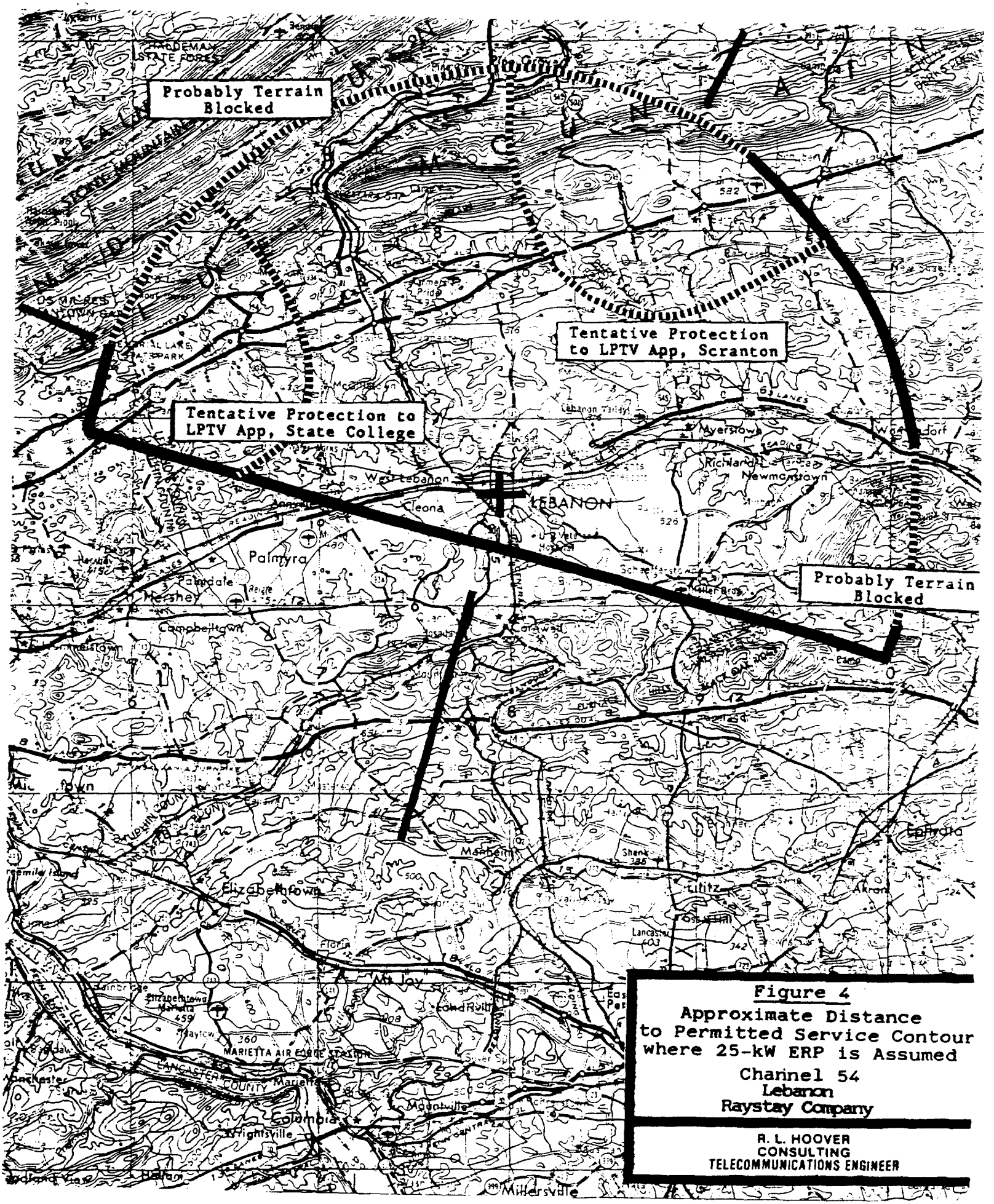
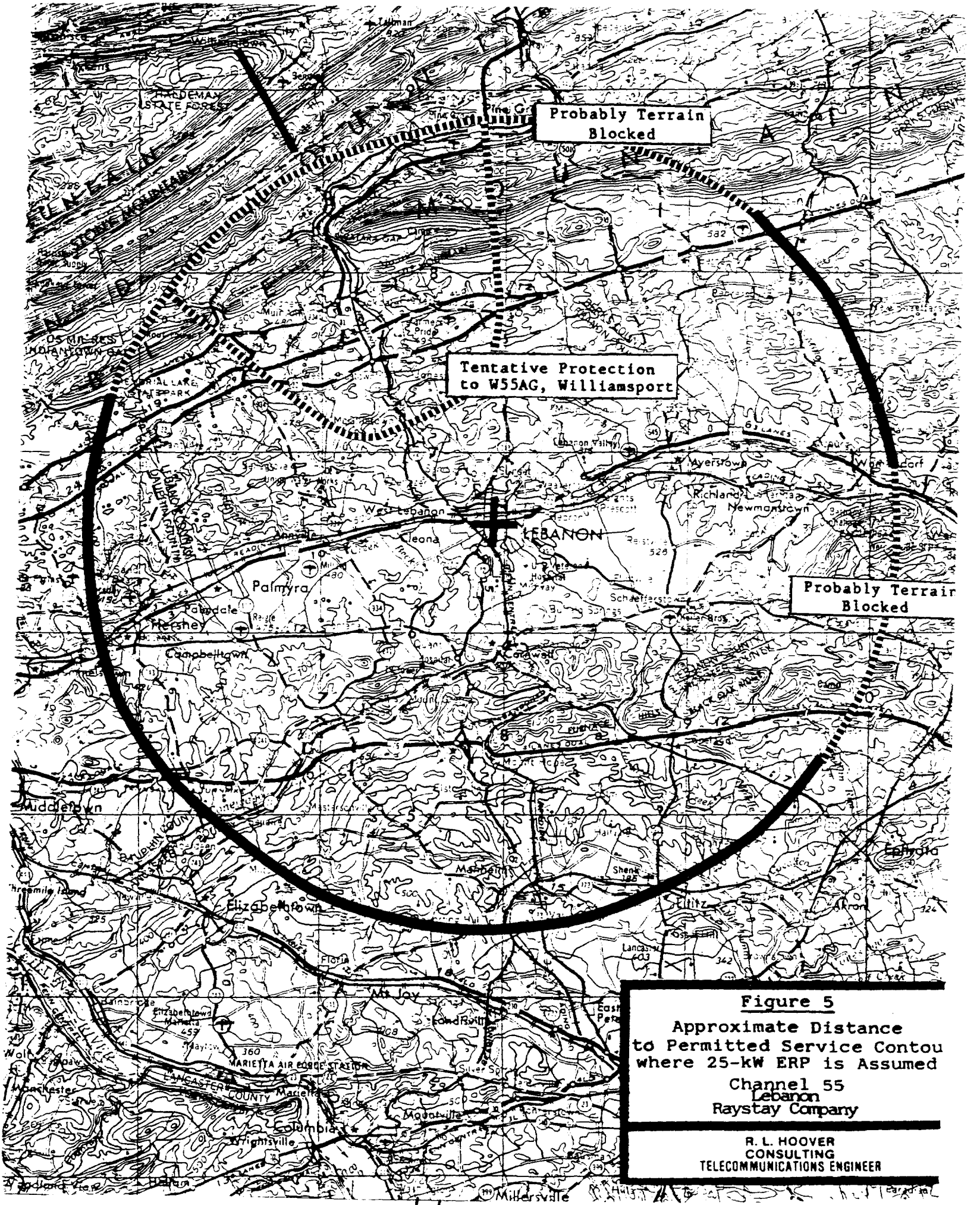


