



U.S. Department of Transportation
Federal Aviation Administration

Central Region
Iowa, Kansas,
Missouri, Nebraska

601 E. 12th Street
Kansas City, Missouri 64106

SEP 11 1998

Two Rivers Broadcasting
ATTN: Jim Lobaito
5161 Maple Drive
Des Moines, IA 50317

Dear Mr. Lobaito:

This is in response to Mr. Jefferson Brock's letter dated August 31, 1998, requesting a change to the marking and lighting conditions for the existing tower described below:

Aeronautical Study No. 97-ACE-1425-OE

Location: Pleasant Hill, Iowa
Latitude: 41°35'50.36" (NAD 83)
Longitude: 93°30'49.27" (NAD 83)
Height AGL: 211 feet (Original)
 199 feet (Revised)
Height AMSL: 1081 feet (Original)
 1069 feet (Revised)

This office has no objection to your request to eliminate the marking and lighting on the structure referenced above, as it does not exceed any obstruction standards and no longer exceeds 200 ft. above ground level.

If the structure is subject to the authority of the Federal Communications Commission, a copy of this letter will be forwarded to them.

This evaluation concerns the effect of the marking and/or lighting changes 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.

If you should need further assistance, please feel free to contact me at (816) 426-3409.

Sincerely,

A handwritten signature in cursive script that reads "Brenda S. Doney".
Brenda S. Doney
Environmental and Airspace Technician

Federal Aviation Administration, ACE-530
 Central Region
 Air Traffic Division, ACE-530
 601 E. 12th St.
 Kansas City, MO 64106

ACKNOWLEDGEMENT OF NOTICE OF EXISTING CONSTRUCTION OR ALTERATION

CITY	STATE	LATITUDE/LONGITUDE	MSL	AGL	AMSL
PLEASANT HILL	IA	41-35-50.36 093-30-49.27	870	211	1081

TWO RIVERS BROADCASTING
 ATTN JIM LOBAITO
 5161 MAPLE DR
 DES MOINES IA 50317

AERONAUTICAL STUDY
 No: 97-ACE-1425-OE

Type Structure: ANTENNA TOWER 945/946/947/949/154/155 MHZ

The Federal Aviation Administration hereby acknowledges receipt of notice dated 05/08/97 concerning the existing construction or alteration contained herein.

A study has been conducted under the authority of Section 44718 of 49 U.S.C. to determine whether the existing structure would be an obstruction to air navigation, and/or whether it should be marked and lighted to enhance safety in air navigation. The findings of that study are as follows:

The existing construction would not exceed FAA obstruction standards and would not be a hazard to air navigation. However, the following applies to the existing construction:

The structure should be obstruction marked and lighted per FAA Advisory Circular AC 70/7460-1J, 'Obstruction Marking and Lighting. CHAPTERS: []-3 -4 []-5 []-6 []-7 -8 []-9 []-10 []-11 []-12 -13.

If the structure is subject to the licensing authority of the FCC, a copy of this acknowledgement will be sent to that agency.

NOTICE IS REQUIRED ANYTIME THE PROJECT IS ABANDONED OR THE PROPOSAL IS MODIFIED

SIGNED Brenda S. Doney Specialist, Airspace Branch.
 ISSUED IN: Kansas City, MO (816) 426-3400 ON 11/20/97

3509
 4020
 13

*Antennas on top dropped down 8/98
 Rec'd No warning letter
 YR'd for open
 Supersedes the letter
 9/98
 Edk*

OBSTRUCTION MARKING AND LIGHTING SPECIFICATIONS FOR ANTENNA STRUCTURES

It is to be expressly understood that the issuance of these specifications is in no way to be considered as precluding additional or modified marking or lighting as may hereafter be required under the provisions of Section 303(q) of the Communications Act of 1934, as amended.

PAINTING

1 Antenna structures shall be painted throughout their height with alternate bands of aviation surface orange and white, terminating with aviation surface orange bands at both top and bottom. The width of the bands shall be equal and approximately one-seventh the height of the structure, provided however, that the bands shall not be more than 100 feet nor less than 1½ feet in width. All towers shall be cleaned or repainted as often as necessary to maintain good visibility.

