Oct
MTWTFSS	2:48 PM	3:35 PM	235	0	Eff 31Oct
MTWTFSS	2:49 PM	3:35 PM	235	0	Til 30Oct
MTWTFSS	5:20 PM	6:06 PM	77	0	Til 30Oct
MTWTFSS	5:20 PM	6:07 PM	77	0	Eff 31Oct
----F-S	5:50 PM	6:36 PM	65	0	Til 30Oct
----F-S	5:50 PM	6:37 PM	65	0	Eff 31Oct
MTWTFSS	6:20 PM	7:06 PM	47	0	Til 30Oct
MTWTFSS	6:25 PM	7:12 PM	47	0	Eff 31Oct
MTWTFSS	7:53 PM	8:40 PM	49	0	Eff 31Oct
MTWTFSS	7:54 PM	8:40 PM	49	0	Til 30Oct

TO KAHULUI

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:43 AM	9:10 AM	41/204	1	Eff 31Oct
MTWTFSS	6:44 AM	8:35 AM	41/62	1	Til 30Oct
----F-S	8:28 AM	10:40 AM	43/208	1	Eff 31Oct
MTWTFSS	8:28 AM	11:00 AM	43/220	1	Eff 31Oct
----F-S	8:29 AM	10:40 AM	43/208	1	Til 30Oct
MTWTFSS	8:29 AM	11:00 AM	43/220	1	Til 30Oct
MTWTFSS	9:28 AM	12:00 PM	45/72	1	Eff 31Oct
MTWTFSS	9:29 AM	12:00 PM	45/72	1	Til 30Oct
----F-S	10:58 AM	1:10 PM	247/212	1	Eff 31Oct
MTWTFSS	10:58 AM	1:45 PM	247/210	1	Eff 31Oct
----F-S	11:04 AM	1:10 PM	247/212	1	Til 30Oct
MTWTFSS	11:04 AM	1:45 PM	247/461	1	Til 30Oct
MTWTFSS	1:39 PM	3:40 PM	241/26	1	Til 30Oct
MTWTFSS	1:40 PM	3:45 PM	241/26	1	Eff 31Oct
MTWTFSS	2:48 PM	5:30 PM	235/224	1	Eff 31Oct
MTWTFSS	2:49 PM	5:30 PM	235/224	1	Til 30Oct
MTWTFSS	5:20 PM	7:50 PM	77/232	1	Til 30Oct
MTWTFSS	5:20 PM	8:00 PM	77/232	1	Eff 31Oct
----F-S	5:50 PM	7:50 PM	65/232	1	Til 30Oct
----F-S	5:50 PM	8:00 PM	65/232	1	Eff 31Oct

TO KAPALUA

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:43 AM	10:02 AM	41/5546*	1	Eff 31Oct
MTWTFSS	6:44 AM	10:02 AM	41/5546*	1	Til 30Oct
MTWTFSS	8:28 AM	11:07 AM	43/5542*	1	Eff 31Oct
MTWTFSS	8:29 AM	11:07 AM	43/5542*	1	Til 30Oct
MTWTFSS	9:28 AM	12:27 PM	45/5556*	1	Eff 31Oct
MTWTFSS	9:29 AM	12:27 PM	45/5556*	1	Til 30Oct
MTWTFSS	10:58 AM	1:32 PM	247/5554*	1	Eff 31Oct
MTWTFSS	11:04 AM	1:32 PM	247/5554*	1	Til 30Oct
MTWTFSS	2:48 PM	5:07 PM	235/5558*	1	Eff 31Oct
MTWTFSS	2:49 PM	5:07 PM	235/5558*	1	Til 30Oct

TO KWAJALEIN

Frequency	Depart	Arrive	Flight	Stops	Validity
M--T---	10:58 AM	5:53 PM(+1)	247/351	1	Eff 31Oct
M--T---	11:04 AM	4:35 PM(+1)	247/351	1	Til 30Oct

TO LANAI

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:43 AM	9:50 AM	41/5624*	1	Eff 31Oct
MTWTFSS	6:44 AM	9:50 AM	41/5624*	1	Til 30Oct
MTWTFSS	9:28 AM	11:55 AM	45/5622*	1	Eff 31Oct
MTWTFSS	9:29 AM	11:55 AM	45/5622*	1	Til 30Oct
MTWTFSS	10:58 AM	1:55 PM	247/5628*	1	Eff 31Oct
MTWTFSS	11:04 AM	1:55 PM	247/5628*	1	Til 30Oct
MTWTFSS	2:48 PM	5:35 PM	235/5636*	1	Eff 31Oct
MTWTFSS	2:49 PM	5:35 PM	235/5636*	1	
MTWTFSS	5:20 PM	7:40 PM	77/5654*	1	

TO LAS VEGAS

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:43 AM	4:53 PM	41/446	1	Eff 31Oct
MTWTFSS	6:44 AM	5:05 PM	41/446	1	Til 30Oct

TO LINCOLN

Frequency	Depart	Arrive	Flight	Stops	Validity
MTWTFSS	6:43 AM	8:50 AM	41/245	1	Eff 31Oct
MTWTFSS	6:44 AM	8:50 AM	41/245	1	Til 30Oct
MTWTFSS	8:28 AM	10:30 AM	43/63	1	Eff 31Oct
MTWTFSS	8:29 AM	10:30 AM	43/63	1	Til 30Oct
MTWTFSS	9:28 AM	11:45 AM	45/209	1	Eff 31Oct
MTWTFSS	9:29 AM	11:45 AM	45/209	1	Til 30Oct
MTWTFSS	10:58 AM	1:15 PM	247/29	1	Eff 31Oct
MTWTFSS	11:04 AM	1:15 PM	247/29	1	Til 30Oct
MTWTFSS	1:39 PM	3:35 PM	241	1	Til 30Oct
MTWTFSS	1:40 PM	3:35 PM	241	1	Eff 31Oct
MTWTFSS	2:48 PM	5:45 PM	235/93	1	Eff 31Oct
MTWTFSS	2:49 PM	5:40 PM	235/93	1	Til 30Oct
MTWTFSS	5:20 PM	7:50 PM	77/225	1	Til 30Oct
MTWTFSS	5:20 PM	7:55 PM	77/225	1	Eff 31Oct
----F-S	5:50 PM	7:50 PM	65/225	1	Til 30Oct
----F-S	5:50 PM	7:55 PM	65/225	1	Eff 31Oct
-----S	6:20 PM	8:10 PM	47	1	Til 30Oct
-----S	6:25 PM	8:15 PM	47	1	Eff 31Oct

*Flights 5000-5999 operated by Island Air

EFFECTIVE September 7, 2004 Schedule subject to change without notice.

From Honolulu

TO SACRAMENTO						
Frequency	Depart	Arrive	Flight	Stops	Validity	
MTWTFSS	12:00 PM	8:41 PM	110/468	1	Eff 31Oct	
MTWTFSS	1:10 PM	10:50 PM	461/468	1	Til 30Oct	
TO VANCOUVER						
Frequency	Depart	Arrive	Flight	Stops	Validity	
---T---S	10:15 AM	5:53 PM	322	0	Eff 31Oct	
M-----	10:15 AM	5:53 PM	494	0	Eff 31Oct	
---T---S	10:15 AM	6:58 PM	322	0	Til 30Oct	
M-----	10:15 AM	6:58 PM	494	0	Til 30Oct	
-TW-FS-	1:10 PM	9:53 PM	492	0	Til 30Oct	
-TW-FS-	2:30 PM	10:08 PM	492	0	Eff 31Oct	

From Kahului

TO BURBANK						
Frequency	Depart	Arrive	Flight	Stops	Validity	
MTWTFSS	9:39 AM	7:39 PM	462	1	Til 30Oct	
MTWTFSS	10:25 AM	7:37 PM	462	1	Eff 31Oct	
TO HILO						
Frequency	Depart	Arrive	Flight	Stops	Validity	
MTWTFSS	6:58 AM	8:59 AM	245/44	1	Eff 31Oct	
MTWTFSS	6:59 AM	8:59 AM	245/44	1	Til 30Oct	
MTWTFSS	8:24 AM	10:34 AM	267/246	1	Til 30Oct	
MTWTFSS	8:25 AM	10:29 AM	267/246	1	Eff 31Oct	
MTWTFSS	12:24 PM	2:14 PM	221/234	1	Til 30Oct	
MTWTFSS	2:55 PM	4:54 PM	215/68	1		
MTWTFSS	3:40 PM	5:49 PM	249/46	1	Til 30Oct	
MTWTFSS	3:40 PM	5:59 PM	249/46	1	Eff 31Oct	
TO HONOLULU						
Frequency	Depart	Arrive	Flight	Stops	Validity	
MTWTFSS	6:58 AM	7:30 AM	245	0	Eff 31Oct	
MTWTFSS	6:59 AM	7:30 AM	245	0	Til 30Oct	
MTWTFSS	8:24 AM	8:55 AM	267	0	Til 30Oct	
MTWTFSS	8:25 AM	8:57 AM	267	0	Eff 31Oct	
MTWTFSS	8:58 AM	9:30 AM	63	0	Eff 31Oct	
MTWTFSS	8:59 AM	9:30 AM	63	0	Til 30Oct	
MTWTFSS	9:38 AM	10:10 AM	203	0	Eff 31Oct	
MTWTFSS	9:39 AM	10:10 AM	462	0	Til 30Oct	
MTWTFSS	10:25 AM	10:57 AM	462	0	Eff 31Oct	
MTWTFSS	10:29 AM	11:00 AM	207	0	Til 30Oct	
----F-S	11:25 AM	11:56 AM	73	0	Til 30Oct	
----F-S	11:25 AM	11:57 AM	73	0	Eff 31Oct	
MTWTFSS	11:38 AM	12:10 PM	29	0	Eff 31Oct	
MTWTFSS	11:39 AM	12:10 PM	29	0	Til 30Oct	
MTWTFSS	12:24 PM	12:55 PM	221	0	Til 30Oct	
MTWTFSS	12:25 PM	12:57 PM	221	0	Eff 31Oct	
MTWTFSS	1:00 PM	1:31 PM	71	0	Til 30Oct	
MTWTFSS	1:00 PM	1:32 PM	71	0	Eff 31Oct	
----F-S	1:35 PM	2:06 PM	277	0	Til 30Oct	

