

Village of Trumansburg)

Tompkins County ) SS:

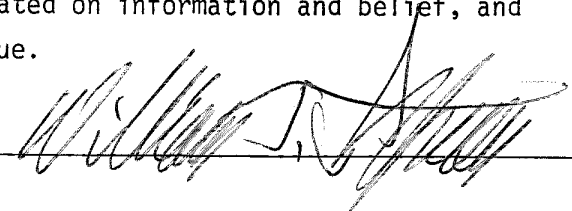
State of New York )

William J. Sitzman, being duly sworn upon his oath, deposes and states that:

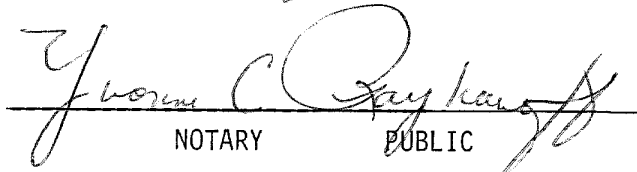
He is president of and a consulting communications engineer with the firm Independent Broadcast Consultants, Inc., with offices at 110 County Rd. #146, Trumansburg, New York 14886-9721.

His qualifications are a matter of record with the Federal Communications Commission, having filed numerous technical and engineering reports with them in the past which were accepted for filing and subsequently were granted approval.

The facts contained in this report subscribed by him are true of his own personal knowledge, except those stated on information and belief, and those facts he verily believes to be true.

  
\_\_\_\_\_

Subscribed and sworn to before me this 29<sup>th</sup> day of June, 2001.

  
\_\_\_\_\_  
NOTARY PUBLIC

YVONNE C. ROYKOFF  
Notary Public, State of New York  
No. 4958603  
Qualified in Tompkins County  
Commission Expires September 25, 2001

Proposed New AM Radio Station  
Fargo, North Dakota  
740kHz 50kW-D, 8.8kW-CH, 1.4kW-N, DA-3, U

ENGINEERING STATEMENT

This engineering statement, together with attached figures, has been prepared in support of application for construction permit for a new AM broadcast station to be licensed to Fargo, ND. This document is a re-submission of a previous application from May, 1997, except for updating of the FCC Form 301, engineer's affidavit and engineering statement.

This application proposes operation on 740 kHz with 50 kW daytime, 8.8 kW critical hours and 1.4 kW nighttime, employing a six-tower directional array with appropriate parameters for each mode.

ENVIRONMENTAL CONSIDERATIONS

The Commission's Rules implementing the Environmental Policy Act does not categorize this proposal as a major action as it does not involve any of the facilities or actions listed under §1.1305 or §1.1307 of the Rules.

Regarding the radiofrequency emission from the proposed 740 kHz operation, Table I on page 49 of OET Bulletin No. 65 lists the distances in meters at which fields from AM stations are predicted to fall below various field strengths. Assuming the applicant were to operate the daytime facility with 50,000 watts into any of the six towers (worst-case but not proposed), Table I requires the tower fence to be at least 12 meters (39.4') from the antenna face to keep any person from being exposed to non-ionizing radiation in excess of FCC and ANSI limits. The applicant proposes fencing 12.19 meters (40') from tower face to tower fence with appropriate warning signs and it may be assumed that there will be no significant effect on the human environment with regard to exposure of the general public.

The applicant reserves the right to make measurements with a power density meter of known accuracy with the 50 kW daytime and 1.4 kW night pattern to determine the actual distance from tower face to fence at which FCC and ANSI standards are not exceeded, including a reasonable safety margin.

REQUEST FOR WAIVER OF §73.182(q) REGARDING CKDM

One of the stations, among several, which are critical to this application, is CKDM, Dauphin, MB, Canada, which operates on first-adjacent channel 730 kHz with 10 kW daytime and 5 kW nighttime, DA-N. The 1984 US/Canada Agreement calls for protection of the daytime 0.5 mv/m contour on a 1:1 basis by any first-adjacent facility or proposal. It will be seen in Figure 9B that the CKDM 0.5 mv/m contour penetrates US territory but does not overlap the 0.5 mv/m contour of this 740 kHz proposal. Since the 1984 US/Canada Agreement does not recognize the domestic requirement of the 0.25 mv/m not overlapping the first-adjacent 0.5 mv/m, it is respectfully requested that any received overlap of the CKDM 0.25 mv/m contour be waived. This will permit the proposed 0.5 mv/m contour to serve a greater population and would indeed be both

within the spirit of the US/Canada Agreement and in the public interest. It is pointed out that there is no overlap of the proposed 740 kHz 0.25 mv/m contour with any first-adjacent US 0.5 mv/m contour and neither does the proposed 740 kHz 0.5 mv/m contour receive overlap from any domestic 0.25 mv/m first-adjacent contour.

#### DATYIME ALLOCATION CONSIDERATIONS

A study has been made of station on 740 kHz and on channels within 30 kHz of that frequency in determining the protection requirements of the proposed daytime operation. Those stations which were deemed to merit particular consideration are:

WMIN - Hudson, WI	740 kHz, 0.85 kW, DA-D
KWOA - Worthington, MN	730 kHz, 1 kW-D, 158 w-N, U
CKDM - Dauphin, MB	730 kHz, 10 kW-D, 5 kW-N, DA-N, U
KMMJ - Grand Island, NE	750 kHz, 10 kW, DA-D

Figures 9A and 9B are portions of the FCC's Figure M-3, soil conductivity maps, including values for Canadian Territory, showing contours of particular allocation interest for this proposal and the above-listed stations. Locations of contours for these stations employed either notified inverse fields for non-directional operation or standard/augmented patterns for directional operation in conjunction with M-3 data except where measured conductivity was available. Co-channel Canadian stations are at such a great distance from this proposal that the 0.025 mv/m interference contour is only depicted for domestic stations. A map showing the proposed 0.025 mv/m contour in Canadian territory will be supplied if requested by the Commission or Industry Canada.

#### CRITICAL HOURS CONSIDERATIONS

The 1984 US/Canada Agreement calls for critical hours protection of Class A station CBL (now CHWO), Toronto, ON. Figures 9C, Pages 1 and 2, are tabulation of distances to the pertinent arc of the CBL(CHWO) 0.1 mv/m contour, then a tabulation of the maximum permitted critical hours mv/m and proposed mv/m both at horizontal and theta angles. Figure 9D is a map depicting the CBL (CHWO) 0.1 mv/m contour with sample points along that contour. Critical hours protection is complied with by reducing power input to the daytime pattern to 8,800 watts but keeping the same parameters.

#### NIGHTTIME ALLOCATION CONSIDERATIONS

Figure 11, Pages 1 through 4, is a detailed limit study showing the nighttime 50% RSS limit at the proposed site to be 7.966 mv/m with sole contribution from CBL (CHWO). Figure 12, Pages 1 and 2, is a computer-generated nighttime protection study with permissible vertical radiation in mv/m toward domestic stations on 730, 740 and 750 kHz and toward foreign stations on 740 kHz. Figure 13 is a peripheral or "clipping" study listing permissible vertical radiation in mv/m in detail toward CBL(CHWO), Toronto; CBX, Edmonton; KTWK, Colorado Springs and KRMG, Oklahoma City. The maximum permitted mv/m tabulated in the right-hand column have been regarded as worst-case constraints in nighttime protection of these four stations. Figure 14

is a polar graph of the foregoing nighttime protection constraints. Figures 15A through 15C are maps showing the nighttime border protection study points for Class A station CBL(CHWO), while Figures 16A through 16E are clipping study maps for KTWK, KRMG and CBX. The calculated limits in Figure 20, Pages 1 through 11, show that this instant proposal does not enter into the nighttime interference calculations of any of these stations.

#### PROPOSED DIRECTIONAL ANTENNA SYSTEM

All six towers of the proposed array will be employed for the daytime pattern with appropriate field ratios, phases and input power. The RSS/RMS ratio for the daytime/critical hours pattern is 1.61:1 and lends itself to good stability. Figures 8A and 8B are tabulation and polar graph showing array parameters and inverse fields for the daytime pattern, while Figures 8C and 8D are tabulation and polar graph of the critical hours pattern.

Again, all six towers of the proposed array will be employed for the nighttime pattern with appropriate field ratios, phases and input power. The RSS/RMS ratio for the nighttime pattern is 1.67:1 and also lends itself to good stability. This office has designed phasing systems for both patterns with optimum sideband pattern agreement and common point bandwidth, again for optimum modulation and stability. Figures 17A and 17B are tabulation and polar graph showing array parameters and inverse fields for the nighttime pattern. Figures 18 and 19 tabulate both conical and vertical slice inverse fields of the nighttime pattern.

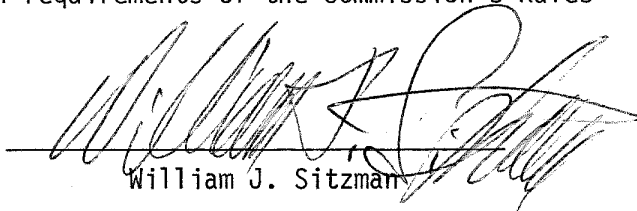
Both daytime/critical hours and nighttime patterns were designed with a properly-programmed computer employing vector summation formulae with appropriate terms to produce the FCC standard pattern in mv/m/km.