TOP LIGHTING

2 There shall be installed at the top of the tower at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. The two lights shall burn simultaneously from sunset to sunrise and shall be positioned so as to insure unobstructed visibility of at least one of the lights from aircraft at any normal angle of approach. A light sensitive control device or an astronomic dial clock and time switch may be used to control the obstruction lighting in lieu of manual control. When a light sensitive device is used it should be adjusted so that the lights will be turned on at a north sky light intensity level of about thirty-five foot candles and turned off at a north sky light intensity level of about fifty-eight foot candles.

3 There shall be installed at the top of the structure one 300 m/m electric code beacon equipped with two 620- or 700-watt lamps (PS-40, Code Beacon type), both lamps to burn simultaneously, and equipped with aviation red color filters. Where a rod or other construction of not more than 20 feet in height and incapable of supporting this beacon is mounted on top of the structure and it is determined that this additional construction does not permit unobstructed visibility of the code beacon from aircraft at any normal angle of approach, there shall be installed two such beacons positioned so as to insure unobstructed visibility of at least one of the beacons from aircraft at any normal angle of approach. The beacons shall be equipped with a flashing mechanism producing not more than 40 flashes per minute nor less than 12 flashes per minute with a period of darkness equal to approximately one-half of the luminous period.

INTERMEDIATE LIGHTING (BEACONS)

4 At approximately one-half of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of the tower at the prescribed height.

5 At approximately two-fifths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

6 On levels at approximately two-thirds and one-third of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

7 On levels at approximately four-sevenths and two-sevenths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these bea-

cons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

8 On levels at approximately three-fourths, one-half and one-fourth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of the beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

9 On levels at approximately two-thirds, four-ninths and two-ninths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10 On levels at approximately four-fifths, three-fifths, two-fifths and one-fifth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be

THIS FORM IS A PART OF AND SHALL BE ATTACHED TO THE CURRENT INSTRUMENT OF AUTHORIZATION

(All previous editions should be destroyed.)

installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.1 On levels at approximately eight-elevenths, six-elevenths, four-elevenths and two elevenths of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.2 On levels at approximately five-sixths, two-thirds, one-half, one-third and one-sixth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.3 On levels at approximately ten-thirteenths, eight-thirteenths, six thirteenths, four-thirteenths and two-thirteenths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.4 On levels at approximately six-sevenths, five-sevenths, four-sevenths, three-sevenths two-sevenths and one-seventh of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall

be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

(SIDE LIGHTS)

11 At the approximate mid point of the over-all height of the tower there shall be installed at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. Each light shall be mounted so as to insure unobstructed visibility of at least one light at each level from aircraft at any normal angle of approach.

12 On levels at approximately two-thirds and one-third of the over-all height of the tower, there shall be installed at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. Each light shall be mounted so as to insure unobstructed visibility of at least one light at each level from aircraft at any normal angle of approach.

13 On levels at approximately three-fourths and one-fourth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in aviation red obstruction light globe shall be installed on each outside corner of the structure.

14 On levels at approximately four-fifths, three-fifths and one-fifth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

15 On levels at approximately five-sixths, one-half, and one-sixth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of structure.

16 On levels at approximately six-sevenths, five-sevenths, three-sevenths and one-seventh of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

17 On levels at approximately seven-eighths, five-eighths, three-eighths and one-eighth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

18 On levels at approximately eight-ninths, seven-ninths, five-ninths, one-third and one-ninth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19 On levels at approximately nine-tenths, seven-tenths, one-half, three-tenths and one-tenth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.1 On levels at approximately ten-elevenths, nine-elevenths, seven-elevenths, five-elevenths, three-elevenths and one-eleventh of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.2 On levels at approximately eleven-twelfths, three-fourths, seven-twelfths, five-twelfths, one-fourth and one-twelfth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.3 On levels at approximately twelve-thirteenths, eleven-thirteenths, nine-thirteenths, seven-thirteenths, five-thirteenths, three-thirteenths and one-thirteenth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.4 On levels at approximately thirteen-fourteenths, eleven-fourteenths, nine-fourteenths, one-half, five-fourteenths three-fourteenths and one-fourteenth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

20 All lighting shall be exhibited from sunset to sunrise unless otherwise specified.

21 All lights shall burn continuously or shall be controlled by a light sensitive device adjusted so that the lights will be turned on at a north sky light intensity level of about 35 foot candles and turned off at a north sky light intensity level of about 58 foot candles.