Figure 4

Approximate Distance to Permitted Service Contour where 25-kW ERP is Assumed

Channel 54
Lebanon
Raystay Company

R. L. HOOVER
CONSULTING
TELECOMMUNICATIONS ENGINEER


Probably Terrain Blocked
Tentative Protection to W55AG, Williamsport
Probably Terrain Blocked
LEBANON
West Lebanon
Cleona
Palmyra
Hershey
Campbelltown
Cornwall
Ayerstown
Richland
Newmanstown
Middletown
Elizabethtown
Mt Joy
Manheim
Lancaster
Columbia
Wrightsville
Mountville
Millersville
Marietta
MARIETTA AIR FORCE STATION
LANCASTER COUNTY
Manchester
Florin
Akron
Ephrata
Lititz
Schaeffersville
Shenk
Lancaster
Silver Spring
Mt Gretna
Lebanon Valley Jct
Pine Grove
Muir
Hardemay State Forest
Pine Grove Furnace State Park
Conewago Creek
Swatara Creek
Susquehanna River
Chickies Rock
Mount Hope
Stoney Hill
Hill
Hill

APPENDIX H

RECEIVED
NOV 28 1988
COHEN & BERFIEL

Operations Anaylsis and Channel Study for New Low Power Television Station Capability in Lancaster, Pennsylvania on the behalf of the Raystay Company

General

A computer aided study was made for the Raystay Company to determine if a channel or channels for a new Low Power Television (LPTV) Station(s) would be available in Lancaster. An arbitrary site in downtown Lancaster was chosen for the study.