#### CONCLUSIONS

Based on the engineering study included herein, the following may be concluded:

1. This proposed application for a full-service standard broadcast station on 740 kHz will provide Fargo, ND with more than 5 mv/m daytime and critical hours and more than 7.966 mv/m nighttime.
2. This instant proposal comports with requirements of the Commission's Rules as well as Industry Canada.

June 29, 2001

  
William J. Sitzman  
Consulting Engineer

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LEGAL ACTION.

FIGURE 1

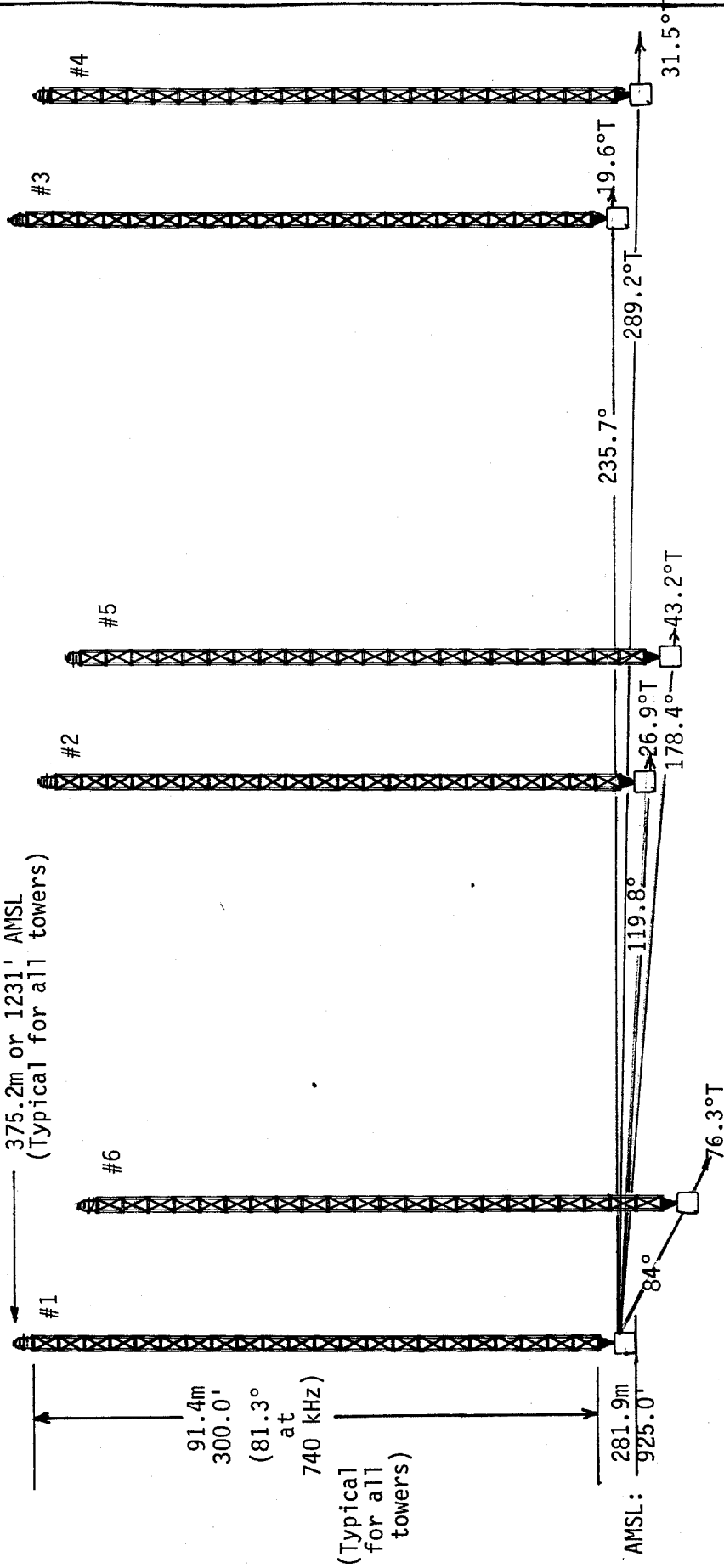
VERTICAL PLAN SKETCH OF PROPOSED ANTENNA SYSTEM

N 46° 58' 29"  
W 96° 30' 12"  
(NAD-27)

Proposed New AM Radio Station  
Fargo, North Dakota  
740kHz 50kW-D, 8.8kW-CH, 1.4kW-N, DA-3, U

May 1997

93.3m or 306' AGL  
375.2m or 1231' AMSL  
(Typical for all towers)



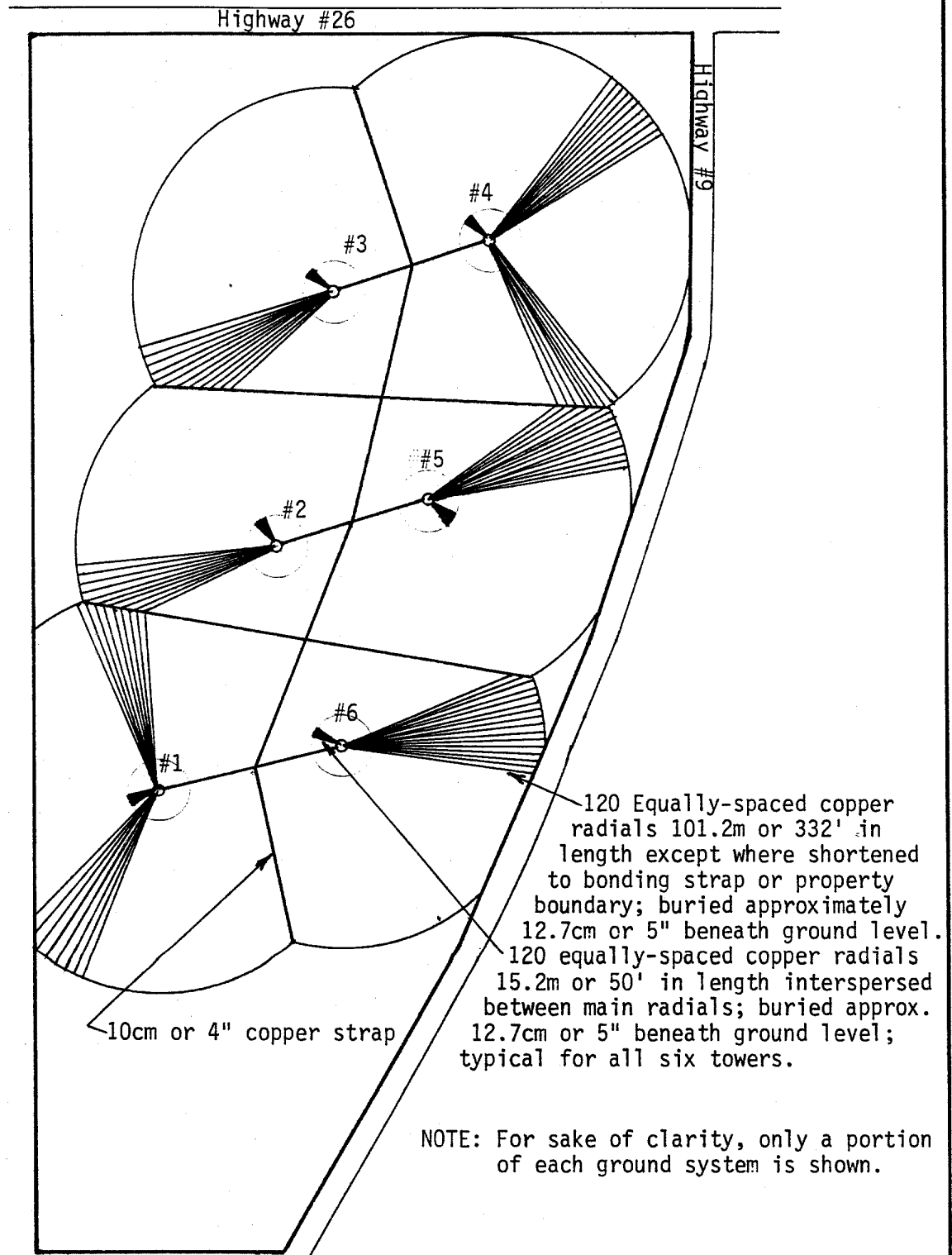
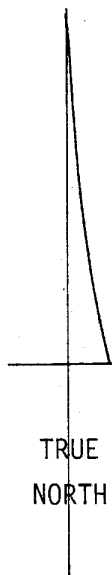
(Typical  
for all  
towers)