Frequency	Depart	Arrive	Flight	Stops	Validity	
----F-S	1:35 PM	2:07 PM	277	0	Eff 31Oct	
MTWTFSS	2:10 PM	2:41 PM	211	0	Til 30Oct	
MTWTFSS	2:10 PM	2:42 PM	211	0	Eff 31Oct	
MTWTFSS	2:55 PM	3:26 PM	215	0	Til 30Oct	
MTWTFSS	2:55 PM	3:27 PM	215	0	Eff 31Oct	
MTWTFSS	3:40 PM	4:11 PM	249	0	Til 30Oct	
MTWTFSS	3:40 PM	4:12 PM	249	0	Eff 31Oct	
MTWTFSS	4:05 PM	4:36 PM	93	0	Til 30Oct	
MTWTFSS	4:10 PM	4:42 PM	93	0	Eff 31Oct	
MTWTFSS	4:34 PM	5:05 PM	287	0	Til 30Oct	
MTWTFSS	4:35 PM	5:07 PM	287	0	Eff 31Oct	
MTWTFSS	6:00 PM	6:31 PM	225	0	Til 30Oct	
MTWTFSS	6:00 PM	6:32 PM	225	0	Eff 31Oct	
MTWTFSS	6:49 PM	7:20 PM	67	0	Til 30Oct	
MTWTFSS	6:50 PM	7:22 PM	67	0	Eff 31Oct	
MTWTFSS	8:15 PM	8:46 PM	227	0	Til 30Oct	
MTWTFSS	8:25 PM	8:57 PM	227	0	Eff 31Oct	
TO KONA						
Frequency	Depart	Arrive	Flight	Stops	Validity	
MTWTFSS	8:24 AM	10:15 AM	267/104	1	Til 30Oct	
MTWTFSS	8:25 AM	10:21 AM	267/104	1	Eff 31Oct	
MTWTFSS	8:58 AM	10:51 AM	63/216	1	Eff 31Oct	
MTWTFSS	8:59 AM	10:50 AM	63/216	1	Til 30Oct	
MTWTFSS	9:38 AM	11:56 AM	203/90	1	Eff 31Oct	
MTWTFSS	9:39 AM	11:55 AM	462/90	1	Til 30Oct	
----F-S	1:35 PM	3:20 PM	277/280	1	Til 30Oct	
----F-S	1:35 PM	3:35 PM	277/280	1	Eff 31Oct	
MTWTFSS	2:55 PM	4:40 PM	215/88	1	Til 30Oct	
MTWTFSS	6:00 PM	7:56 PM	225/86	1	Eff 31Oct	
MTWTFSS	6:00 PM	8:00 PM	225/86	1	Til 30Oct	
TO KWAJALEIN						
Frequency	Depart	Arrive	Flight	Stops	Validity	
M--T---	11:39 AM	4:35 PM(+1)	29/351	1	Til 30Oct	
M--T---	1:00 PM	5:53 PM(+1)	71/351	1	Eff 31Oct	
TO LAS VEGAS						
Frequency	Depart	Arrive	Flight	Stops	Validity	
MTWTFSS	6:58 AM	4:53 PM	245/446	1	Eff 31Oct	
MTWTFSS	6:59 AM	5:05 PM	245/446	1	Til 30Oct	

*Flights 5000-5999 operated by Island Air

EFFECTIVE September 7, 2004 Schedule subject to change without notice.

ATTACHMENT 2



From: Honolulu, Oahu

From: Kona, The Big Island

Depart	Arrive	Flight	Type	Stops	Days	Depart	Arrive	Flight	Type	Stops	Days	Depart	Arrive	Flight	Type	Stops	Days	
From: Honolulu, Oahu (Cont)						Honolulu, Oahu (Cont)						Lihue, Kauai (LIH)						
Lihue, Kauai (Cont)						Honolulu, Oahu (Cont)						185 miles						
3:15p	3:52p	183	717		Daily	2:10p	2:44p	165	717		Daily	8:15a	11:27a	*3551/139	DH8/717	1	Daily	
3:45p	4:22p	193	717		567	2:40p	3:14p	161	717		567	10:20a	1:02p	*3547/343	DH8/717	1	Daily	
	thru Oct30					2:40p	3:14p	161	717		Daily	11:30a	2:02p	*3543/173	DH8/717	1	Daily	
4:15p	4:52p	239	717		Daily		eff Nov1					12:00N	2:42p	*3561/203	DH8/717	1	Daily	
4:15p	4:52p	239	717		567	3:12p	3:46p	345	717		Daily		thru Oct30 X Oct28					
	Nov5-Dec12					3:12p	3:46p	345	717		567	12:00N	2:47p	*3561/373	DH8/717	1	Daily	
4:45p	5:22p	239	717		Daily		Nov5-Dec12					12:45p	3:17p	*3557/181	DH8/717	1	Daily	
	eff Oct31					3:50p	4:24p	539	717		Daily		thru Oct30					
5:40p	6:17p	541	717		Daily	4:32p	5:06p	335	717		Daily	12:45p	3:52p	*3557/183	DH8/717	1	Daily	
	thru Oct30						eff Oct31						eff Oct31					
6:05p	6:42p	553	717		Daily	5:05p	5:39p	543	717		Daily	1:35p	4:52p	*3545/239	DH8/717	1	Daily	
	eff Oct31						eff Oct31					2:50p	5:22p	*3549/239	DH8/717	1	Daily	
6:55p	7:32p	375	717		Daily	5:20p	5:54p	543	717		Daily		eff Oct31					
Molokai (MKK)							thru Oct30					2:50p	6:42p	*3549/553	DH8/717	1	Daily	
5:40a	6:05a	*3726	DH8		54 miles	5:30p	6:40p	*3421	DH8	1	Daily	From: KONA, THE BIG ISLAND (KOA)						
6:15a	6:40a	*3842	DH8		x7	5:40p	6:14p	545	717		Daily	Honolulu, Oahu (HNL)						
8:30a	8:55a	*3732	DH8		Daily		eff Oct31					163 miles						
10:10a	10:35a	*3738	DH8		Daily	6:05p	6:39p	549	717		Daily	6:28a	7:08a	107	717		x7	
1:15p	1:40p	*3742	DH8		Daily	6:17p	6:51p	549	717		Daily		eff Nov1					
2:55p	3:20p	*3748	DH8		Daily	6:55p	7:29p	195	717		567	6:50a	7:30a	107	717		x7	
3:55p	4:20p	*3822	DH8		Daily		thru Oct30					8:50a	9:30a	117	717		Daily	
6:30p	6:55p	*3752	DH8		Daily	7:30p	8:04p	197	717		Daily	9:50a	10:30a	317	717		Daily	
From: KAHULUI, MAUI (OGG)							thru Oct31						thru Oct30					
Hilo, The Big Island (ITO)							Nov5-Dec12					10:05a	10:45a	137	717		Daily	
7:50a	11:06a	*3843/382	DH8/717	2	Daily	7:30p	8:04p	197	717		567		eff Oct31					
9:45a	12:31p	133/182	717	1	Daily	7:55p	8:29p	197	717		Daily	11:00a	11:40a	167	717		Daily	
1:00p	4:36p	529/262	717	1	Daily		eff Oct31						thru Oct30					
1:40p	5:01p	165/262	717	1	Daily	8:25p	8:59p	555	717		Daily	11:25a	12:05p	167	717		Daily	
	thru Oct30					Kona, The Big Island (KOA)							eff Oct31					
2:40p	5:46p	161/360	717	1	567	84 miles						12:25p	1:54p	177	717	1	Daily	
	thru Oct30					2:05p	2:36p	230	717		Daily		thru Oct30					
2:40p	6:26p	161/360	717	1	Daily		thru Oct30					1:48p	3:18p	179	717	1	Daily	
2:40p	7:11p	161/362	717	1	567	3:35p	4:05p	318	717		Daily		eff Oct31					
	thru Oct31					Lihue, Kauai (LIH)						2:25p	3:05p	149	717		Daily	
2:40p	7:11p	161/362	717	1	Daily		9:10a	9:53a	187	717		Daily		thru Oct30				
	eff Nov1					Molokai (MKK)						2:50p	3:30p	147	717		Daily	
3:10p	6:26p	345/360	717	1	567		7:50a	8:15a	*3843	DH8		Daily		thru Oct30				
	thru Oct31						5:30p	5:55p	*3421	DH8		Daily	3:06p	3:46p	239	717		Daily
3:12p	7:21p	345/362	717	1	Daily	From: KAPALUA, MAUI (JHM)							thru Oct30					
	thru Oct31					Hilo, The Big Island (ITO)						3:35p	4:15p	347	717		Daily	
	Nov5-Dec12					135 miles						4:36p	5:16p	319	717		Daily	
3:50p	7:21p	539/362	717	1	Daily	8:15a	11:06a	*3551/382	DH8/717	1	Daily	4:50p	5:30p	357	717		Daily	
	thru Oct30						1:35p	4:36p	*3545/262	DH8/717	1	Daily		thru Oct30				
Honolulu, Oahu (HNL)							2:50p	5:46p	*3549/360	DH8/717	1	Daily	5:10p	5:50p	387	717		Daily
6:30a	7:04a	105	717		x7			thru Oct30					eff Oct31					
7:16a	7:50a	115	717		7	2:50p	6:26p	*3549/360	DH8/717	1	Daily	6:05p	6:45p	287	717		Daily	
7:35a	8:09a	115	717		x7		eff Oct31						thru Oct30					
7:50a	9:00a	*3843	DH8	1	Daily	2:50p	7:11p	*3549/362	DH8/717	1	Daily	6:58p	7:38p	247	717		Daily	
8:45a	9:19a	155	717		Daily	Honolulu, Oahu (HNL)							eff Oct31					
9:45a	10:19a	133	717		Daily	84 miles						7:25p	8:05p	247	717		Daily	
10:15a	10:49a	145	717		567	6:15a	8:47a	*3551	DH8		Daily		thru Oct30					
	thru Oct30					10:20a	10:52a	*3547	DH8		Daily	7:38p	8:18p	307	717		Daily	
10:35a	11:09a	525	717		Daily	11:30a	12:00N	*3543	DH8		Daily		eff Oct31					
	thru Oct30					12:00N	12:32p	*3561	DH8		Daily	Kahului, Maui (OGG)						
10:52a	11:26a	141	717		Daily	12:45p	1:17p	*3557	DH8		Daily	84 miles						
	thru Oct30					1:35p	2:07p	*3545	DH8		Daily	12:25p	12:54p	177	717		Daily	
11:15a	11:49a	315	717		Daily	2:50p	3:22p	*3549	DH8		Daily		thru Oct30					
	thru Oct30					5:25p	5:57p	*3559	DH8		Daily	1:48p	2:17p	179	717		Daily	
11:55a	12:29p	381	717		Daily	Kona, The Big Island (KOA)							eff Oct31					
	Nov5-Dec12				567	247 miles						Kapalua, Maui (JHM)						
12:20p	12:54p	127	717		567	8:15a	10:53a	*3551/168	DH8/717	1	Daily	247 miles						
	thru Oct31						eff Oct31					6:28a	10:02a	107/*3548	717/DH8	1	x7	
12:20p	12:54p	127	717		Daily	8:15a	11:53a	*3551/178	DH8/717	1	Daily		eff Nov1					
	eff Nov1					10:20a	1:18p	*3547/178	DH8/717	1	Daily	6:50a	10:02a	107/*3548	717/DH8	1	x7	
1:00p	1:34p	529	717		Daily		thru Oct30						thru Oct30					
1:20p	1:54p	177	717		Daily	10:20a	2:18p	*3547/148	DH8/717	1	Daily	8:40a	11:07a	117/*3542	717/DH8	1	Daily	
	thru Oct30					11:30a	2:18p	*3543/148	DH8/717	1	Daily		thru Oct30					
1:40p	2:14p	165	717		Daily		thru Oct30					8:50a	11:42a	117/*3560	717/DH8	1	Daily	
	thru Oct30					12:00N	3:03p	*3561/348	DH8/717	1	Daily	9:50a	12:27p	317/*3558	717/DH8	1	Daily	
							eff Oct31						thru Oct30					
						1:35p	4:38p	*3545/388	DH8/717	1	Daily	10:05a	1:12p	137/*3544	717/DH8	1	Daily	
						2:50p	5:33p	*3549/268	DH8/717	1	Daily		eff Oct31					
							thru Oct30					11:00a	1:32p	167/*3578	717/DH8	1	Daily	
						2:50p	6:28p	*3549/248	DH8/717	1	Daily		thru Oct30					
							thru Oct30					11:25a	2:32p	167/*3548	717/DH8	1	Daily	
													eff Oct31					
												1:48p	5:07p	179/*3558	717/DH8	2	Daily	
													eff Oct31					