The study shows four channels: Channels 23, 31, 40 and 55. Channel 40 is short spaced from downtown Lancaster to WPMT in York by a little over four miles; however, Channel 31 opens up if the site is move east by that amount. Channel 55 would be open if a LPTV station, W55AG, in Williamsport is protected, where operating with a precise frequency offset would probably be adequate. A signal cutback for extra protectio is also indicated, pending checking the LPTV parameters.

A non-directional antenna was proposed in the hypothetical set-up of the study that would provide 25-kW Effective Radiated Power in all directions. The antenna center is assumed to be 275 ft above ground. This can be cut back as desired. The mathematical analysis sweeps all azimuthal directions considering the terrain which we have on file in computer form from the US Geological Survey using the terrain data from its 1:250,000 series maps. On each channel, full service television stations are analyzed where the Grade B service contour obtains from them in the real world using this terrain data base. The full service station's operating height and Effective Radiated Power is used. Then the proposed non-directional contour of our proposed LPTV station is judged with regard to how far its signal goes and is then compared to each full service TV station on the basis of the FCC's Rules. For example, is the Lancaster site inside the Grade B contour of a particular full service station or not? If it is outside the Grade B contour then the Rules lay down a different guideline with regard to how much distance separation and jamming interference there is between the full service Grade B contour and our hypothetical LPTV station contour o the basis of channel separation and the strength of that hypothetical LPTV contour. This exercise throws out the capability to use most of th UHF channels from Channel 14 to 69.

Then a similar exercise is carried on for any existing Low Power TV stations, for example, W55AG in Williamsport. Another exercise is then performed in the lower UHF channels with regard to the Land Mobile operations in New York, Philadelphia, Pittsburgh and here in the District.

Channel 23

Channel 23 is also open in Red Lion. These two locations cannot simultaneously support a Channel 23 LPTV station.

Two full service stations would be protected by a proposed LPTV station in Lancaster: WNJS in Camden and WATM-TV in Altoona. If the proposed LPTV station in Lancaster on Channel 23 used a directional antenna with a maximum radiation of 25 kW, then the directional antenna would have to pull in the signal to an Effective Radiated Power toward Camden in the following table. WATM-TV is shown because it would be protected by a zero frequency offset.

Station	City	Direction Deg true	Effective Rad Power kW
WNJS	Camden	107	1.25
WATM-TV	Altoona	289	25.0

Figure 1 is an operations analysis map showing a very rough approximation of distances to an allowable service contour that would protect WNJS.

The table indicates 5 percent of the full (25-kW ERP) power would radiate east in the direction of Camden.

Channel 31

Two full service stations would be protected by a proposed LPTV station in Lancaster: WWPB in Hagerstown and WNYC-TV in New York. WNYC-TV is protected by plus frequency offset; no signal cutback is required.

The following table indicates the operational requirements for a Channel 31 LPTV station in Lancaster that is based on the 25-kW model.

Station	City	Direction Deg true	Effective Rad power kW
WWPB	Hagerstown	254	2.5
WNYC-TV	New York	68	25.0

Figure 2 is an operations analysis map showing a very rough determination of distances to an allowable service contour on Channel 31, where a maxmimu 25-kW ERP is presumed.

Channel 40

Three full service stations are identified that would be protected by a proposed LPTV station in Lancaster: WPMT in York; WMGM-TV in Wildwood, NJ; and, WICZ-TV in Binghamton. The arbitrary site selecte

in downtown Lancaster is short 4.4 miles to WPMT. By moving 4.4 miles east the problem is overcome. WICZ-TV is identified because it is protected by a zero frequency offset; no signal cutback is required. The following table for Channel 40 capability indicates a move east to protecte WPMT and a power reduction to Wildwood of 87-percent full power.

Station	City	Direction Deg true	Effective Rad Power kW
WPMT	York	267	Move east by 4.4 miles
WMGM-TV	Wildwood	127	21.8
WICZ-TV	Binghamton	8	Protected by Zero Freq Offset

Figure 3 is an operations analysis map showing a very rough approximation of distances to an allowable service contour that would protect WMGM-TV in Wildwood, where 25-kW in the main beam is presumed. The dashed line indicates the 20-mile zone of protection to WPMT.

