



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

Aeronautical Study No.
2007-ASO-2982-OE

Issued Date: 08/22/2007

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**** 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 WGTI FM TOWER
Location:	Barco, NC
Latitude:	36-22-25.50 N NAD 83
Longitude:	75-56-9.00 W
Heights:	525 feet above ground level (AGL) 526 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, paint/red lights - Chapters 3(Marked),4,5(Red),&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 02/22/2009 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 September 21, 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 October 01, 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) 305-7076. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ASO-2982-OE.

Signature Control No: 522126-100609779

(DNH)

Kevin P. Haggerty

Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information

Frequency Data

7460-2 Attached

Additional information for ASN 2007-ASO-2982-OE

The proposed structure would be located approximately 4.16 nautical miles east of the Currituck County (ONX) 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 25 feet, a height more than 500 feet above ground level.

Exceeds FAR Part 77.23 (a)(2) by 194 feet, a height more than 331 feet above ground level with respect to the Currituck County Airport.

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 526 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.

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
Currituck, NC

Frequency Range
118-137 MHz

Spurious Level
-96.1 dBm

Additional Attenuation Required
07.9 dB

Total Attenuation Required below R.F. Carrier
87.9 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.

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.

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

Frequency Data for ASN 2007-ASO-2982-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
97.7	97.7	MHz	50	KW