22 During construction of an antenna structure, for which obstruction lighting is required, at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes, shall be installed at the uppermost point of the structure. In addition, as the height of the structure exceeds each level at which permanent obstruction lights will be required, two similar lights shall be displayed nightly from sunset to sunrise until the permanent obstruction lights have been installed and placed in operation, and shall be positioned so as to insure unobstructed visibility of at least one of the lights at any normal angle of approach. In lieu of the above temporary warning lights, the permanent obstruction lighting fixtures may be installed and operated at each required level as each such level is exceeded in height during construction.

HIGH INTENSITY OBSTRUCTION LIGHTING SPECIFICATIONS FOR ANTENNA STRUCTURES

It is to be expressly understood that the issuance of these specifications is in no way to be considered as precluding additional or modified marking or lighting as may hereafter be required under the provisions of Section 303(q) of the Communications Act of 1934, as amended.

TOP LIGHTING

A. There shall be installed at the top of the antenna structure a white capacitor discharge omnidirectional light which conforms to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems. This light shall be mounted on the highest point of the structure. If the antenna or other appurtenance at its highest point is incapable of supporting the omnidirectional light, one or more such lights shall be installed on a suitable adjacent support with the lights mounted not more than 20 feet below the tip of the appurtenance. The lights shall be positioned so as to permit unobstructed viewing of at least one light from aircraft at any normal angle of approach. The light unit(s) shall emit a beam with a peak intensity around its periphery of approximately 20,000 candelas during daytime and twilight, and approximately 4,000 candelas at night.

B. There shall be installed at the top of the skeletal or other main support structure three or more high intensity light units which conform to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems. The complement of units shall emit a white high intensity light and produce an effective intensity of not less than 200,000 candelas (daytime) uniformly about the antenna structure in the horizontal plane. The effective intensity shall be reduced to approximately 20,000 candelas at twilight, and to approximately 4,000 candelas at night. The light units shall be mounted in a manner to ensure unobstructed viewing from aircraft at any normal angle of approach, so that the effective intensity of the full beam is not impaired by any structural member of the skeletal framework. The units will normally be adjusted so that the center of the beam is in the horizontal plane.

INTERMEDIATE LIGHTING

C. At the approximate one-half level of the skeletal tower there shall be installed three or more high intensity light units which conform to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems. The complement of units shall emit a white high intensity light and produce an effective intensity of not less than 200,000 candelas (daytime) uniformly about the antenna structure in the horizontal plane. The effective intensity shall be reduced to approximately 20,000 candelas at twilight, and to approximately 4,000 candelas at night. The light units shall be mounted in a manner to ensure unobstructed viewing from aircraft at any normal angle of approach, so that the effective intensity of the full beam is not impaired by any structural member of the skeletal framework. The normal angular adjustment of the beam centers above the horizontal shall be two degrees (2°).

D. At the approximate one-third and two-thirds levels of the skeletal tower there shall be installed three or more high intensity light units which conform to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems. The complement of units shall emit a white high intensity light and produce an effective intensity of not less than 200,000

candelas (daytime) uniformly about the antenna structure in the horizontal plane. The effective intensity shall be reduced to approximately 20,000 candelas at twilight, and to approximately 4,000 candelas at night. The light units shall be mounted in a manner to ensure unobstructed viewing from aircraft at any normal angle of approach, so that the effective intensity of the full beam is not impaired by any structural member of the skeletal framework. The normal angular adjustment of the beam centers above the horizontal shall be two degrees (2°) at the one-third level and one degree (1°) at the two-thirds level.

E. At the approximate one-fourth, one-half and three-fourths levels of the skeletal tower there shall be installed three or more high intensity light units which conform to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems. The complement of units shall emit a white high intensity light and produce an effective intensity of not less than 200,000 candelas (daytime) uniformly about the antenna structure in the horizontal plane. The effective intensity shall be reduced to approximately 20,000 candelas at twilight, and to approximately 4,000 candelas at night. The light units shall be mounted in a manner to ensure unobstructed viewing from aircraft at any normal angle of approach, so that the effective intensity of the full beam is not impaired by any structural member of the skeletal framework. The normal angular adjustment of the beam centers above the horizontal shall be three degrees (3°) at the one-fourth level, two degrees (2°) at the one-half level and one degree (1°) at the three-fourths level.