NOTE: Not drawn to scale

FIGURE 2A

PLAT OF PROPERTY, TOWER LOCATION AND GROUND SYSTEM

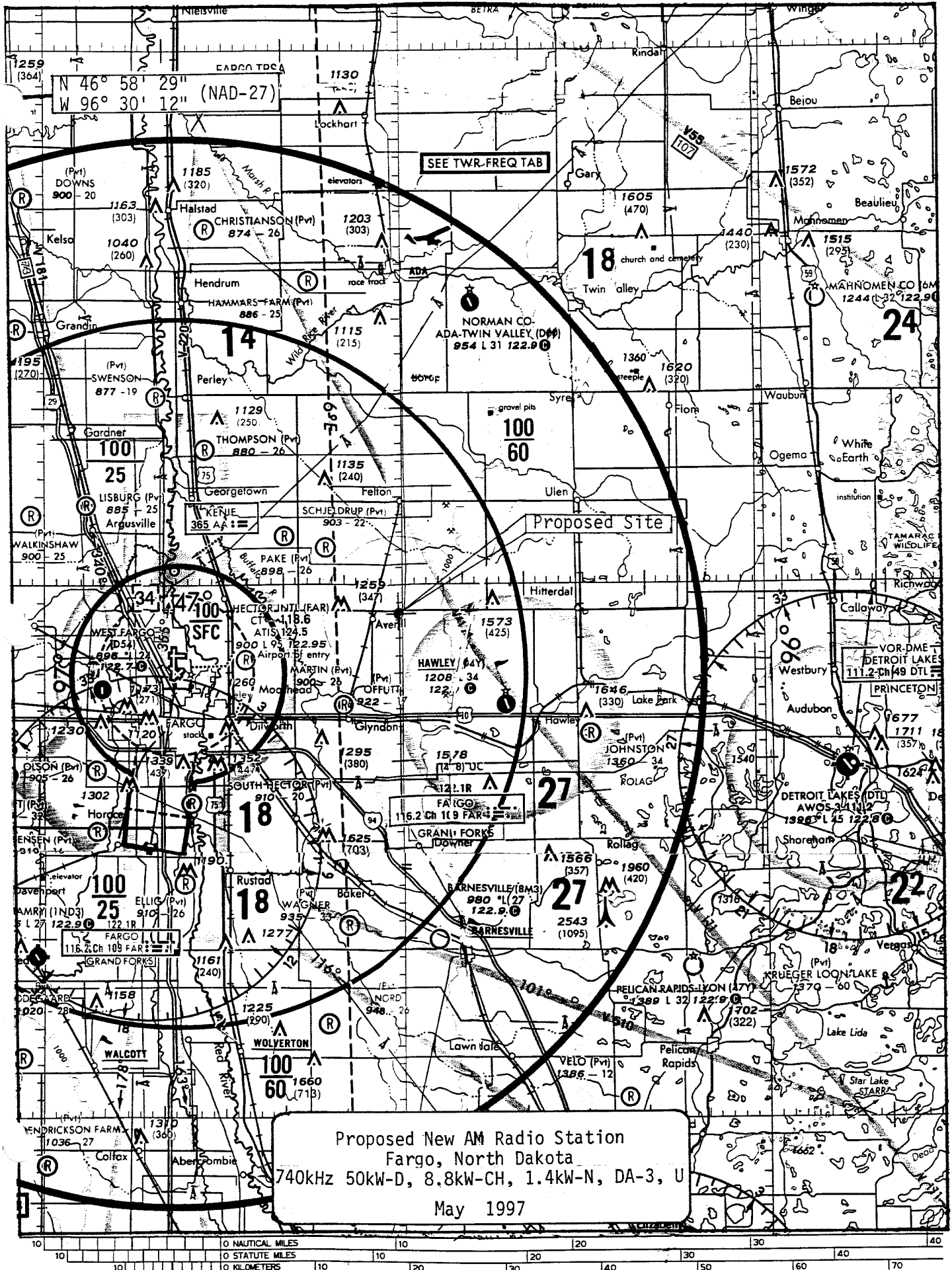
N 46° 58' 29"  
W 96° 30' 12"  
(NAD-27)



NOTE: For sake of clarity, only a portion of each ground system is shown.