* Flights are operated by Partner Carrier.

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HAWAIIAN AIRLINES.

From: Hilo, The Big Island

From: Honolulu, Oahu

Depart	Arrive	Flight	Type	Stops	Days	Depart	Arrive	Flight	Type	Stops	Days	Depart	Arrive	Flight	Type	Stops	Days
From: HILO, THE BIG ISLAND (ITO)						From: HONOLULU, OAHU (HNL)						Kapalua, Maui (Con't)					
Honolulu, Oahu (HNL)						Hilo, The Big Island (ITO)						Kona, The Big Island (KOA)					
216 miles						216 miles						163 miles					
6:40a	7:27a	101	717		x7	5:20a	6:11a	102	717		x7	9:30a	10:02a	*3546	DH8		Daily
	eff Nov1						eff Nov1					10:35a	11:07a	*3542	DH8		Daily
6:58a	7:45a	101	717		x7	5:40a	6:31a	102	717		x7	11:10a	11:42a	*3560	DH8		Daily
	thru Oct30						thru Oct30					11:55a	12:27p	*3556	DH8		Daily
8:58a	9:45a	121	717		Daily	7:40a	8:31a	122	717		Daily	12:40p	1:12p	*3544	DH8		Daily
11:33a	12:20p	383	717		Daily	10:15a	11:06a	382	717		Daily	1:00p	1:32p	*3578	DH8		Daily
1:00p	1:47p	181	717		Daily	11:40a	12:31p	182	717		Daily	2:00p	2:32p	*3548	DH8		Daily
5:05p	5:52p	261	717		Daily	3:45p	4:36p	262	717		Daily	4:35p	5:07p	*3558	DH8		Daily
	eff Oct31						eff Oct31					Kona, The Big Island (KOA)					
5:30p	6:17p	261	717		Daily	4:10p	5:01p	262	717		Daily	5:15a	5:58a	108	717		x7
	thru Oct30						thru Oct30					5:35a	6:18a	108	717		x7
6:15p	7:02p	361	717		Daily	4:55p	5:46p	360	717		Daily	7:35a	8:18a	118	717		Daily
	thru Oct30						thru Oct30					8:35a	9:18a	120	717		Daily
6:53p	7:40p	361	717		Daily	5:35p	6:26p	360	717		Daily		thru Oct30				
	eff Oct31						eff Oct31					8:50a	9:33a	120	717		Daily
7:40p	8:27p	363	717		Daily	6:20p	7:11p	362	717		Daily		eff Oct31				
Kahului, Maui (OGG)						Kahului, Maui (OGG)						9:45a	10:28a	168	717		Daily
121 miles						100 miles							thru Oct30				
6:40a	10:07a	101/520	717		1 x7	5:25a	6:02a	106	717		x7	10:10a	10:53a	168	717		Daily
	eff Nov1					6:10a	6:47a	114	717		7		eff Oct31				
6:58a	9:47a	101/146	717		1 56	6:15a	7:25a	*3842	DH8		1 Daily	11:10a	11:53a	178	717		Daily
	thru Oct30					6:30a	7:07a	114	717		x7		thru Oct30				
6:58a	10:27a	101/520	717		1 x7	7:40a	8:17a	156	717		Daily	12:35p	1:18p	178	717		Daily
	thru Oct30					8:05a	8:42a	116	717		Daily		eff Oct31				
8:58a	11:52a	121/126	717		1 567	8:40a	9:17a	136	717		Daily	1:10p	1:53p	148	717		Daily
	thru Oct31					9:10a	9:47a	146	717		567		thru Oct30				
8:58a	11:52a	121/126	717		1 Daily	9:30a	10:07a	520	717		Daily	1:35p	2:18p	148	717		Daily
	eff Nov1						eff Oct31						eff Oct31				
8:58a	12:32p	121/528	717		1 Daily	9:50a	10:27a	520	717		Daily	2:20p	3:03p	348	717		Daily
11:33a	2:12p	383/162	717		1 Daily		thru Oct30					3:35p	4:18p	388	717		Daily
	eff Oct31					10:10a	10:47a	316	717		Daily		thru Oct30				
11:33a	3:07p	383/320	717		1 Daily		eff Oct31					3:55p	4:38p	388	717		Daily
1:00p	4:07p	181/336	717		1 Daily	10:50a	11:27a	132	717		Daily		eff Oct31				
	eff Oct31					10:50a	11:27a	132	717		567	4:50p	5:33p	268	717		Daily
1:00p	4:37p	181/544	717		1 Daily		Nov5-Dec12						thru Oct30				
5:05p	7:57p	261/556	717		1 Daily	11:15a	11:52a	126	717		567	5:45p	6:28p	248	717		Daily
	eff Oct31						thru Oct31						eff Oct31				
Kapalua, Maui (JHM)						11:15a	11:52a	126	717		Daily	6:10p	6:53p	308	717		Daily
135 miles							eff Nov1						thru Oct30				
6:40a	10:02a	101/*3546	717/DH8		1 x7	11:55a	12:32p	528	717		Daily	6:25p	7:08p	308	717		Daily
	eff Nov1						eff Nov1						eff Oct31				
6:58a	10:02a	101/*3546	717/DH8		1 x7	1:05p	1:42p	166	717		Daily	Lana'i (LNY)					
	thru Oct30					1:35p	2:12p	162	717		567	72 miles					
8:58a	11:42a	121/*3560	717/DH8		1 Daily		thru Oct31					6:15a	6:45a	*3620	DH8		Daily
11:33a	2:32p	383/*3548	717/DH8		1 Daily	1:35p	2:12p	162	717		Daily	9:20a	9:50a	*3624	DH8		Daily
1:00p	5:07p	181/*3558	717/DH8		1 Daily		thru Oct31					11:25a	11:55a	*3622	DH8		Daily
Lana'i (LNY)						2:10p	2:47p	344	717		Daily	1:25p	1:55p	*3628	DH8		Daily
143 miles							thru Oct31					3:15p	3:45p	*3634	DH8		Daily
6:40a	9:50a	101/*3624	717/DH8		1 x7	2:10p	2:47p	344	717		567	5:05p	5:35p	*3636	DH8		Daily
	eff Nov1						Nov5-Dec12					7:10p	7:40p	*3654	DH8		Daily
6:58a	9:50a	101/*3624	717/DH8		1 x7	2:30p	3:07p	320	717		Daily	Lihue, Kauai' (LIH)					
	thru Oct30						eff Oct31					101 miles					
8:58a	11:55a	121/*3622	717/DH8		1 Daily	2:45p	3:22p	184	717		Daily	5:30a	6:07a	103	717		x7
1:00p	3:45p	181/*3634	717/DH8		1 Daily		thru Oct30					6:15a	6:52a	113	717		7
5:05p	7:40p	261/*3654	717/DH8		1 Daily	3:30p	4:07p	336	717		Daily	6:30a	7:07a	113	717		x7
	eff Oct31						eff Oct31					7:30a	8:07a	123	717		Daily
Lihue, Kauai' (LIH)						3:55p	5:05p	*3822	DH8		1 Daily	8:05a	8:42a	509	717		Daily
318 miles						4:00p	4:37p	544	717		Daily		eff Oct31				
6:40a	10:27a	101/513	717		1 x7		eff Oct31					8:25a	9:02a	509	717		Daily
	eff Nov1					4:15p	4:52p	544	717		Daily		thru Oct30				
6:58a	10:12a	101/513	717		1 x7		thru Oct30					8:40a	9:17a	303	717		567
	thru Oct30					4:35p	5:12p	546	717		Daily		eff Oct31				
8:58a	11:57a	121/143	717		1 Daily	5:00p	5:37p	548	717		Daily	9:35a	10:12a	513	717		Daily
11:33a	2:47p	383/373	717		1 Daily		thru Oct30						thru Oct30				
1:00p	3:17p	181	717		1 Daily	5:15p	5:52p	536	717		Daily	9:50a	10:27a	513	717		Daily
	thru Oct30						eff Oct31						eff Oct31				
1:00p	3:52p	181/183	717		1 Daily	5:50p	6:27p	194	717		567	10:50a	11:27a	139	717		Daily
Molokai' (MKK)						6:25p	7:02p	196	717		Daily	11:20a	11:57a	143	717		Daily
165 miles							thru Oct30						eff Oct31				
6:40a	10:35a	101/*3738	717/DH8		1 x7	6:25p	7:02p	196	717		567	12:10p	12:47p	343	717		Daily
	eff Nov1						Nov5-Dec12						thru Oct30				
6:58a	10:35a	101/*3738	717/DH8		1 x7	6:50p	7:27p	196	717		Daily	12:25p	1:02p	343	717		Daily
	thru Oct30						eff Oct31						eff Oct31				
8:58a	1:40p	121/*3742	717/DH8		1 Daily	7:20p	7:57p	556	717		Daily	1:05p	1:42p	169	717		Daily
11:33a	3:20p	383/*3748	717/DH8		1 Daily		thru Oct30					1:25p	2:02p	173	717		Daily
1:00p	4:20p	181/*3822	717/DH8		1 Daily	Kapalua, Maui (JHM)							eff Oct31				
						84 miles						2:10p	2:47p	373	717		Daily
												2:40p	3:17p	181	717		Daily
						7:25a	7:57a	*3550	DH8		Daily		thru Oct30				