F. At the approximate one-fifth, two-fifths, three-fifths and four-fifths levels of the skeletal tower there shall be installed three or more high intensity light units which conform to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems. The complement of units shall emit a white high intensity light and produce an effective intensity of not less than 200,000 candelas (daytime) uniformly about the antenna structure in the horizontal plane. The effective intensity shall be reduced to approximately 20,000 candelas at twilight, and to approximately 4,000 candelas at night. The light units shall be mounted in a manner to ensure unobstructed viewing from aircraft at any normal angle of approach, so that the effective intensity of the full beam is not impaired by any structural member of the skeletal framework. The normal angular adjustment of the beam centers above the horizontal shall be three degrees (3°) at the one-fifth level, two degrees (2°) at the two-fifths level, one degree (1°) at the three-fifths level and zero degrees (0°) at the four-fifths level.

G. At the approximate one-sixth, one-third, one-half, two-thirds and five-sixths levels of the skeletal tower there shall be installed three or more high intensity light units which conform to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems. The complement of units shall emit a white high intensity light and produce an effective intensity of not less than 200,000 candelas (daytime) uniformly about the antenna structure in the horizontal

plane. The effective intensity shall be reduced to approximately 20,000 candelas at twilight, and to approximately 4,000 candelas at night. The light units shall be mounted in a manner to ensure unobstructed viewing from aircraft at any normal angle of approach, so that the effective intensity of the full beam is not impaired by any structural member of the skeletal framework. The normal angular adjustment of the beam centers above the horizontal shall be three degrees (3°) at the one-sixth level, two degrees (2°) at the one-third level, two degrees (2°) at the one-half level, one degree (1°) at the two-thirds level and zero degrees (0°) at the five-sixths level.

H. All lights shall be synchronized to flash simultaneously at 40 pulses per minute. The light system shall be equipped with a light sensitive control device which shall face the north sky and cause the intensity steps to change automatically when the north sky illumination on a vertical surface is as follows:

1. Day to Twilight: Shall not occur before the illumination drops to 60 footcandles, but shall occur before it drops below 30 footcandles.

2. Twilight to Night: Shall not occur before the illumination drops to 5 footcandles, but shall occur before it drops to 2 footcandles.

3. Night to Day: The intensity changes listed in 1. and 2. above shall be reversed in transitioning from the night to day modes.

TEMPORARY LIGHTING

I. During construction of an antenna structure for which high intensity lighting is required, at least two lights shall be installed at the uppermost part of the structure. In addition, at each level where permanent obstruction lighting will be required, two similar lights shall be installed. Each temporary light shall consist of at least 1,500 candelas (peak effective intensity), synchronized to flash simultaneously at 40 pulses per minute. Temporary lights shall be operated continuously, except for periods of actual construction, until the permanent obstruction lights have been installed and placed in operation. Lights shall be positioned to ensure unobstructed viewing from aircraft at any normal angle of approach. If practical, the permanent obstruction lights may be installed at each level as the structure progresses. *NOTE:* If battery operated, the batteries should be replaced or recharged at regular intervals to preclude failure during operation.

OPTIONAL LIGHTING

J. Antenna structures shall be equipped with:

1. High intensity lighting for daytime use and red lighting for nighttime use as specified in FCC Form 715; or

2. High intensity lighting, 24 hours a day, which conforms to FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems.

SPECIAL CONDITIONS / ADMINISTRATIVE NOTES
NUMBERS NOT LISTED ARE RESERVED

10. To be used for ambulance and rescue squad work only.

12. Operations authorized in accordance with the Railroad Frequency Assignment Plan.

13. Authorized in accordance with Rule Sections 90.176, 90.621(g), and 90.621(h).

14. Licensee has 90 days to continue operating under parameters of previous authorization.

22. This grant does not extend the period within which you must construct and place the station in operation and as applicable, meet loading requirements. That period begins from the date of your original authorization.

23. This license is for demonstration purposes only and may not be used for day to day business activity. This system is for secondary use and the mobiles licensed herein will not count toward the total mobile loading of these frequencies.

31. The use of radio for demonstration purposes in connection with the sale of radio equipment is limited by the following conditions:

a. The equipment shall be under the control of the licensee at all times. Purchasers or prospective customers shall not be permitted to operate the equipment in any manner in the absence of authorized employees of the licensee.

b. No person other than the licensee shall use the assigned call sign(s).

c. No representation shall be made by the licensee to any person that a radio transmitter may be utilized prior to the issuance of an authorization by the Commission.

d. Demonstration of radio equipment and/or coverage surveys should be completed within two weeks.

e. Equipment demonstrated under the terms of this license shall be on frequencies available under Part 90 of the Rules.

f. The technical parameters of the radio service in which the frequency(ies) is allocated shall be observed.