Channel 55

One full service station would be protected by a proposed LPTV station in Lancaster, WMUV-TV in Baltimore.

The LPTV station W55AG in Williamsport must be protected. Probably, precision frequency offset would provide adequate protection for W55AG; however, an arbitrary 10-dB of signal cutback is shown, which is excessive. To indicate this tentative over-protection the signal in the Williamsport direction is shown with a dashed line.

Station	City	Direction Deg true	Effective Rad power kW
WMUV-TV	Baltimore	205	15.4
W55AG	Williamsport	335	2.5 (Overprotection)

Figure 4 is an operations analysis map showing a very rough determination of distance to an allowable service contour on Channel 55 showing distance to contour to protect the Baltimore station. The cutback in the Williamsport direction is shown as a dashed line which is overly restrictive.

Channel Study

There follows a UHF Channel Study indicating one of the reason: why most of the channels from Channel 14 to Channel 69 are thrown out. Usually, there is more than one reason than indicated.

November 23rd, 1988

Bob Hoover, PE

Channel Study from Channel 14 through Channel 69
for Lancaster {Abritrary Downtown Site}
Raystay Company

Chn	Remarks	Fault
14	No, w/in Gd B of WLYH-TV, Ch 15 Lancaster	-32 mi
15	No, " " " " " " " "	" "
16	No, " " " " " " " "	" "
17	No, Sht Spcd to WLYH-TV, Ch 15, Lancaster	- 3 mi
18	No, " " " " " " "	" "
19	No, " " " " " " "	" "
20	No, " " " " " " "	" "
21	No, w/in Gd B of WHP-TV, Ch 21, Harrisburg	-13 mi
22	No, " " " " " " " "	" "
*23	Possible, Dir Ant & Zero Offset	
24	No, Object Intf to WHSW, Ch 24, Baltimore	-49 dB
25	No, Mut Exc w/ 5 LPTV Apps, Ch 25	
26	No, w/in Gd B of WHTM-TV, Ch 27, Harrisburg	-13 mi
27	No, " " " " " " " "	" "
28	No, " " " " " " " "	" "
29	No, w/in Gd B of WLYH-TV. Ch 15, Lancaster	-32 mi
30	No, " " " " " " " "	" "
*31	Possible, Dir Ant & Plus Offset	
32	No, w/in Gd B of WITF-TV, Ch 33, Harrisburg	-15 mi
33	No, " " " " " " " "	" "
34	No, " " " " " " " "	" "
35	No, w/in Gd B of WHP-TV, Ch 21, Harrisburg	-13 mi
36	No, " " " " " " " "	" "
37		
38	No, Sht Spcd to WBFF{CP}, Ch 45, Baltimore	-10 mi
39	No, Object Intf to WLTV-TV, Ch 39, Allentown	-45 dB
*40	Possible, Move east 4.4 mi, DA & Plus Offset	
41	No, w/in Gd B of WHTM-TV, Ch 27, Harrisburg	-13 mi

Chn	Remarks	Fault
42	No, w/in Gd B of WPMT, Ch 43, York	-38 mi
43	No, " " " " " " " "	" "
44	No, " " " " " " " "	" "
45	No, Object Intf to WBFF, Ch 45, Baltimore	-77 dB
46	No, Unaccept Intf to LPTV, W46AM, Lebenon	
47	No, w/in Gd B of WITF-TV, Ch 33, Harrisburg	-15 mi
48	No, w/in Gd B of WGCB-TV, Ch 49, Red Lion	-21 mi
49	No, " " " " " " " " "	" "
50	No, " " " " " " " " "	" "
51	No, w/in Gd B of WTVE, Ch 51, Reading	-11 mi
52	No, " " " " " " " "	" "
53	No, Unaccept Intf to LPTV, W53HJ, Harrisburg	
54	No, Object Intf to WNUV-TV, Ch 54, Baltimore	-62 dB
*55	Possible, DA & Offset to protect LPTV, W55AG, Williamsport	
56	No, Object Intf to WWLF(CP), Ch 56, Hazleton	-34 dB
57	No, w/in Gd B of WPMT, Ch 43, York	-38 mi
58	No, " " " " " " " "	" "
59	No, Object Intf to WBPH-TV, Ch 60, Bethleham	-24 dB
60	No, " " " " " " " "	-84 dB
61	No, " " " " " " " "	-24 dB
62	No, Unaccept Intf to LPTV, W62AU, York	
63	No, w/in Gd B of WGCB-TV, Ch 49, Red Lion	-21 mi
64	No, " " " " " " " " "	" "
65	No, w/in Gd B of WTVE, Ch 51, Reading	-11 mi
66	No, " " " " " " " "	" "
67	No, Object Intf to WMPB, Ch 67, Baltimore	-66 dB
68	No, Object Intf to WJAL, Ch 68, Hagerstown	-34 dB
69	No, Object Intf to WFMZ-TV, Ch 69, Allentown	-52 dB