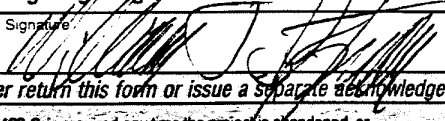


FIGURE 2B

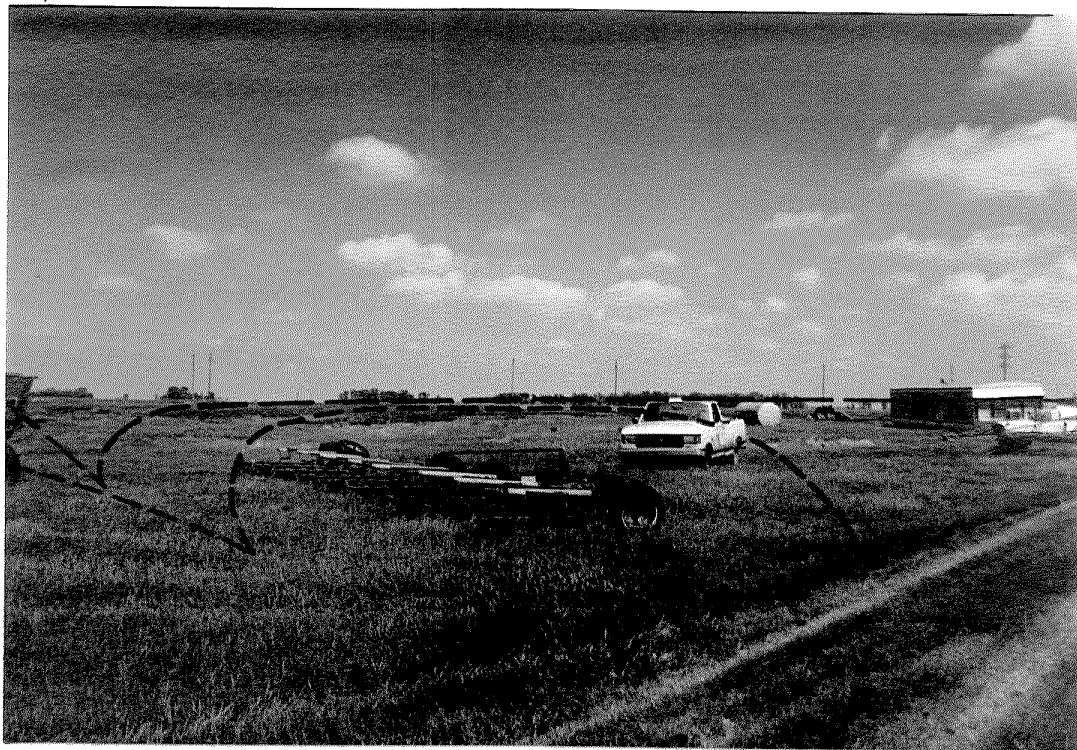


Please Type or Print on This Form

Form Approved OMB NO. 2120-0001

 <b>U.S. Department of Transportation Federal Aviation Administration</b>		<b>Notice of Proposed Construction or Alteration</b> <i>Failure To Provide All Requested Information May Delay Processing Of Your Notice</i>		Aeronautical Study Number _____	
<b>1. Nature of Proposal</b>			<b>2. Complete Description of Structure</b>		
<b>A. Type</b> <input checked="" type="checkbox"/> New Construction <input type="checkbox"/> Alteration *		<b>B. Class</b> <input checked="" type="checkbox"/> Permanent <input type="checkbox"/> Temporary (Duration _____ months)		<b>C. Work Schedule Dates</b> Beginning <u>upon FCC grant</u> End <u>within 18 mos</u>	
* If Alteration, provide previous FAA Aeronautical Study Number, if available: _____					
<b>3A. Name, address, and telephone number of individual, company corporation, etc. proposing the construction or alteration.</b> (Number, Street, City, State, and Zip Code) Jeffrey G. Dress 7803 W. Deschutes Ave., Suite 6225 Kennewick, WA 99336 ( 509 ) 736-2323 Area Code Telephone Number			Please describe the proposed construction or alteration. For proposals involving transmitting stations, include effective radiated power (ERP) and assigned frequency. If not known, give frequency band and maximum ERP. B. For proposals involving overhead wire, transmission lines, etc., include the size and the configuration of the wires and their supporting structures. C. For buildings, include site orientation, dimensions, and construction materials. D. <b>Optional</b> — Describe the type of obstruction marking and lighting system desired. The FAA will consider this in their study. Applicant proposes operation on 740 kHz with 50kW day, 8.8kW critical hours, 1.4kW nighttime from 6-tower array. With #1 as reference #2 spaced 442.3' at 26.9°T; #3 spaced 870.2' at 19.6°T; #4 spaced 1067.7' at 31.5°T; #5 spaced 658.7' at 43.2°T; #6 spaced 310.1' at 76.3°T.		
<b>3B. Name, address and telephone number of proponent's representative, if different than 3A. above.</b> Independent Broadcast Consultants, Inc. 110 County Rd. 146 Trumansburg, NY 14886-9721 ( 607 ) 273-2970 Area Code Telephone Number					
<b>4. Location Of Structure</b>			<b>5. Height and Elevation</b> (to nearest foot)		
<b>A. Coordinates</b> (to hundredths of seconds, if known) Latitude 0 46 58 29 Longitude 0 96 30 12 Source for item 4A data: <input checked="" type="checkbox"/> USGS 7.5' Quad Chart <input type="checkbox"/> Survey <input type="checkbox"/> Other Specify _____ Indicate the reference datum: <input checked="" type="checkbox"/> NAD 27 <input type="checkbox"/> NAD 83 <input type="checkbox"/> Other Specify _____		<b>B. Nearest City or Town and State</b> Averill, MN (1). Distance to 4B 2.1mi / 3.4km (2). Direction to 4B 258°T		<b>C. Nearest public or military airport, heliport, flightpark, or seaplane base</b> Pake (pvt) (1). Distance from structure to nearest point of nearest runway 6.2mi / 10 km (2). Direction from structure to airport 310°T	
		<b>A. Elevation of ground above mean sea level.</b> 925'		<b>B. Height of structure including all appurtenances and lighting above ground or water.</b> 306'	
		<b>C. Overall height above mean sea level</b> 1231'			
<b>4E. Description of site location with respect to highways, street, airports, prominent terrain, features, existing structures, etc.</b> Please attach a U.S. Geological Survey Map (or equivalent) showing the construction site. If available, attach a copy of a documented site survey with the surveyor's certification. At junction of highways 9 & 26					
Notice is required by Part 77 of the Federal Aviation Regulations (14 C.F.R. Part 77) pursuant to Section 1101 of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1501). Persons who knowingly and willfully violate the Notice requirements of Part 77 are subject to a civil penalty of \$1,000 per day until the notice is received, pursuant to Section 901(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1471(a)) as well as the fine (criminal penalty) of not more than \$500 for the first offense and not more than \$2,000 for subsequent offenses, pursuant to Section 902(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. app. § 1472(a)).					
<b>I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking &amp; lighting standards as necessary.</b>					
Date June 3, 1997		Typed or Printed Name and Title of Person Filing Notice William J. Sitzman / Consulting Engineer		Signature 	
<b>FOR FAA USE ONLY</b>					
FAA will either return this form or issue a separate acknowledgement.					
<b>The Proposal:</b> <input type="checkbox"/> Does not require a notice to FAA. <input type="checkbox"/> Is not identified as an obstruction under any standard of FAR, Part 77, Subpart C, and would not be a hazard to air navigation. <input type="checkbox"/> Is identified as an obstruction under the standards of FAR, Part 77, Subpart C, but would not be a hazard to air navigation. <input type="checkbox"/> Should be obstruction marked <input type="checkbox"/> lighted per FAA Advisory Circular 70/7460-1, Chapters _____ <input type="checkbox"/> Obstruction marking and lighting are not necessary.			<b>Supplemental Notice of Construction, FAA Form 7460-2, is required any time the project is abandoned, or</b> <input type="checkbox"/> At least 48 hours before the start of construction; <input type="checkbox"/> Within five days after the construction reaches its greatest height. This determination expires on _____ unless: (a) extended, revised or terminated by the issuing office; (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit is made to the FCC on or before the above expiration date. In such cases the determination remains on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application. NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date. If the project is subject to the licensing authority of the FCC, a copy of this determination will be sent to that agency.		
Remarks: _____					
Issued in _____		Signature _____		Date _____	