* Flights are operated by Partner Carrier.

www.hawaiianair.com

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ATTACHMENT 3



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FLIGHT INFORMATION

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**Your
OHANA**
in the sky



"Island Air meets the needs of the smaller communities of Hawai'i that need air service, such as Molokai, Lana'i and Kapalua. We are family! Come join the Ohana!"

-Robert F.O.M. Tancayo, Air Craft Cleaner

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TIME SCHEDULE

[Click here to download a printable Time Schedule \(PDF Format\)](#)

HONOLULU <-> LANAI

HONOLULU to LANAI

Leave	Arrive	Flight No.	Stops
6:15 am	6:40 am	1620	
9:20 am	9:50 am	1624	
11:25 am	11:55 am	1622	
1:25 pm	1:55 pm	1628	
3:15 pm	3:45 pm	1634	
5:05 pm	5:35 pm	1636	
7:10 pm	7:40 pm	1654	

LANAI to HONOLULU

Leave	Arrive	Flight No.	Stops
7:05 am	7:35 am	1621	
10:10 am	10:40 am	1625	
12:15 am	12:45 am	1623	
2:15 pm	2:45 pm	1629	
4:05 pm	4:35 pm	1635	
5:55 pm	6:25 pm	1637	
8:00 pm	8:30 pm	1655	

HONOLULU <-> MOLOKAI

HONOLULU to MOLOKAI

Leave	Arrive	Flight No.	Stops
5:40 am	6:05 am	1126	
6:15 am	6:40 am	1242	
8:30 am	8:55 am	1132	
10:10 am	10:35 am	1138	
1:15 pm	1:40 pm	1142	
2:55 pm	3:20 pm	1148	
3:55 pm	4:20 pm	1222	
6:30 pm	6:55 pm	1152	

MOLOKAI to HONOLULU

Leave	Arrive	Flight No.	Stops
6:25 am	6:50 am	1127	
8:35 am	9:00 am	1243	
9:15 am	9:40 am	1133	
10:55 am	11:20 am	1139	
2:00 pm	2:25 pm	1143	
3:40 pm	4:05 pm	1149	
6:15 pm	6:40 pm	1421	
7:15 pm	7:40 pm	1153	

HONOLULU <-> KAPALUA

HONOLULU to KAPALUA

Leave	Arrive	Flight No.	Stops
7:25 am	7:57 am	1550	
9:30 am	10:02 am	1546	
10:35 am	11:07 am	1542	
11:10 am	11:42 am	1560	
11:55 am	12:27 pm	1556	
12:40 pm	1:12 pm	1544	
1:00 pm	1:32pm	1578	
2:00 pm	2:32 pm	1548	
4:35 pm	5:07 pm	1558	

KAPALUA to HONOLULU

Leave	Arrive	Flight No.	Stops
8:15 am	8:47 am	1551	
10:20 am	10:52 am	1547	
11:30 am	12:00 am	1543	
12:00 pm	12:32 pm	1561	
12:45 pm	1:17 pm	1557	
1:35 pm	2:07 pm	1545	
2:50 pm	3:22 pm	1549	
5:25 pm	5:57 pm	1559	

KAPALUA -> KAHULUI

KAPALUA to KAHULUI

Leave	Arrive	Flight No.	Stops
1:55 pm	2:10 pm	1578	

MOLOKAI <-> KAHULUI

MOLOKAI to KAHULUI

Leave	Arrive	Flight No.	Stops
7:00 am	7:25 am	1242	
4:40 pm	5:05 pm	1222	

KAHULUI to MOLOKAI

Leave	Arrive	Flight No.	Stops
7:50 am	8:15 am	1243	
5:30 pm	5:55 pm	1421	

HONOLULU <-> KAHULUI**HONOLULU to KAHULUI**

Leave	Arrive	Flight No.	Stops
5:45 am	6:15 am	1248	
6:15 am	7:25 am	1242	1
6:30 am	7:05 am	1280	
1:00 pm	2:10 pm	1554	1
1:45 pm	2:20 pm	1206	
3:40 pm	4:15 pm	1254	
3:55 pm	5:05 pm	1222	1
6:50 pm	7:25 pm	1210	

KAHULUI to HONOLULU

Leave	Arrive	Flight No.	Stops
6:40 am	7:15 am	1249	
7:50 am	9:00 am	1243	1
11:40 am	12:15 pm	1253	
12:45 pm	1:20 pm	1205	
2:35 pm	3:10 pm	1555	
5:30 pm	6:40 pm	1421	1
7:00 pm	7:35 pm	1287	
7:50 pm	8:25 pm	1209	

HONOLULU<-> KONA**HONOLULU to KONA**

Leave	Arrive	Flight No.	Stops
8:00 am	8:55 am	1450	
12:28 am	1:23 am	1430	
2:35 pm	3:30 pm	1460	

KONA to HONOLULU

Leave	Arrive	Flight No.	Stops
10:40 am	12:15 am	1253	1
11:11 am	12:06 am	1283	
3:55 pm	4:50 pm	1461	
5:33 pm	6:28 pm	1285	

KONA <-> KAHULUI**KONA to KAHULUI**

Leave	Arrive	Flight No.	Stops
9:17 am	9:52 am	1451	
10:40 am	11:15 am	1253	
1:45 pm	2:20 pm	1455	
3:39 pm	4:14 pm	1457	

KAHULUI to KONA

Leave	Arrive	Flight No.	Stops
9:40 am	10:15 am	1282	
10:14 am	10:49 am	1452	
2:42 pm	3:17 pm	1456	
4:36 pm	5:11 pm	1458	

HONOLULU <-> HILO**HONOLULU to HILO**

Leave	Arrive	Flight No.	Stops
5:20 am	6:25 am	1490	
6:30 am	8:11 am	1280	1
7:35 am	8:40 am	1492	
3:40 pm	5:21 pm	1254	1
5:15 pm	6:05 pm	1494	