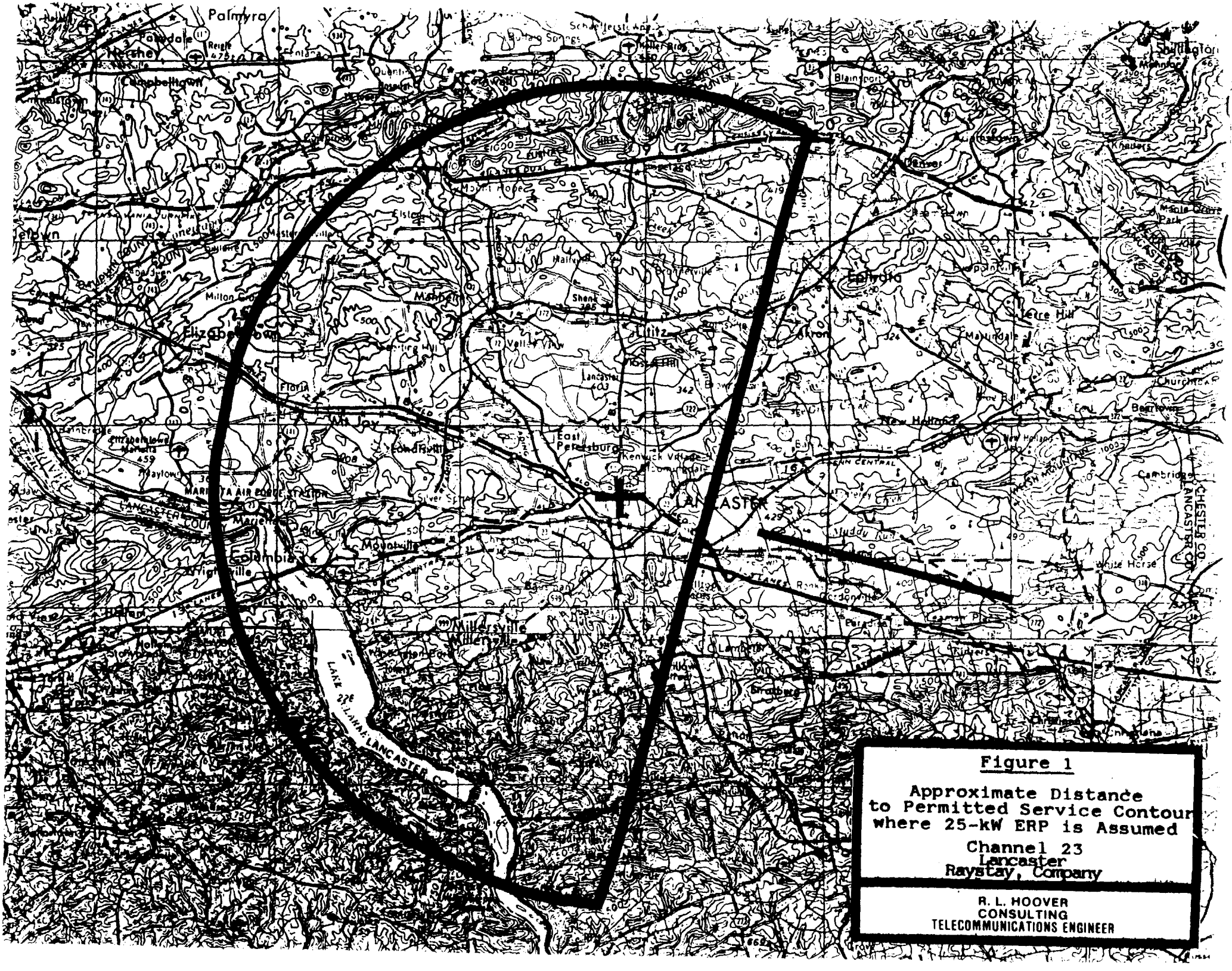


Figure 1

Approximate Distance to Permitted Service Contour where 25-kW ERP is Assumed

Channel 23
Lancaster
Raystay, Company

R. L. HOOVER
CONSULTING
TELECOMMUNICATIONS ENGINEER