NORTH

DAYTIME 1000 mv/m Contour

NIGHTTIME 1000 mv/m Contour



NORTH EAST

DAYTIME 1000 mv/m Contour

NIGHTTIME 1000 mv/m Contour



EAST

DAYTIME 1000 mv/m Contour ————  
NIGHTTIME 1000 mv/m Contour - - - - -



SOUTH EAST

DAYTIME 1000 mv/m Contour ————  
NIGHTTIME 1000 mv/m Contour - - - - -



SOUTH

DAYTIME 1000 mv/m Contour	—————
NIGHTTIME 1000 mv/m Contour	- - - - -



SOUTH WEST

DAYTIME 1000 mv/m Contour	—————
NIGHTTIME 1000 mv/m Contour	- - - - -





WEST

DAYTIME 1000 mv/m Contour \_\_\_\_\_  
NIGHTTIME 1000 mv/m Contour - - - - -



NORTH WEST

DAYTIME 1000 mv/m Contour \_\_\_\_\_  
NIGHTTIME 1000 mv/m Contour - - - - -

FIGURE 4A

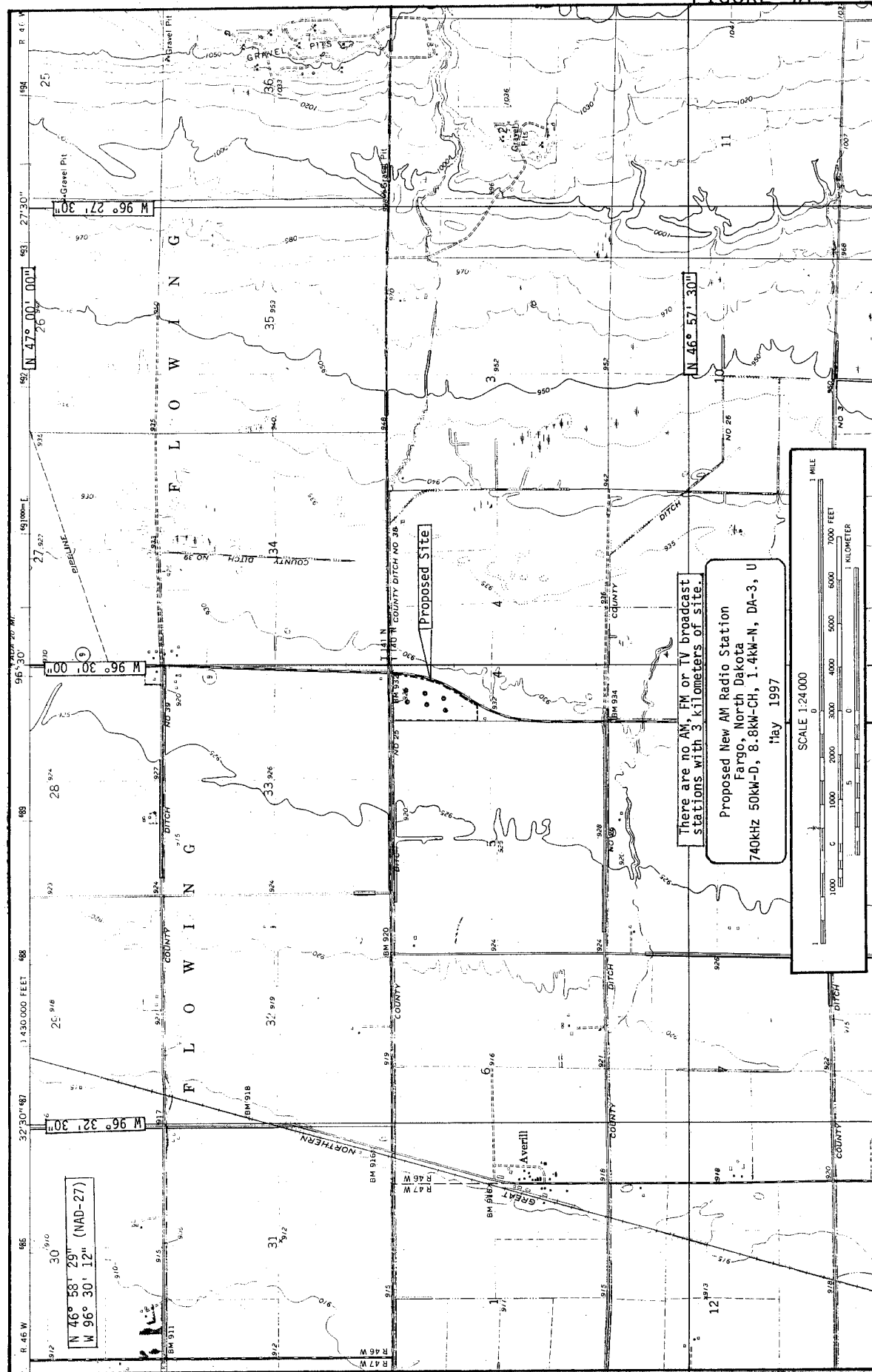


FIGURE 4A

FIGURE 4B

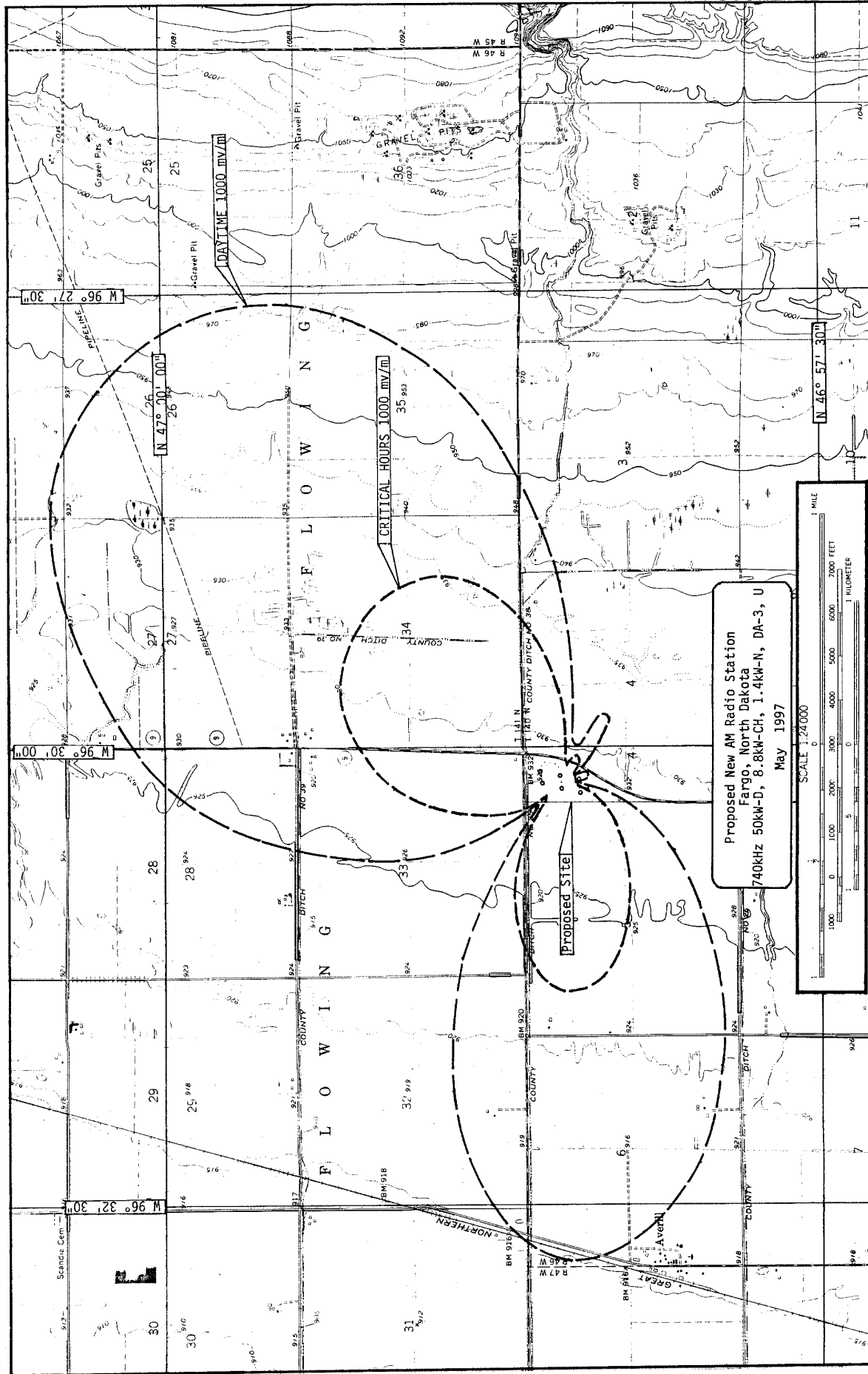


FIGURE 4B

FIGURE 4C

FIGURE 4C

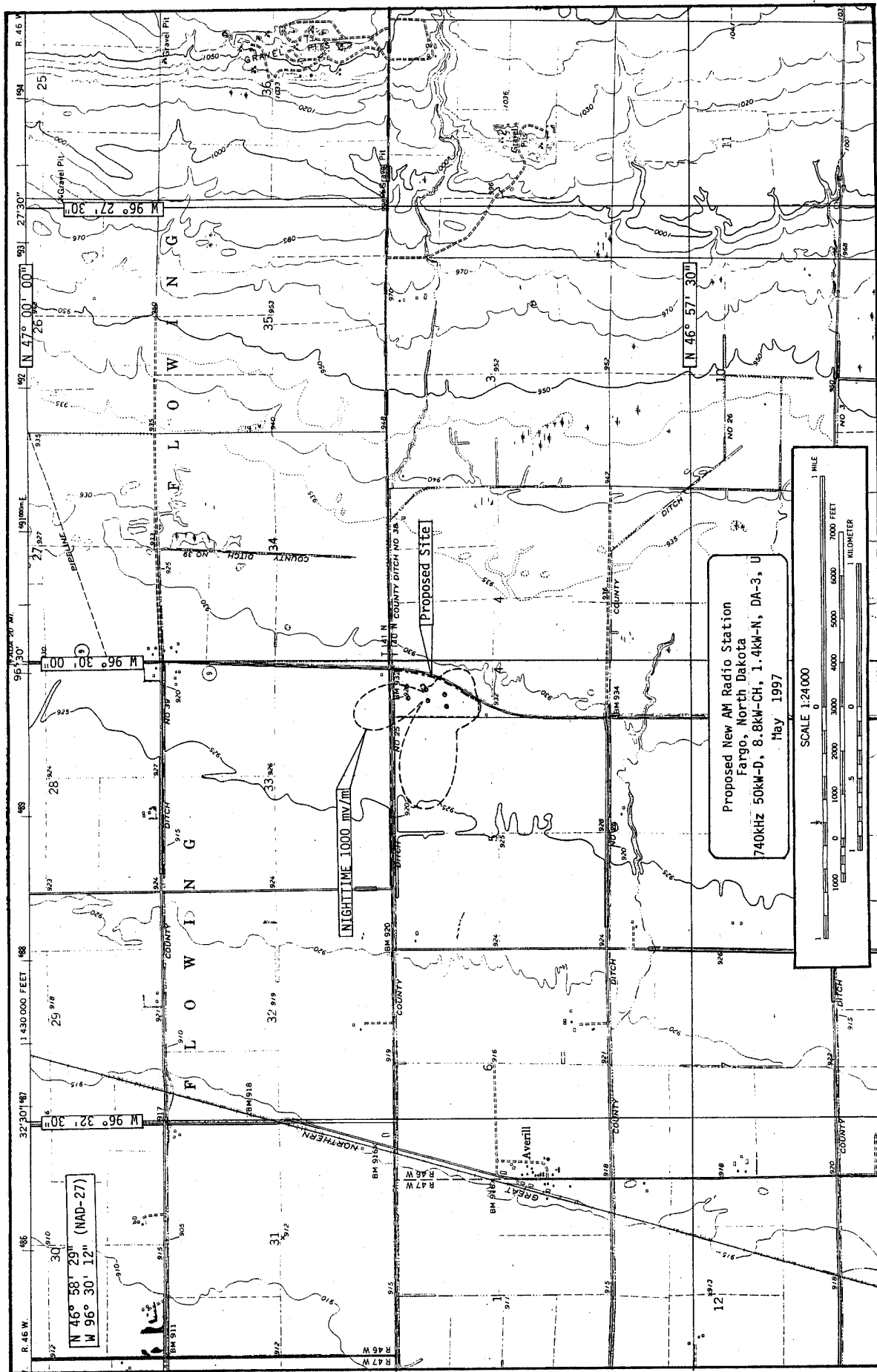


FIGURE 5

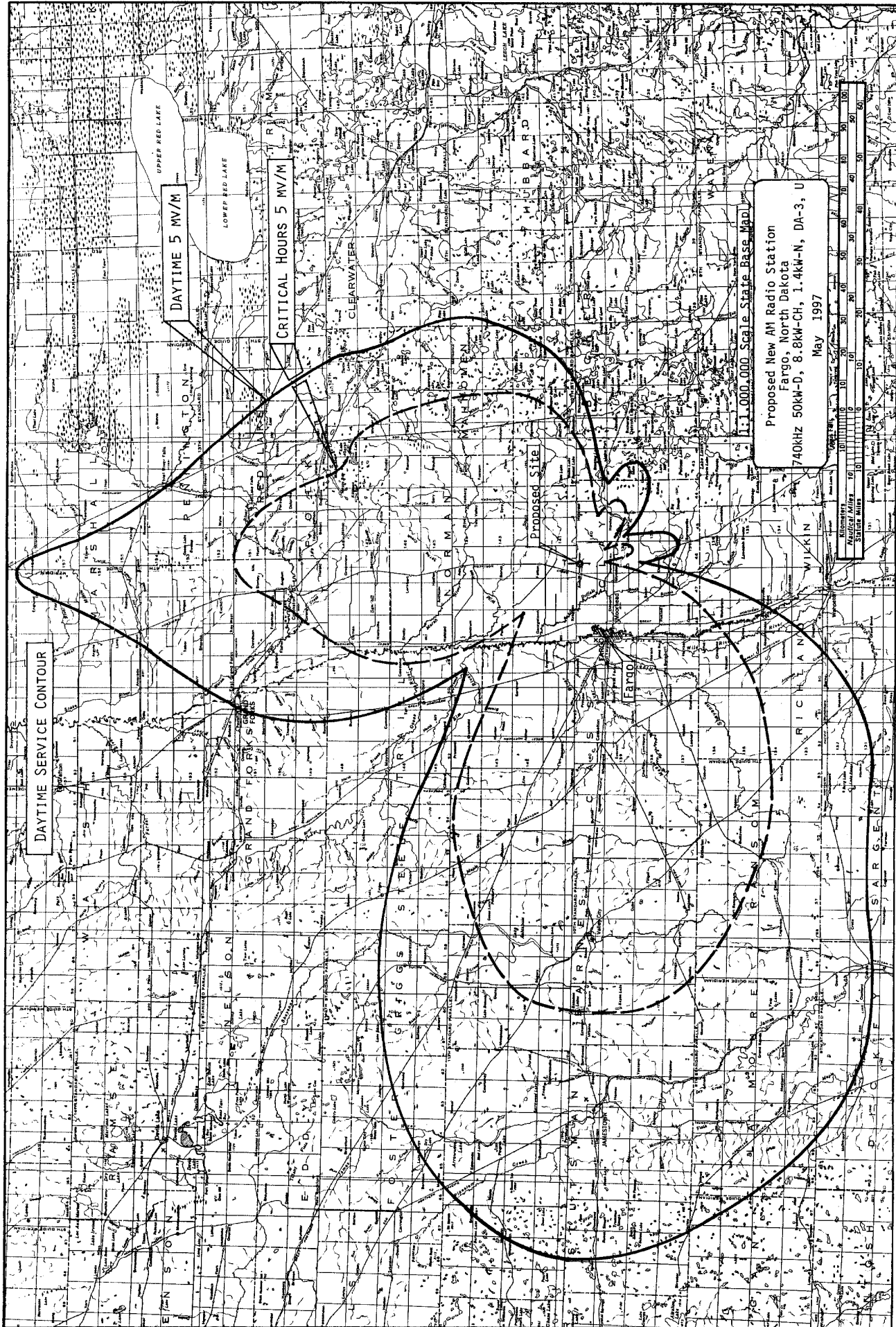




FIGURE 6

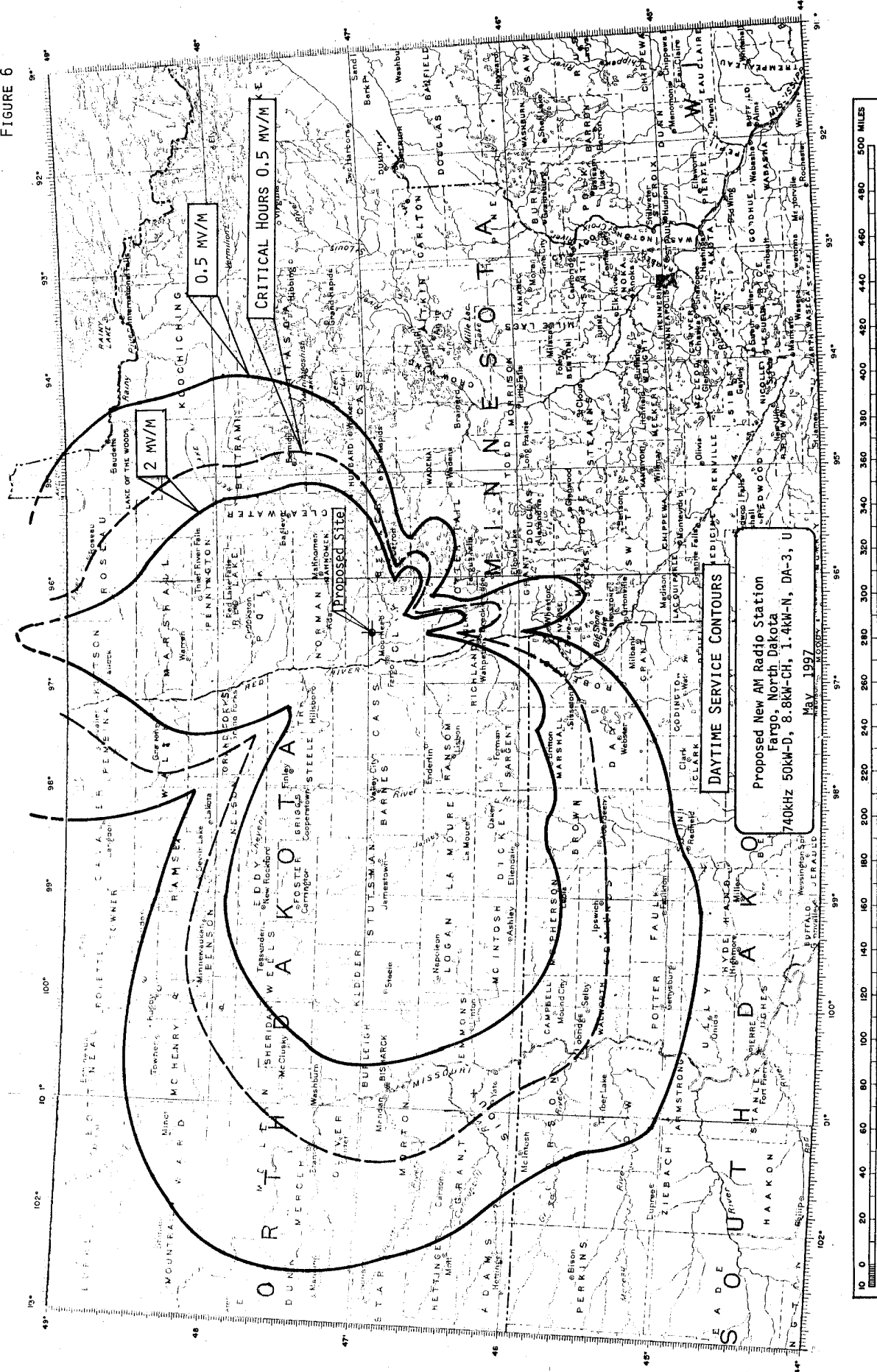
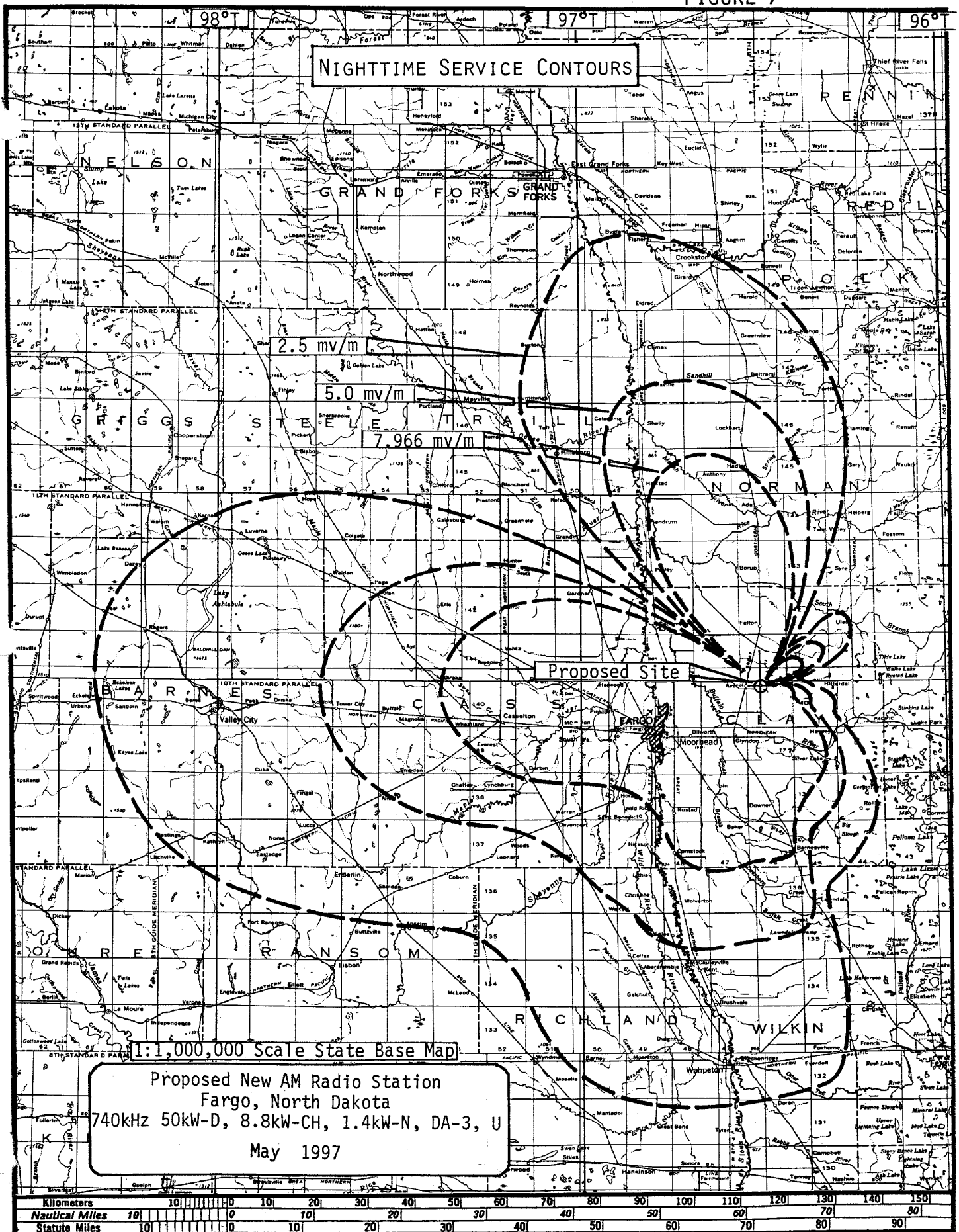