HILO to HONOLULU

Leave	Arrive	Flight No.	Stops
6:55 am	8:00 am	1465	
9:05 am	10:10 am	1493	
5:45 pm	7:35 pm	1287	1
6:30 pm	7:35 pm	1495	

HILO <-> KAHULUI**HILO to KAHULUI**

Leave	Arrive	Flight No.	Stops
8:35 am	9:16 am	1281	
5:45 pm	6:26 pm	1287	

KAHULUI to HILO

Leave	Arrive	Flight No.	Stops
7:30 am	8:11 am	1280	
4:40 pm	5:21 pm	1254	

HILO <-> LIHUE**HILO to LIHUE**

Leave	Arrive	Flight No.	Stops
6:30 pm	8:35 pm	1495	1

HONOLULU <-> LIHUE**HONOLULU to LIHUE**

Leave	Arrive	Flight No.	Stops
-------	--------	------------	-------

LIHUE to HONOLULU

Leave	Arrive	Flight No.	Stops
-------	--------	------------	-------

7:45 am	8:20 am	1249	4:05 pm	4:40 pm	1636
8:00 pm	8:35 pm	1495	9:00 pm	9:35 pm	1212

KAHULUI <-> LIHUE

KAHULUI to LIHUE				LIHUE to KAHULUI			
Leave	Arrive	Flight No.	Stops	Leave	Arrive	Flight No.	Stops
6:50 am	8:20 am	1249	1	8:45 am	9:40 am	1202	
10:05 am	11:00 am	1203		11:25 am	12:20 pm	1204	
2:45 pm	3:40 pm	1207					

LIHUE <-> LANAI

HILO to LIHUE			
Leave	Arrive	Flight No.	Stops
4:05 pm	5:35 pm	1636	1



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Exhibit 4



October 29, 2004

Dan J. Alpert
The Law Office of Dan J. Alpert
2120 N. 21st Rd.
Arlington, VA 22201

Dear Dan:

This letter is to reiterate some of the information and opinions I provided you on the phone yesterday. As you know, I have been involved in radio in the Hawaii market for nearly 15 years, both from when my dad ran KPUA(AM), KWXX-FM, and KNWB(FM) in Hilo, and since I took over for him and the company recently purchased KAOY(FM) on the Kona side of the Island.

First of all, as we have repeatedly discussed, the Kona and Hilo markets are separate and distinct radio markets, separated by Mauna Kea and the Mauna Loa Mountains (two of the largest single mountain masses in the world). The central areas of the two markets are about 100 miles distant by road, are served by separate daily newspapers, and even separate airports. The markets are adjacent to each other, but are considered separate radio markets by the advertising community, which is why it was always my desire (recently realized) to obtain a station on the Kona side of the Island.

Secondly, the Big Island, and in particular, Kona, does not directly compete with Maui for advertising dollars. Except for the rare station (KNUQ) whose city of license is on the northeast edge of the Big Island and whose transmitter site is located on Maui, the Maui and Big Island stations do not interact or compete. Although Kona station owners would love to get revenue from the neighboring island, because of the fact it is a separate island, separated physically by ocean, and is quite some distance away, the two islands are very clearly viewed and treated by the advertising communities as separate advertising markets.

If you need any additional information, let me know.

Very truly yours,

A handwritten signature in black ink, appearing to read "Chris Leonard".

Chris Leonard

Exhibit 5

AFFIDAVIT

I, Philip Brewer, hereby state under penalty of perjury as follows:

I have been asked to provide by thoughts and perceptions concerning the interaction that occurs between the radio advertising markets on the Islands of Maui and the Big Island of Hawaii (the Island of Hawaii). My qualifications for comments are based upon ownership of radio stations on the Island of Hawaii. I first purchased KKBG-FM, Hilo, Hawaii in 1982. Then in the early 1990's I put KLEO-FM on the air from West Hawaii, purchased KHLO-AM Hilo, and put on the air KKOA-FM, Volcano, Hawaii. I was active in their operation throughout that period of time, and later, after the stations were sold, I served as General Manager of the stations for a time for Maverick Media, their new owner.

From that experience, it has been my perception that the Islands of Maui and Hawaii are very different, not only in their cultures and backgrounds. The two islands have very little in common, other than the fact that they are islands in the Pacific. As a result, the advertising markets have always been kept totally separate. They each are served by separate daily newspapers. Through this period of time, I am not aware of any advertising done for any Maui business on any of my stations, including those on the Kona side of the island nearest to Maui. While Maui stations can be received high in the mountains, there signals can be heard only by a few residents.

Most importantly, I found that the people of the Big Island would just not travel to Maui for any purchases. The same can be said for Maui residents, which explains why the advertising market is virtually unwilling to entertain the possibility of advertising in the other market – there is little benefit to the advertising. Moreover, the people share nothing in common. Although they are Pacific Island residents, there is no reason to travel by air between these two islands. From newscasts to music to sports to community involvement, there is nothing that ties the two islands together in any meaningful fashion.

I know that on a few occasions, Maui radio had opened sales departments in Kona, in West Hawaii. In all cases, they were closed within a couple of months for total lack of sales. In almost

every case there totals were zero. To my knowledge, no Big Island broadcaster, ever opened a sales department on Maui. With almost 20 years experience in the markets, I see nothing that would change this situation.

Philip Brewer
Philip Brewer

State of Arizona

SS:

County of Maricopa Pima

I, Kathy Johnson a notary in and for the above jurisdiction, certify that this Affidavit was acknowledged before me and signed and delivered in my presence by the above signer, personally known to me.

Kathy Johnson
Notary Public
My Commission Expires: 2-13-08

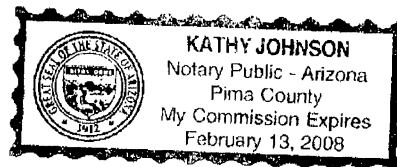


Exhibit 6

DECLARATION

I, Michael Titterton, hereby state under penalty of perjury as follows:

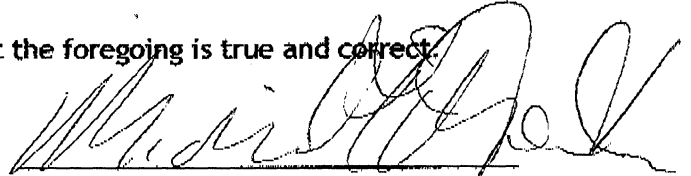
1. I am President of Hawaii Public Radio, the public radio network serving the State of Hawaii. The mission of Hawaii Public Radio is to educate, inform, and entertain by providing services to Hawaii, the nation, and the international community that would not otherwise be available. Hawaii Public Radio is licensee of full power stations KHPR(FM), Honolulu, Hawaii; KKUA(FM), Wailuku, Hawaii; KANO(FM), Hilo, Hawaii; and KIPO(FM), Honolulu, Hawaii. Additionally, it is licensee of translator station K204BB, Haleiwa, Hawaii, and permittee of translator station K234AN, Waimea, Hawaii.

2. It is the goal of Hawaii Public Radio to provide state-wide service to the entire chain of Hawaiian Islands. Service currently is provided to all of Oahu (through Station KIPO(FM) and KHPR(FM and translator station K240BB)), the east side of the Big Island of Hawaii (through KANO(FM), the Island of Maui (through KKUA(FM)), and will be providing service shortly to the west side of The Big Island with K234AN, Waimea. It is the goal of Hawaii Public Radio to provide two service streams to the public, one of which consists primarily of cultural programming and classical music, and the other that consists of news and informational programming. That goal has been frustrated by the ongoing Commission freeze on the filing of new noncommercial FM stations.

3. I am very familiar with the make-up of the Hawaii marketplace, the manner in which the public perceives and is receptive to off-island stations, and the challenges faced by Hawaii station owners due to the Pacific Ocean barriers surrounding each of the Hawaii islands. Due to the presence of the oceans, the peculiarities of the nature of each island's residents, and the difficulty and expense of traveling at will between the islands, each Island has acquired a distinct personality, and consequently each has become a distinct radio market. The Big Island is primarily rural in nature. Maui, while rural in many areas, has a more mainland mentality. Its newer residents are largely transplanted Californians. As a result, the culture of the two Islands is profoundly different, and we take that into account in programming our stations. I am familiar with the fact that Pacific Radio Group is already the owner of stations on Maui, and is seeking additional stations in the Kona radio market. Based upon all of the foregoing, and as a knowledgeable person who operates stations in the Hawaii market and who has thoroughly studied the Hawaii radio marketplace to determine the needs of Hawaii Public Radio, I can assure all interested parties that (1) Kona stations provide no meaningful service to the Island of Maui, and Maui stations provide no meaningful service to Kona; and (2) the two markets are separate and entirely distinct, demographically, geographically, and functionally.

4. Upon request, I would be happy to provide whatever additional opinion or analysis as may be needed by the Commission.

I declare under penalty of perjury that the foregoing is true and correct.

A handwritten signature in black ink, appearing to read "Michael Titterton", written over a horizontal line.

Michael Titterton

Signed and dated this 28th day of October, 2004.

Exhibit 7

November 1, 2004

To whom it may concern

DECLARATION

I, Doug Harris, hereby state under penalty of perjury as follows:

I am President and CEO of The Harris Agency, LLC, one of Hawaii's top five advertising agencies. Over the last twelve years, I have been a partner/owner in agencies who represented Hawaii's largest media spenders including clients like Burger King, KFC, Miller Brewing Company, Marriott Resorts, City Bank and Hilo Hattie (Hawaii's largest visitor retailer).