35. Antenna structures for land, base and fixed stations authorized by the Wireless Telecommunications Bureau for operation at temporary unspecified locations may be erected without specific prior approval of the Commission where such antenna structures do not exceed a height of 60.96 meters (200 feet) above ground level; provided that the overall height of such antennas more than 6.10 meters (20 feet) above ground, including their supporting

structures (whether natural formation or man-made), do not exceed any of the slope ratios set forth in Section 17.7(b). Any antenna to be erected in excess of the foregoing limitations requires prior Commission approval. Licensees seeking such approval should file application for modification of license. In addition, notification to the Federal Aviation Administration is required whenever the antenna will exceed 60.96 meters (200 feet) above the ground and whenever notification is otherwise required by Section 17.7 of the Commission's Rules. Such notification should be given by filing FAA Form 7460-1, Notice of Proposed Construction or Alteration, in duplicate, with the nearest office of the Federal Aviation Administration, which form is available from that office.

38. Authorized on a secondary basis.

39. Authorized on a secondary basis. Any modification of this authorization will require that the Commission re-coordinate with IRAC.

40. For intersystem communications as limited by Rule Section 90.21(c)(2).

41. A license issued to a corporation or association may not be used for personal communications; Rule Section 95.179(b).

42. Maximum allowable Output Power for Control/Mobile stations is 100 watts.

45. Secondary site subject to the condition that no interference is caused to co-channel users in an adjacent communications area.

46. A license issued to an individual may be used only by the licensee and members of the immediate family who reside in the same household, see Rule Section 95.179.

47. This authorization is granted subject to the condition that no harmful interference is caused to co-channel Canadian stations. Furthermore, no protection is afforded to your transmissions from interference that may be caused by these authorized Canadian operations.

48. A review of your previous authorization showed Output Power(s) in excess of the Commission's Rules. Your current authorization reflects the maximum output(s) allowed for your station(s). If you have any questions regarding this change, contact the Consumer Assistance office at (800) 322-1117 or (717) 337-1212.

49. Effective Radiated Power (ERP) has been reduced to comply with the Commission's Rules.

(Continued on reverse)

FCC 574L(SC)
March 1995

51. Area of operation has been reduced to comply with Rule Section 90.305.
52. The maximum Effective Radiated Power (ERP) allowed for the Control station authorized in this system is 5 watts.
53. Only those frequencies identified by Public Notice are available for use.
54. The use of specific frequencies shall be in accordance with Public Notices issued by the Commission. See Rule Section 90.264.
55. For coordination and cooperation with state police only.
59. These frequencies may not be used within 110 kilometers (68.4 miles) of the US and Mexico border, nor within 140 kilometers (100 miles) of the US and Canada border.
60. Authorized pursuant to Rule Section 90.621(b)(4)/(5)/(6).
62. Failure to certify annually as to station construction commitments will terminate the authority for the extended implementation period and will require complete system construction within six months of the first missed annual certification date.
63. Per Rule 90.305(a) temporary base stations shall be located not more than 80 kilometers (50 miles) from the geographic center of the urbanized area listed in Rule 90.303.
64. Changes were made to your antenna parameters to agree with information on file with the Commission for the structure.
65. The enclosed authorization serves as both an Auxiliary Broadcast Station Construction Permit and Station License. Construction of the Auxiliary Station must be completed pursuant to Section 73.3598 within eighteen (18) months of the authorization grant date. Failure to complete construction within this period requires the filing of FCC Form 307 for extension of the construction date. During construction, you may conduct equipment tests for the purpose of adjustments and measurements which may be necessary to assure compliance with the terms of this authorization and the Rules. Upon completion of construction in accordance with the terms of this construction authority, you may conduct service or program tests without further authority of the Commission. Operation otherwise, however, can not commence until the parent station receives program test authority. Further, the construction authority granted herein does not upgrade to license authority until (1) the facilities have been constructed in conformance with the terms of Section 73.3598, (2) grant of the primary broadcast station license, and (3) notification to the Wireless Telecommunication Bureau's Licensing Division of the grant of the primary broadcast station's license including its call sign.
66. Use limited to the purposes and conditions applicable to the respective frequencies. See Rules 90.27 and 90.53.
67. The corporate licensee is hereby authorized to continue holding this radio station license on the basis of the representations made in the application for this authorization. This authorization is granted for the outstanding term of this license. Authorized on the date accompanying this administrative note.