FIGURE 7



INDEPENDENT BCST CONSULTANTS, INC. FIGURE 8A  
TRUMANSBURG, NEW YORK

NO. OF TOWERS: 6

POWER: 50000 WATTS

MODE: DAYTIME

DATE: 01-28-97

TOWER NO.	HEIGHT			FIELD	SPACING			BEARING {DEG T}	PHASING {DEG}
	{DEG}	{FT}	{M}		{DEG}	{FT}	{M}		
1	81.3	300.0	91.4	0.529	0.0	0.0	0.0	0.0	-70.5
2	81.3	300.0	91.4	0.766	119.8	442.3	134.8	26.9	+171.2
3	81.3	300.0	91.4	1.000	235.7	870.2	265.2	19.6	0.0
4	81.3	300.0	91.4	0.424	289.2	1067.7	325.4	31.5	-176.1
5	81.3	300.0	91.4	0.640	178.4	658.7	200.8	43.2	+20.0
6	81.3	300.0	91.4	0.282	84.0	310.1	94.5	76.3	+46.9

THEOR. VECTOR CONSTANT WITH 1 OHM LOSS/TOWER: 2263.9 MV/M/KM

THEOR. HORIZ. PLANE RMS WITH 1 OHM LOSS/TOWER: 2239.3 MV/M/KM

THEOR. RSS WITH 1 OHM LOSS/TOWER: 3604.9 MV/M/KM

Q: 90.12

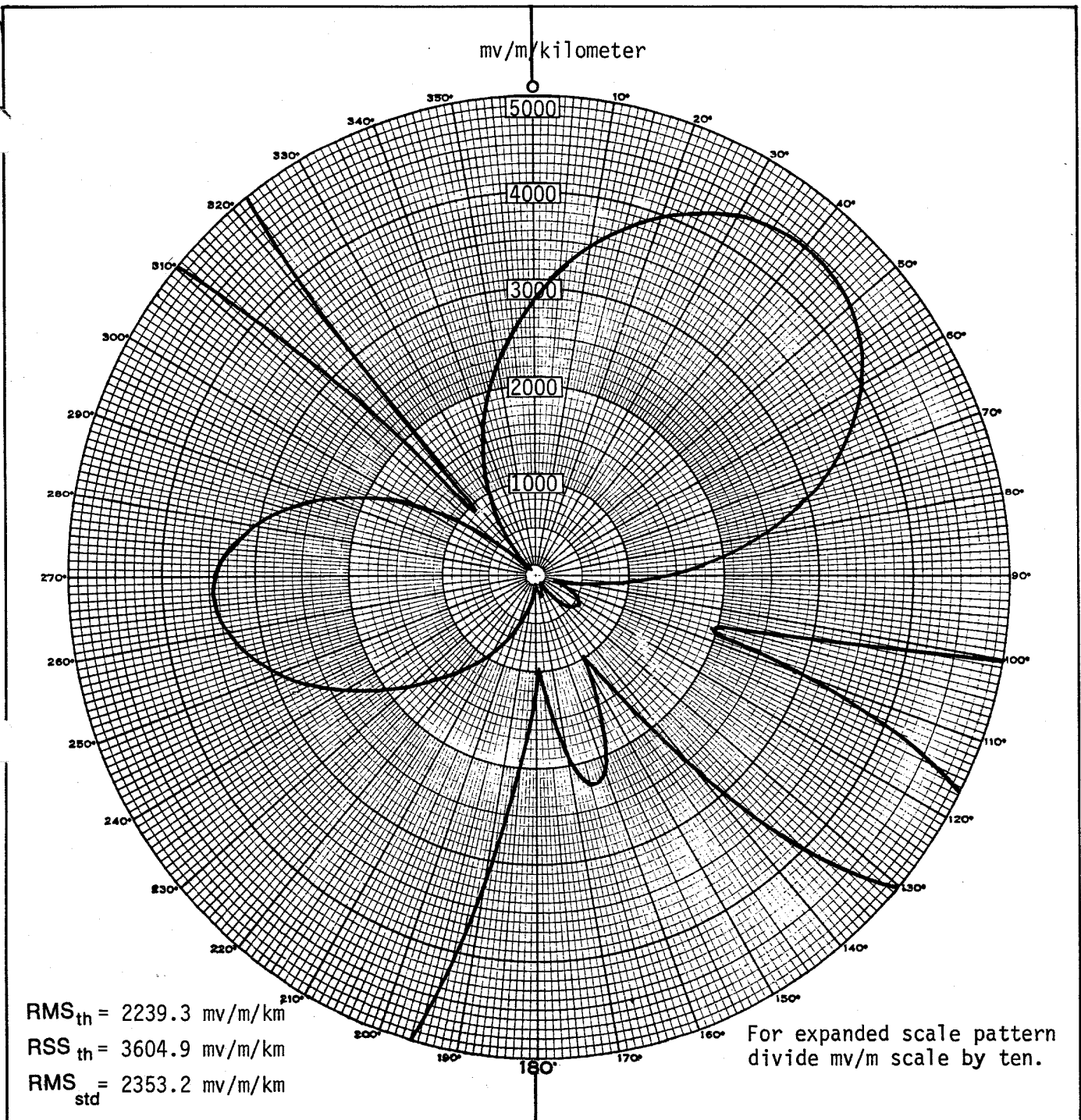
RMS OF STANDARD PATTERN: 2353.2 MV/M/KM

COMPUTED RADIATION VALUES ARE IN TERMS OF MV/M AT ONE KILOMETER.

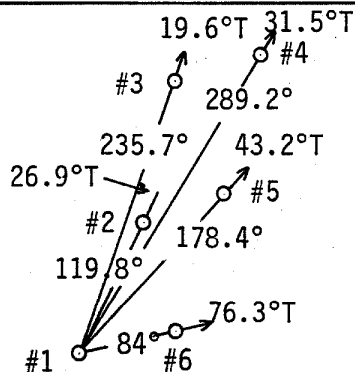
F.C.C. STANDARD HORIZONTAL PLANE RADIATION

TRUE BEARING DEGREES	FIELD MV/M	TRUE BEARING DEGREES	FIELD MV/M	TRUE BEARING DEGREES	FIELD MV/M	TRUE BEARING DEGREES	FIELD MV/M
0.0	2891.7	90.0	1424.7	180.0	100.6	270.0	3411.6
5.0	3198.0	95.0	934.2	185.0	191.7	275.0	3290.9
10.0	3483.3	100.0	500.4	190.0	329.3	280.0	3065.6
15.0	3741.7	105.0	208.4	195.0	480.0	285.0	2746.0
20.0	3967.9	110.0	292.7	200.0	634.6	290.0	2350.2
25.0	4157.2	115.0	462.3	205.0	791.4	295.0	1902.3
30.0	4304.8	120.0	556.4	210.0	953.2	300.0	1429.4
35.0	4405.5	125.0	566.4	215.0	1127.1	305.0	957.5
40.0	4453.9	130.0	505.0	220.0	1321.3	310.0	509.5
45.0	4443.8	135.0	393.4	225.0	1543.1	315.0	126.1
50.0	4369.2	140.0	257.8	230.0	1795.1	320.0	310.8
55.0	4224.6	145.0	134.7	235.0	2073.8	325.0	648.6
60.0	4006.3	150.0	107.2	240.0	2369.1	330.0	969.7
65.0	3713.4	155.0	169.7	245.0	2664.7	335.0	1282.8
70.0	3349.0	160.0	216.2	250.0	2940.4	340.0	1597.4
75.0	2921.5	165.0	222.3	255.0	3173.6	345.0	1918.3
80.0	2444.5	170.0	187.7	260.0	3342.1	350.0	2244.6
85.0	1937.5	175.0	125.7	265.0	3426.3	355.0	2571.4

FIGURE 8B



PROPOSED DAYTIME HORIZONTAL PLANE STANDARD PATTERN



- 1) 0.529/-70.5°
- 2) 0.766/+171.2°
- 3) 1.000/±0°
- 4) 0.424/-176.1°
- 5) 0.640/+20.0°
- 6) 0.282/+46.9°

$$G = 81.3^\circ = 300' = 91.4\text{m}$$

STATION	Proposed New
LOCATION	Fargo, ND
FREQUENCY	740 kHz.
POWER	50,000 watts
LATITUDE	N 46° 58' 29"
LONGITUDE	W 96° 30' 12"
MODE	Daytime
PATTERN	415005-D-P
DATE	01-28-97