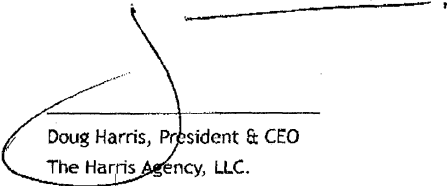
As an advertising agency serving the entire State of Hawaii, we buy various forms of media in various markets. We have and will continue to review and evaluate every research paper or survey on available media reach and population penetration to ensure we support our media expenditure with the absolute latest data. Our agency works with clients to develop their goals and needs, and develops a strategy to reach the people and demographics to meet those needs. This involves making media buys on television and radio stations and newspapers serving the State of Hawaii.

In the State of Hawaii, television is the only medium that covers all of the Hawaiian Islands, and that is due to state-wide coverage that exists through cable television carriage and satellite station operations. With all other media, due to the geographic barriers (i.e., the Pacific Ocean, and the various mountain ranges) that exist on and between the various islands, nearly all other media buys are aimed to achieving only individual, island-by-island, island-wide coverage. Radio, and even newspaper, advertising is strictly segmented and separated by island boundaries.

In the case of radio, although ambitious listeners can sometimes receive signals from the other island (i.e., Maui stations heard in Kailua-Kona, and visa versa), that reception is sporadic and therefore unreliable, and totally unsuitable for use by any advertiser seeking to reach the demographics located on the other island on a regular basis. As a result, there is absolutely no cross-over between the advertising markets. Therefore, we have never recommended a client buy radio time or newspaper advertising on a Big Island station who is seeking Maui consumers, or visa versa. Never have, never will.

In the case of local advertisers, I can confidently state that among the top media spenders, none of the local advertisers are spending money in Maui to reach the Big Island. Even when dealing with national advertisers, we buy and arrange for advertising on stations in the Maui and Big Island markets as completely separate and distinct markets. In fact, additionally, when buying the Big Island itself, we also buy even the Hilo and Kailua-Kona markets as separate markets unto themselves. This is because even on the Big Island, the two markets are separated by two of the tallest volcanoes in the world.

I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge and belief.



Doug Harris, President & CEO
The Harris Agency, LLC.

Exhibit 8

DANIEL K. INOUE
HAWAII

APPROPRIATIONS
Subcommittee on Defense—Ranking Member
COMMERCE, SCIENCE, AND TRANSPORTATION
Subcommittee on Surface Transportation and
Merchant Marine
COMMITTEE ON INDIAN AFFAIRS—Vice Chairman
DEMOCRATIC STEERING AND COORDINATION
COMMITTEE
COMMITTEE ON RULES AND ADMINISTRATION

United States Senate

SUITE 722, HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-1102
(202) 224-3934
FAX (202) 224-6747

PRINCE KUHIO FEDERAL BUILDING
ROOM 7-212, 300 ALA MOANA BOULEVARD
HONOLULU, HI 96850-4975
(808) 541-2542
FAX (808) 541-2549

101 AUPUNI STREET, NO. 205
HILO, HI 96720
(808) 935-0844
FAX (808) 961-5163

November 4, 2004

Mr. Chuck Bergson
President & CEO
Pacific Radio Group, Inc.
311 Ano Street
Kahului, Hawaii 96732

Dear Mr. Bergson:

Thank you for your inquiry regarding Hawaii's neighbor island media markets. I am pleased to provide my views on this matter.

The State of Hawaii is spread over a number of islands, separated from the continental United States by the vast Pacific Ocean. In addition, each of the islands is separated by ocean and configured into governmental units, or counties. Hence, the State of Hawaii is unique insofar as most of its media participants are limited in the areas that they serve by the ocean, as well as the extent to which they can expand their existing service over populated areas.

The station groups proposed to be owned by the Pacific Radio Group are on separate islands and in separate counties. Maui Island and Hawaii Island are separate geographic and economic areas. Accordingly, the service to be provided by Pacific Radio Group to the two islands would be to two separate and distinct media and advertising markets. Service by the two station groups between the Island of Hawaii and the Island of Maui has traditionally been, and should continue to be a non-issue. There is no land mass that connects the two islands, and no persons who reside between the two islands. Moreover, the number of vessels traveling between the two Islands at any given time is minuscule.

Please accept my best wishes for continued service to the State of Hawaii. If you desire any additional information, or if I can be of any further assistance, please do not hesitate to contact me. Keep up the good work.

Aloha,



DANIEL K. INOUE
United States Senator

DKI:jsd

Exhibit 9

FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554

05 SEP 1991

IN REPLY REFER TO:
8920-GDG

Robert W. Healy, Esq.
Smithwick & Belendiuk, P.C.
2033 M Street, N.W.
Suite 207
Washington, D.C. 20036

Wayne D. Johnson, Esq.
Wiley, Rein & Fielding
1776 K Street, N.W.
Washington, D.C. 20006

In re: WVGW (FM) Charlotte Amalie, V.I.
File No. BALH-910508HL
Assignment of License
from Erik Bonde-Henriksen, Bankruptcy
Trustee (Assignor) to St. Croix
Wireless, Co., Inc. (Assignee)

Dear Counsel:

This letter concerns the referenced assignment application, the assignee's request for waiver of the Commission's duopoly rule, and the petition, filed on behalf of John F. McCormick, Jr. ("McCormick"), to deny grant of the proposed assignment of WVGW's license to St. Croix Wireless, Inc. ("Wireless").

WVGW is licensed to serve Charlotte Amalie, the largest city on the island of St. Thomas, on Channel 296A (107.1 MHz). WVGW also holds a permit (BPH-9001113ID, granted March 5, 1991) to upgrade its facilities to Channel 287B (105.3 MHz), but has applied (BMPH-910523IF) to modify this permit by reducing the effective radiated power from 34 to 10 kilowatts.¹

Since grant of the assignment application would result in an overlap of WVGW's permitted 70 dBu contour with the 70 dBu contour of Wireless's co-owned WAVI (Christiansted, Virgin Islands), the assignee has requested waiver of the

¹McCormick devotes a significant portion of his petition to his allegation that the resultant loss of service from grant of WVGW's minor modification "cannot be considered an efficient use of the spectrum." Petition, at page 6. Since this petition has also been filed as an informal objection to WVGW's pending modification application, this matter will be handled independent of the immediate proceeding.

"duopoly" provisions of 47 C.F.R. § 73.3555(a)(2).² In support of its request, Wireless states that the overlap between the two stations will exist entirely "over salt water and more than ten miles from any land area." Wireless describes this overlap as de minimis and argues that Commission precedent supports permanent waiver of the duopoly rule.

McCormick petitioned, on June 19, 1991, to deny Wireless's waiver request and, therefore, its assignment application. The petitioner is the president of Zaca Canyon, Inc. ("Zaca"), the proposed assignee of Christiansted FM Station WVIQ, but claims standing to participate in this matter based on his residence on the island of St. Croix.³ Petition, at n.1. Significantly, McCormick does not challenge Wireless's rationale for waiver, choosing instead to attack its approach. Specifically, McCormick argues that "[b]efore the Commission can make any reasoned decision on grant of a permanent waiver of the duopoly rule, it must consider the extent" of the overlap between WVGW and WAWI's proposed upgrade (RM-6090) to Class B status. In opposition, Wireless challenges McCormick's standing, correctly noting that WVGW does not place a service area contour (60 dBu) contour over any portion of St. Croix, and faults McCormick for his "premature" attack on a hypothetical WAWI upgrade.

We agree with Wireless on both its procedural and substantive positions. "An individual may qualify as a party-in-interest if he alleges that he is a listener or viewer of the station in question or that he resides within the station's service area." Standing of a Party to Petition to Deny a Broadcast Application, 82 FCC 2d 89, 98 (1980). It is well-established that an FM station's service area is that area within the applicant's 60 dBu (1 mV/m) contour. See, e.g., Memorandum Opinion and Order in RM No. 5691, 3 FCC Rcd 1595, 1596 (1988). Since McCormick lives outside WVGW's 60 dBu contour, he clearly lacks the requisite standing to petition in this matter, and his prospective interest in WVIQ does not convey standing, pursuant to Section 309(d)(1) of the Act, to participate in this proceeding as a party-in-interest. See, Syracuse Channel 62, Inc., 60 RR 2d 1161, 1165 (1986); Family Television Corp., 59 RR 2d 1344, 1346 (1986); WIBF Broadcasting Co., 17 FCC 2d 876, 877 (1969). Therefore, his pleading will be treated, pursuant to 47 C.F.R. § 73.3587, as an informal objection.

Turning then to the substance of McCormick's objection, we again note that his pleading is premised on the belief that the staff must consider the extent of overlap involved between WVGW's permitted Class B facilities and WAWI's potential Class B facilities. This presumption is erroneous. The Court of Appeals has recognized that "[t]he Commission cannot base its decisions on hypotheticals; it must rule on the facts before it." Telemundo, Inc. v. FCC, 802 F.2d 513, 518 (US App DC, 1986). The facts in the immediate context involve the overlap between the authorized facilities of WAWI and WVGW.

²Christiansted is located on the island of St. Croix, approximately 68 kilometers to the south of Charlotte Amalie.

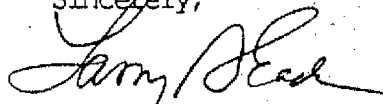
³ In his responsive reply, McCormick modified this claim to state that his standing was based "on his residence in the Virgin Islands" (emphasis added). Reply, at n.1.

Since McCormick makes no challenge based on this factual context, his objection can be dismissed without further discussion and our attention can be turned to considering Wireless's waiver request on its own merits.

