



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AGL-958-OE
Prior Study No.
1990-AGL-410-OE

Issued Date: 03/14/2006

John Panzer
Pioneer Public Television
120 W. Schlieman
Appleton, MN 56208

**** NOTICE OF PRESUMED HAZARD ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: INC From 1,003 feet to 1,468 feet
Location: Chandler, MN
Latitude: 43-53-52.0 NAD 83
Longitude: 95-56-51.0
Heights: 1468 feet above ground level (AGL)
3293 feet above mean sea level (AMSL)

Initial findings of this study indicated that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

Any height exceeding 1244 feet above ground level (3069 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See attachment for additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (847)294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AGL-958-OE.

Signature Control No: 451402-445507

(NPH)

Fred Souchet
Specialist

Attachment(s)
Additional Information

Additional Information for ASN 2006-AGL-958-OE

The aeronautical study indicates that the structure exceeds the Obstruction Standards of Federal Aviation Regulations (FAR) Part 77, as follows:

77.23(a)(1) by 968 feet - A height of 500 feet above ground level at the site of the object.

Section 77.23(a)(3) by 224 feet. A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical Distance between any point on the object and an established minimum instrument Flight altitude within that area or segment to be less than the required Obstacle clearance (TERPS criteria). The structure exceeds (A3) at Slayton Municipal Airport (DVP), Slayton, MN instrument procedure. The object penetrates the Diverse departure area A, requiring development and publishing of departure procedure for runway 17 with a climb gradient of 231 feet/nautical mile until reaching 3,900 feet, or take-off standard climb with a ceiling and visibility of 1,700 feet and 3 nautical miles. The object penetrates the minimum vectoring altitude (MVA) for FSD. MVA for area F-34 raised from 3400 to 4300, for area G-38, MVA raised from 3800 to 4300. Maximum allowable height allowed to avoid impact (MTA) w/2C: 3069.

Our study has determined that the above referenced construction is within an instrument flight rule (IFR) surface and any height greater than 1,243 feet AGL/3068 feet AMSL will have an adverse impact to IFR procedures to Slayton Municipal Airport (DVP), Slayton, MN. In order to reduce and/or eliminate IFR impact, please provide, the following certified engineering/survey data regarding the proposed site location and height in the following exact format:

For Aeronautical Study No. _____ I certify that the
latitude _____ and longitude _____ are accurate to
within +50 feet horizontally; and the site elevation _____' AMSL is accurate
to within +20 feet vertically. With a planned structure height of _____'
AGL, the overall height would be _____' AMSL. The horizontal datum
(coordinates) are in terms of the North American Datum of 1983 (NAD83) and
expressed as degrees, minutes and seconds. The vertical datum (heights
determined to the nearest foot) are in terms of the North American Datum 1988
(NAD88).

Signed: _____
Title and No. Seal Required

With the preceding certification, AND AT A REDUCED HEIGHT OF 1,244 feet
AGL/3,069 feet AMSL, the proposal would not have an adverse impact to IFR
procedures to the Slayton Municipal Airport (DVP), Slayton, MN.

After your reply, we will complete the study.