INDEPENDENT BROADCAST CONSULTANTS  
 TRUMANSBURG, NEW YORK

FIGURE 8C

INDEPENDENT BCST CONSULTANTS, INC.  
TRUMANSBURG, NEW YORK

NO. OF TOWERS: 6  
POWER: 8800 WATTS

MODE: CRITICAL HOURS  
DATE: 01-28-97

TOWER NO.	HEIGHT {DEG} {FT} {M}	FIELD	SPACING {DEG} {FT} {M}	BEARING {DEG T}	PHASING {DEG}
1	81.3 300.0 91.4	0.529	0.0 0.0 0.0	0.0	-70.5
2	81.3 300.0 91.4	0.766	119.8 442.3 134.8	26.9	+171.2
3	81.3 300.0 91.4	1.000	235.7 870.2 265.2	19.6	0.0
4	81.3 300.0 91.4	0.424	289.2 1067.7 325.4	31.5	-176.1
5	81.3 300.0 91.4	0.640	178.4 658.7 200.8	43.2	+20.0
6	81.3 300.0 91.4	0.282	84.0 310.1 94.5	76.3	+46.9

THEOR. VECTOR CONSTANT WITH 1 OHM LOSS/TOWER: 949.76 MV/M/KM

THEOR. HORIZ. PLANE RMS WITH 1 OHM LOSS/TOWER: 939.44 MV/M/KM

THEOR. RSS WITH 1 OHM LOSS/TOWER: 1512.34 MV/M/KM

Q: 37 81

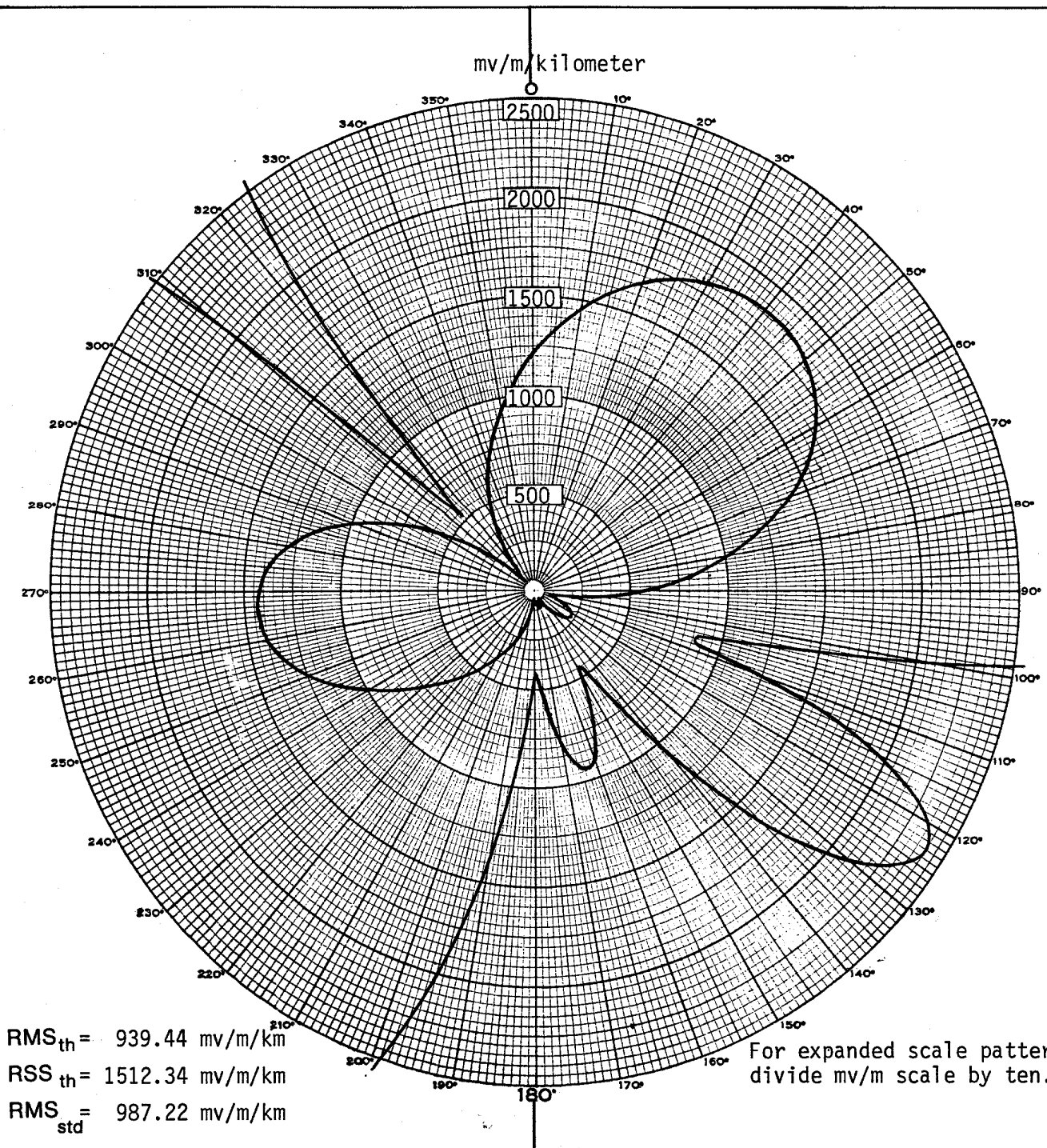
RMS OF STANDARD PATTERN: 987.22 MV/M/KM

COMPUTED RADIATION VALUES ARE IN TERMS OF MV/M AT ONE KILOMETER.

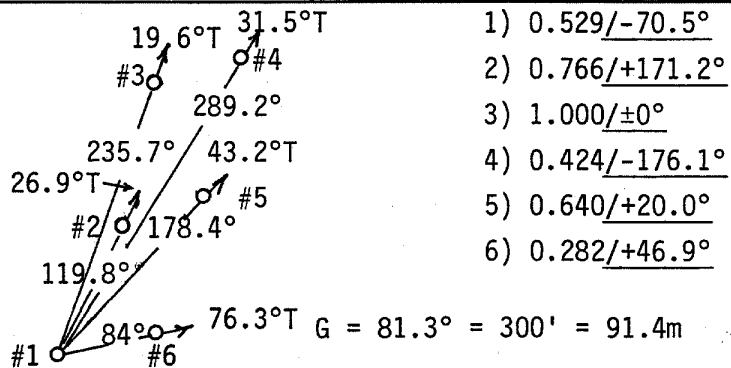
F.C.C. STANDARD HORIZONTAL PLANE RADIATION

TRUE BEARING DEGREES	FIELD MV/M	TRUE BEARING DEGREES	FIELD MV/M	TRUE BEARING DEGREES	FIELD MV/M	TRUE BEARING DEGREES	FIELD MV/M
0.0	1213.1	90.0	597.7	180.0	42.2	270.0	1431.2
5.0	1341.6	95.0	391.9	185.0	80.4	275.0	1380.6
10.0	1461.3	100.0	209.9	190.0	138.1	280.0	1286.1
15.0	1569.7	105.0	87.4	195.0	201.4	285.0	1152.0
20.0	1664.6	110.0	122.8	200.0	266.2	290.0	986.0
25.0	1744.0	115.0	194.0	205.0	332.0	295.0	798.1
30.0	1806.0	120.0	233.4	210.0	399.9	300.0	599.7
35.0	1848.2	125.0	237.6	215.0	472.8	305.0	401.7
40.0	1868.5	130.0	211.9	220.0	554.3	310.0	213.8
45.0	1864.3	135.0	165.0	225.0	647.4	315.0	52.9
50.0	1833.0	140.0	108.2	230.0	753.1	320.0	130.4
55.0	1772.3	145.0	56.5	235.0	870.0	325.0	272.1
60.0	1680.7	150.0	45.0	240.0	993.9	330.0	406.8
65.0	1557.9	155.0	71.2	245.0	1117.9	335.0	538.2
70.0	1405.0	160.0	90.7	250.0	1233.6	340.0	670.2
75.0	1225.6	165.0	93.3	255.0	1331.4	345.0	804.8
80.0	1025.5	170.0	78.7	260.0	1402.1	350.0	941.7
85.0	812.8	175.0	52.8	265.0	1437.4	355.0	1078.8

FIGURE 8D



PROPOSED CRITICAL HOURS HORIZONTAL PLANE STANDARD PATTERN



- 1) 0.529/-70.5°
- 2) 0.766/+171.2°
- 3) 1.000/±0°
- 4) 0.424/-176.1°
- 5) 0.640/+20.0°
- 6) 0.282/+46.9°

STATION	Proposed New
LOCATION	Fargo, ND
FREQUENCY	740 kHz
POWER	8,800 watts
LATITUDE	N 46° 58' 29"
LONGITUDE	W 86° 30' 12"
MODE	Critical Hours
PATTERN	415005-CH-P
DATE	01-28-97

INDEPENDENT BROADCAST CONSULTANTS  
TRUMANSBURG, NEW YORK