In past cases, the Commission has waived the duopoly rule when the overlap area occurred primarily over salt water and when the stations involved served clearly separate and distinct communities, i.e., areas that did not compete with each other for listeners or advertising revenues. See Tidewater Broadcasting Co., Inc., 2 FCC 2d 364, 365 (1966); Triangle Publications, Inc., 21 RR 2d 189, 200a (1971); Generation II Radio San Diego, Inc., 62 FCC 2d 691 (1976). Here, duopoly overlap is entirely over water, far from the shore of either island and affects no residential area. Moreover, with no common service area, it is clear that WVGW and WAWI serve very distinct and separate communities.

Accordingly, Wireless's request for waiver of the duopoly provisions of 47 C.F.R. § 73.3555 and the application to assign WVGW's license to Wireless ARE GRANTED. Further, McCormick's petition to deny this grant IS DISMISSED for the reasons detailed above and, when considered as an informal objection, IS DENIED.

Sincerely,



Larry D. Eads
Chief, FM Branch
Audio Services Division
Mass Media Bureau

Exhibit 10

RADIO MARKET ANALYSIS
PACIFIC RADIO GROUP, INC.
KAPA/KPVS RADIO STATIONS
HILO, HAWAII
KLUA RADIO STATION
KAILUA KONA, HAWAII
KAGB RADIO STATION
WAIMEA, HAWAII
KKON RADIO STATION
KEALAKEKUA, HAWAII
October 2004

TECHNICAL STATEMENT

1. This technical statement and attached exhibits were prepared on behalf of Pacific Radio Group, Inc. ("PRG"), proposed assignee of stations KPVS, Channel 240C2, Hilo; KAPA, Channel 262C2, Hilo; KLUA, Channel 230C, Kailua Kona; KAGB, Channel 256C, Waimea; and KKON, 790 kHz, Kealahou, Hawaii. PRG already is the authorized assignee of KLEO, Channel 291C, Kahala; KKBG, Channel 250C2¹, Hilo; and KHLO, 850 kHz, Hilo, Hawaii. This study is prepared using the FCC's new multiple ownership rules that became effective on September 3, 2004. The stations are not located in any Arbitron rated market, therefore, the revised contour overlap rules are used to demonstrate compliance. Exhibit #1 is a map depicting the stations in which PRG will have attributable interests. Since there is no overlap between the stations located on the east side of the Big Island and those located on the west side, two distinct markets will be reviewed.

2. Therefore, a study has been conducted to determine if ownership of these facilities complies with §73.3555 of the Commission's rules. The city grade contours of the subject

1) There is an outstanding application proposing changes in the facilities of KKBG, which is considered as part of this analysis.

stations will be used to define the market boundary, hereinafter referred to as the "Radio Market (East/West)". The study will determine the number of other commercial AM and FM stations that either have transmitter sites within, or provide coverage to, the subject radio market.²

3. Exhibit #2 is a depiction of the stations on the east side of the Big Island within the Radio Market boundary, and shows the transmitter sites of eleven AM and FM stations. Exhibit #3 is a tabulation of the stations in the radio market (east). The number of stations depicted falls in the fourteen or fewer stations tier of §73.3555(a)(1)(iv) of the Commission's rules. At the fourteen or fewer stations level, common ownership or control of up to five stations, with no more than three in the same service (provided the number of stations to be commonly held does not exceed 50% of the stations in the market), is permissible. Therefore, PRG's proposed ownership of KHLO, KKBG, KAPA and KPVS is in compliance with §73.3555 of the rules.

4. Exhibit #4 is a depiction of the stations on the west side of the Big Island within the Radio Market boundary, and shows the transmitter sites or city grade contours of eight AM and FM stations. Exhibit #5 is a tabulation of the stations in the radio market (west). The number of stations depicted falls in the fourteen or fewer stations tier of §73.3555(a)(1)(iv) of the Commission's rules. At the fourteen or fewer stations level, common ownership or control of up to five stations, with no more than three in the same service (provided the number of stations to be commonly held does not exceed 50% of the stations in the market), is permissible. Therefore, PRG's proposed ownership of KLEO, KAGB, KLUA and KKON is in compliance with §73.3555 of the rules.

2) Further, no station owned which is not relevant to the market under study has been counted in the number of stations serving the market.

5. As demonstrated, each of the markets is in compliance with the Commission's rules. Therefore, the ownership of KAPA, KKBG, KPVS, KHLO, KAGB, KLUA, KLEO and KKON to PRG is in compliance with the rules.

6. The foregoing technical statement was prepared on behalf of Pacific Radio Group, Inc., by Graham Brock, Inc., its Technical Consultants. All information contained herein is true and accurate to the best of our belief and knowledge. All data relating to AM and FM facilities was extracted from the CDBS database. We assume no liability for errors or omissions in that database which may be adverse to the information contained herein.

Graham Brock, Inc. - Broadcast Technical Consultants

KAGB
BLH-20000609ABH
Latitude: 19-43-15 N
Longitude: 155-55-16 W
ERP: 42.00 kW
Channel: 256C

KLUA
BLH-19920113KK
Latitude: 19-43-15 N
Longitude: 155-55-16 W
ERP: 40.00 kW
Channel: 230C

KLEO
BLH-20000731ABE
Latitude: 19-43-16 N
Longitude: 155-55-15 W
ERP: 7.30 kW
Channel: 291C

KKON
Latitude: 19-31-10 N
Longitude: 155-55-08 W
ERP: 5.00 kW
Frequency: 790 KHz

KKBG
BLH-19800723AC
Latitude: 19-44-11 N
Longitude: 155-01-48 W
ERP: 35.00 kW
Channel: 250C2

KKBG Application
BPH-20010315AAG
Latitude: 19-44-11 N
Longitude: 155-01-48 W
ERP: 33.00 kW
Channel: 250C2

KAPA
BLH-20000918AAX
Latitude: 19-50-19 N
Longitude: 155-06-43 W
ERP: 35.00 kW
Channel: 262C2

KPVS
BLH-20000918AAY
Latitude: 19-50-19 N
Longitude: 155-06-43 W
ERP: 39.00 kW
Channel: 240C2

KHLO
Latitude: 19-41-48 N
Longitude: 155-03-05 W
ERP: 5.00 kW
Frequency: 850 KHz

KAGB 3.16 mV/m

KLUA 3.16 mV/m

KLEO 3.16 mV/m

KKON 5.0 mV/m

KHLO 5.0 mV/m

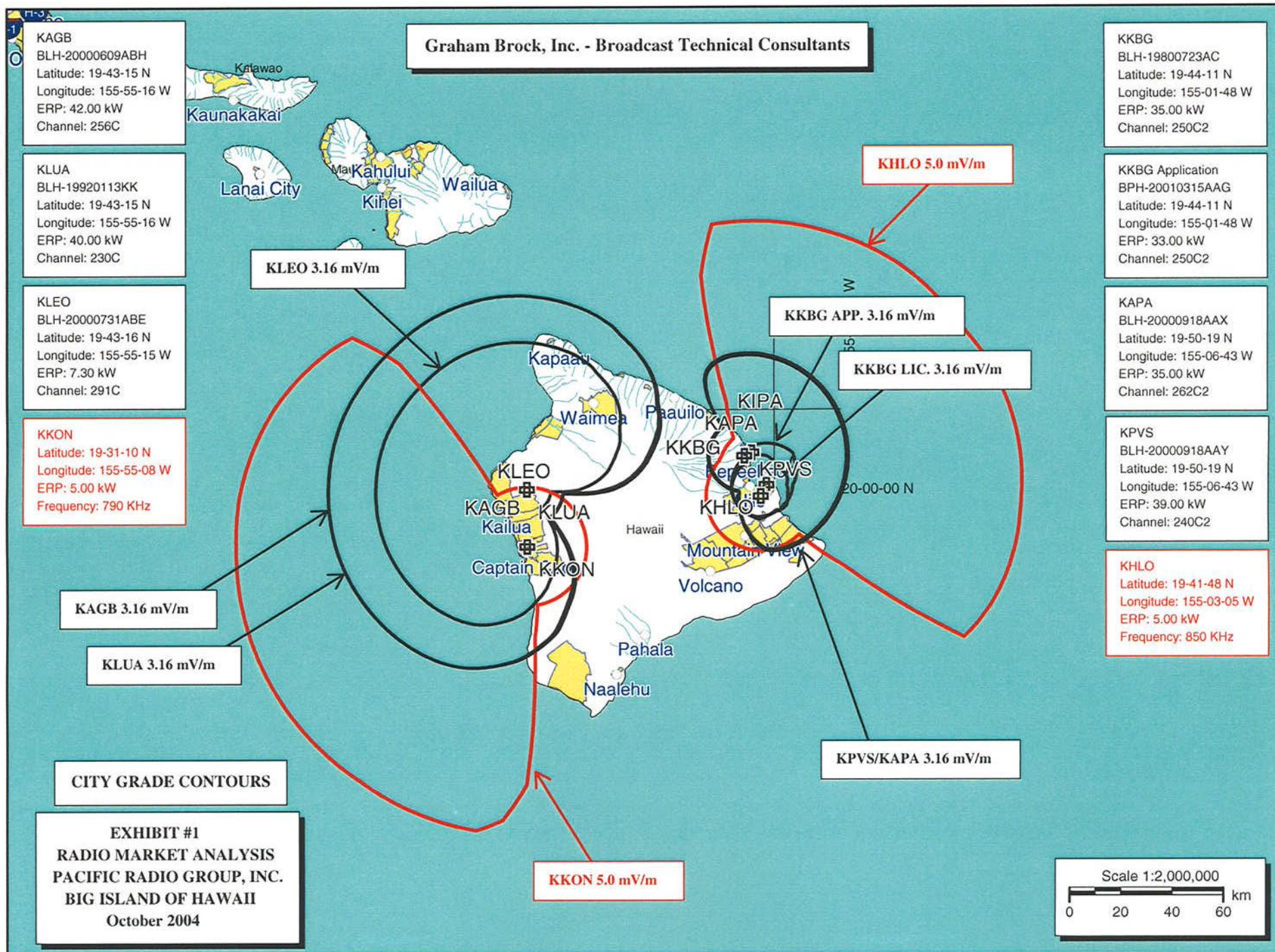
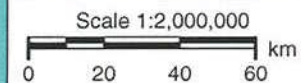
KKBG APP. 3.16 mV/m

