



US Department
of Transportation
Federal Aviation
Administration

GREAT LAKES REGION/AGL-530
2300 East Devon Avenue
Des Plaines, IL 60018

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 91-AGL-1379-0E

DETERMINATION OF NO HAZARD TO AIR NAVIGATION

SPONSOR	Mr. Thomas Lijewski Southern Twin Cities Area Radio, Inc. 111 Marquette Ave., S., #1404 Minneapolis, MN 55401		RECEIVED FEB 10 1992 FEDERAL COMMUNICATIONS COMMISSION OFFICE OF THE SECRETARY		CONSTRUCTION LOCATION	
	PLACE NAME Rosemount, MN				LATITUDE 44°42'05"	LONGITUDE 93°09'02"
CONSTRUCTION PROPOSED	DESCRIPTION	FM Antenna Tower 105.1 MHz, 2.6 KW	HEIGHT (IN FEET)		ABOVE GROUND	ABOVE MSL
			500	1455		

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction 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 construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

The structure is marked and lighted in accordance with Chapters 3, 4, 5, and 13 of FAA Advisory Circular AC 70/7460-1, "Obstruction Marking and Lighting."

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

- At least 48 hours before the start of construction (use the enclosed FAA form).
- Within five days after the construction reaches its greatest height (use the enclosed FAA form).

This determination expires on SEP 07 1992 unless:

- (a) extended, revised or terminated by the issuing office;
- (b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date.

This determination is subject to review if an interested party files a petition on or before FEB 26 1992. In the event a petition for review is filed, it should be submitted in triplicate to the Manager, Flight Information and Obstructions Branch, AAT-210, Federal Aviation Administration, Washington, D.C. 20591, and contain a full statement of the basis upon which it is made.

This determination becomes final on MAR 01 1992 unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

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

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

This determination, issued in accordance with FAA Part 77, concerns the effect of this proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

SIGNED *Douglas F. Powers* TITLE Manager, System Management Branch, AGL-530
ISSUED IN Des Plaines, Illinois ON JAN 27 1992

The proposed structure would be located approximately 5.52 nautical miles northeast of Airlake Airport, Lakeville, MN. It would exceed the obstruction standards of Federal Aviation Regulations, Part 77, as follows:

Section 77.23(a)(2) by 43.4' - height above airport elevation exceeding 452' within 5.52 nautical miles as applied to Airlake Airport.

Subsequent to circularization, the proponent agreed to reduce the proposed structure to 500'AGL/1455'AMSL. FAR, Part 77, Section 77.23(a)(1), is no longer effected by the proposed structure and it reduces obstruction of Section 77.23(a)(2) to 43.4'. The reduction also eliminates significant adverse effects to VFR traffic between Airlake and Lake Elmo.

The proposal was circularized for public comment by letter dated October 1, 1991. Two letters of objection were received as a result of circularization. Both respondents alluded to conditions that would be hazardous to general and commercial aviation for Minneapolis/St. Paul (MSP), Airlake and Lake Elmo Airports. Neither respondent provided any supporting documentation to support their allegations.

The proposed structure underlines MSP's terminal control area (TCA) which is controlled by air traffic personnel. Further study disclosed that the proposed structure will not adversely effect the planned runway and instrument approach to Airlake Airport. The proposed site for a new MSP airport is one of several sites being studied; however, there is no ALP on file with the FAA.

Aeronautical study disclosed the proposal would have no effect on any existing or planned instrument flight rules (IFR) operations, procedures, minimum flight altitudes, or air navigation and communication facilities.

Study for visual flight rules (VFR) effect disclosed the proposal would be beyond all known public-use airport traffic pattern airspace areas and at 500 feet above ground level would not penetrate altitudes considered available for VFR enroute operations.

This study included sponsor's letter with assurance of electromagnetic interference (EMI) attenuation dated December 23, 1991.

The cumulative impact resulting from the proposed construction when combined with the impact of other existing or proposed structures, was negligible.

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

This decision is based solely on the foregoing description of the structure, which includes the location, height, ERP, and operating frequency.

The FAA hereby requests that proper notice be given for any future construction or alteration that would exceed the above described heights, including any increase to the ERP, alteration to the transmitting frequency, and/or addition of any other transmitting devices.

This determination does not include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. Such equipment which has a height greater than the proposed structure and a height which would exceed the notice standards of Part 77 of the Federal Aviation Regulations requires separate notice. If prior notice for temporary construction equipment is required, please complete and return the enclosed FAA Form 7460-1.