



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

September 16, 2015

TO:  
PENDLETON COMMUNITY MEDIA  
Attn: DANNY HOULE  
Po Box 1713  
Pendleton, OR 97801  
dhoulerradio@gmail.com

CC:  
WAY-FM Media Group, Inc  
Attn: James Turvaville  
P.O. Box 64500  
Colorado Springs, CO 80962  
turbo@wayfm.com

RE: *(See attached Table 1 for referenced case(s))*  
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2015- ANM-1061-NRA		PENDLETON, OR	45-41-18.90N	118-50-32.60W	60	1550

Description: Guyed Communications Tower, Existing at City Fire Station.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The present study indicates the proponent will exceed the FAA in-band spurious frequency level by 28.22 dB at the Pendleton RTR site. Based on this analysis, we object to the use of the proposed frequency 107.1 MHz with the output power of 100 W at this location due to proximity to our facility and potential interference to the signals and services that we provide.

However, this objection is removed and a determination of no hazard is granted provided:

The proponent reduces and maintains their spurious radiation in the bands 108 to 137 MHz and 225 to 380 MHz, 28.22 dB below the FCC 63.00 dBc requirement. This represents 91.22 dBc of spurious attenuation.

Upon receipt of notification from the Federal Communications Commission that harmful interference is being caused by the licensee's transmitter, the licensee shall either immediately reduce the power to the point of no interference, cease operations, or take such immediate corrective action as is necessary to eliminate the harmful interference.

Any additional broadcast stations at this location, or increases in effective radiated power or antenna height shall require another study.

Please contact Vu Pham at (425)227-2480 for any questions.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

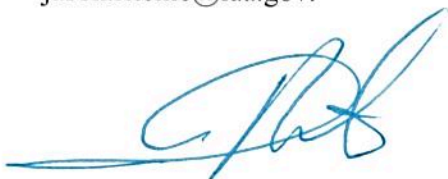
In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on March 16, 2017 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 the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Jason Ritchie (425) 227-2655  
jason.ritchie@faa.gov.



Jason Ritchie  
ADO