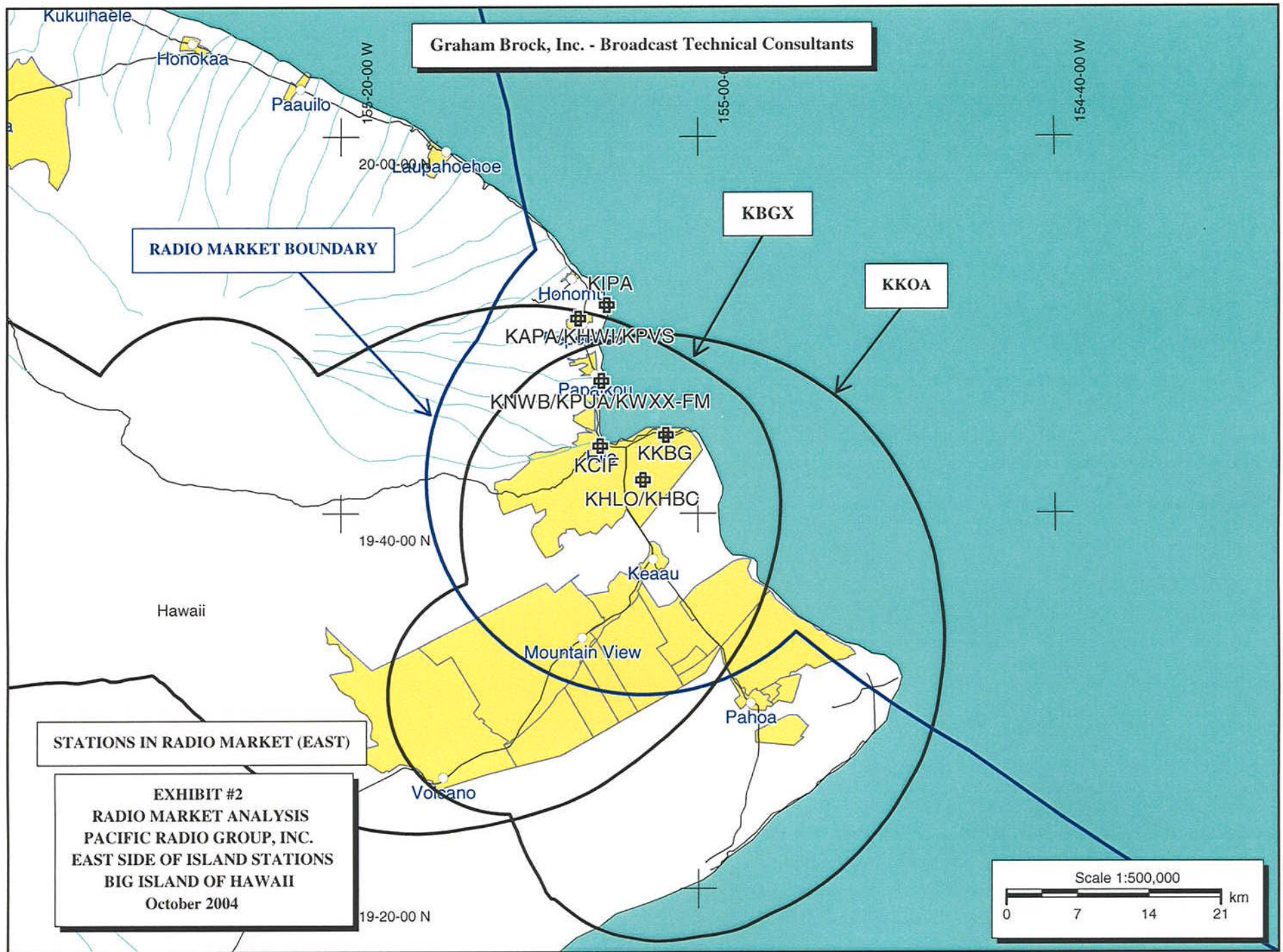
KKBG LIC. 3.16 mV/m

KPVS/KAPA 3.16 mV/m

CITY GRADE CONTOURS

EXHIBIT #1
RADIO MARKET ANALYSIS
PACIFIC RADIO GROUP, INC.
BIG ISLAND OF HAWAII
October 2004





RADIO MARKET ANALYSIS
PACIFIC RADIO GROUP, INC.
KAPA/KPVS RADIO STATIONS
HILO, HAWAII
KLUA RADIO STATION
KAILUA KONA, HAWAII
KAGB RADIO STATION
WAIMEA, HAWAII
KKON RADIO STATION
KEALAKEKUA, HAWAII
October 2004

EXHIBIT #3

Tabulation of Stations in Radio Market (East)

Study Center = 19 44 11 N, 155 01 48 W

	Call	Coordinates	Dist	Bear	Chan	Pwr (kW)	City	State	File #
1	KHLO.L	194148N 1550305W	4.9	206	850	5	Hilo	HI	BL-19980911A
2	KKBG.L	194411N 1550148W	0	0	250C2	35	Hilo	HI	BLH-19800723
3	KKOA.L	193017N 1551040W	30	211	299C3	18	Volcano	HI	BLH-19961001
4	KAPA.L	195019N 1550643W	14.2	323	262C2	35	Hilo	HI	BLH-20000918
5	KHBC.L	194148N 1550305W	4.9	206	1060	5	HILO	HI	BL-20021115A
6	KHWI.L	195019N 1550643W	14.2	323	224C3	9	Hilo	HI	BLH-20000918
7	KBGX.L	194318N 1552723W	44.7	268	287C2	28	Keaau	HI	BLH-20040714
8	KIPA.L	195102N 1550507W	13.9	335	620	5	HILO	HI	BL-19980831A
9	KNWB.L	194702N 1550525W	8.2	310	246C2	38	Hilo	HI	BLH-19971223
10	KPUA.L	194702N 1550525W	8.2	310	670	10	HILO	HI	BL-19850815A
11	KPVS.L	195019N 1550643W	14.2	323	240C2	39	Hilo	HI	BLH-20000918
12	KWXXFM.L	194702N 1550525W	8.2	310	234C1	51	Hilo	HI	BLH-19980921
13	KCIF.L	194336N 1550529W	6.5	260	212A	0.85	Hilo	HI	BLED-19980720
14	KANO.L	193518N 1550725W	19.1	210	216C2	26	Hilo	HI	BLED-20001220

Number of stations in list = 14
Total subject stations = 4
Other stations in market = 10

Note : Subject stations are in bold type.

RADIO MARKET ANALYSIS
PACIFIC RADIO GROUP, INC.
KAPA/KPVS RADIO STATIONS
HILO, HAWAII
KLUA RADIO STATION
KAILUA KONA, HAWAII
KAGB RADIO STATION
WAIMEA, HAWAII
KKON RADIO STATION
KEALAKEKUA, HAWAII
October 2004

EXHIBIT #5

Tabulation of Stations in Radio Market (West)

Study Center = 19 43 15 N, 155 55 16 W

	Call	Coordinates		Dist	Bear	Chan Pwr(kW)		City	State	File #
1	KLUA.L	194315N	1555516W	0	276	230C	40	Kailua Kona	HI	BLH19920113
2	KAGB.L	194315N	1555516W	0	276	256C	42	Waimea	HI	BLH20000609
3	KAOIFM.L	203812N	1562324W	112.6	334	236C	100	Wailuku	HI	BLH19940318
4	KAQY.L	194256N	1555500W	0.7	141	268C1	7.1	Kealakekua	HI	BLH19940803
5	KKON.L	193110N	1555508W	22.3	179	790	5	KEALAKEKUA	HI	
6	KLEO.L	194316N	1555515W	0	41	291C	7.3	Kahaluu	HI	BLH20000731
7	KNUQ.L	203818N	1562301W	112.5	334	279C	100	Paauilo	HI	BLH19900425
8	KWYI.L	195309N	1553928W	33.1	56	295A	5.5	Kawaihae	HI	BLH19931202
9	KBGX.L	194318N	1552723W	48.7	89	287C2	28	Keaau	HI	BLH-20040714

Number of stations in list = 9
Total subject stations = 4
Other stations in market = 4

Note : Subject stations are in bold type.

AFFIDAVIT AND QUALIFICATIONS OF CONSULTANT


State of Georgia)
St. Simons Island) ss:
County of Glynn)

JEFFERSON G. BROCK, being duly sworn, deposes and says that he is an officer of Graham Brock, Inc. Graham Brock has been engaged by Pacific Radio Group, Inc., to prepare the attached Technical Exhibit.

His qualifications are a matter of record before the Federal Communications Commission. He has been active in Broadcast Engineering since 1979.


The attached report was either prepared by him or under his direction and all material and exhibits attached hereto are believed to be true and correct.

This the 22nd of October, 2004.



Jefferson G. Brock
Affiant

*Sworn to and subscribed before me
this the 22nd day of October, 2004.*



Notary Public, State of Georgia
My Commission Expires: April 16, 2006