

AMEND BPH-20051031ABT
PROVIDENT BROADCASTING COMPANY, INC.
WVFJ-FM RADIO STATION
CH 227C0 - 93.3 MHZ - 88.0 KW
MANCHESTER, GEORGIA
July 2007

TECHNICAL STATEMENT

This Technical Statement and attached exhibits were prepared on behalf of Provident Broadcasting Company, Inc. ("PBC"), licensee of WVFJ-FM, Channel 227C1, Manchester, Georgia. PBC has a pending application to upgrade to Channel 227C0 at Manchester, Georgia (BPH-20051031ABT). PBC herein amends its pending application to an alternate tower site. Relocation to the alternate site is necessary to obtain a Determination of No Hazard from the Federal Aviation Administration ("FAA"). The FAA has issued its determination, which is attached as Technical Exhibit #1. The determination does not become final until August 16, 2007. Therefore, the proposed tower has not been registered, but will be on the date it becomes final. Only the implementation site has changed; therefore, this proposal still requests a one-step upgrade to Channel 227C0 at the allocation reference site initially proposed in BPH-20051031ABT.

At the site proposed for the implementation of the WVFJ-FM upgrade, Channel 227C0 does not meet the Commission's minimum distance separation requirements towards two other facilities. As such, processing pursuant to §73.215 is requested (Exhibit A). All other necessary documentation used to certify the technical portion of FCC Form 301 has been forwarded to the applicant and is available to the Commission upon request.¹

1) The undersigned has certified only the radio frequency radiation portion of the environmental review. All of the remaining certifications have been or will be addressed by the applicant. Further, all data related to FCC facilities was extracted from the CDBS database. We assume no liability for errors or omissions in that database which may be adverse to the request contained herein.

documentation used to certify the technical portion of FCC Form 301 has been forwarded to the applicant and is available to the Commission upon request.²

2) The undersigned has certified only the radio frequency radiation portion of the environmental review. All of the remaining certifications have been or will be addressed by the applicant. Further, all data related to FCC facilities was extracted from the CDBS database. We assume no liability for errors or omissions in that database which may be adverse to the request contained herein.



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

Aeronautical Study No.
2007-ASO-1468-OE

Issued Date: 07/07/2007

Rick Davison
WVFJ-FM
12 Peachtree East S/C
Peachtree City, GA 30269

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

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:	Antenna Tower WVFJ-FM
Location:	Greenville, GA
Latitude:	33-1-56.00 N NAD 83
Longitude:	84-47-27.00 W
Heights:	1480 feet above ground level (AGL) 2400 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, 24-hr hi-strobes - Chapters 4,7(HIWOL),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- ☒ At least 10 days prior to start of construction (7460-2, Part I)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

This determination expires on 01/07/2009 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 has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 06, 2007. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on August 16, 2007 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Richard Biscomb, at (404)305-5614. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASO-1468-OE.

Signature Control No: 510648-100561940

(DNH)

Kevin P. Haggerty

Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information

Frequency Data

7460-2 Attached

AERONAUTICAL STUDY
2007-ASO-1468-OE

The proposed structure would be located approximately 7.84 nautical miles northwest of the Roosevelt Memorial (5A9) Airport Reference Point. The structure, as proposed, will exceed the standard for determining obstructions to air navigation contained in Part 77, Subpart C, of the Federal Aviation Regulations as follows:

Exceeds FAR Part 77.23 (a)(1) by 980 feet, a height more than 500 feet above ground level.

Details of the structure were circularized to the aeronautical public for comment. There were no objections received during the comment period.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the structure, at a height of 2400 feet above mean sea level (AMSL), would have no adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact resulting from the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the structure will have no substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on the operation of navigational facilities and will not be a hazard to air navigation.

FM STATION

Evaluation of this proposal predicts in-band signals as indicated below for various frequency ranges. The additional attenuation required to reduce in-band spurious signal levels is also tabulated to reduce the maximum allowable level to -104 dBm. This level was established and agreed upon by the FCC and FAA in 1981 to eliminate the harmful interference to FAA facilities. The last column shows the total amount by which the spurious radiation must be attenuated below the unmodulated R.F. carrier for the frequency range specified.

Location
Pine Mountain, GA

Frequency Range
118-137 MHz

Spurious Level
-103.3 dBm

Additional Attenuation Required
0.7 dB

Total Attenuation Required below R.F. Carrier

80.7 dB

This determination of No Hazard is granted provided the following condition statement is included in the proponent's construction permit or license to radiate:

Upon receipt of notification from the Federal Communication Commissions that harmful interference is being caused by the licensee's transmitter, the licensee shall either immediately reduce the power to the point on no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference. This condition expires after one year of interference-free operation.

//////////END OF COMMENTS//////////

Frequency Data for ASN 2007-ASO-1468-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
93.3	93.3	MHz	100	KW