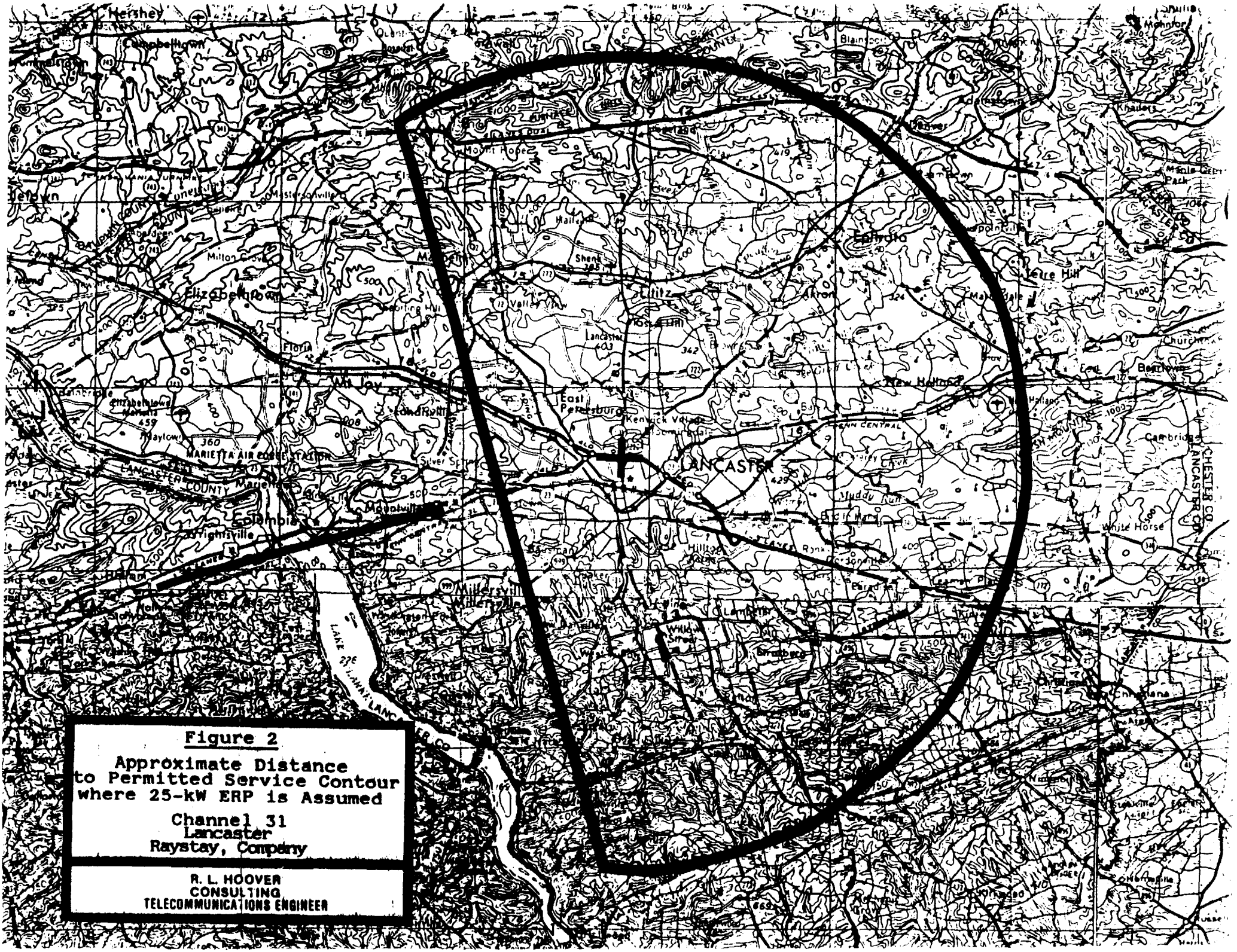


Figure 2

Approximate Distance to Permitted Service Contour where 25-kW ERP is Assumed

Channel 31
Lancaster
Raystay, Company

R. L. HOOVER
CONSULTING
TELECOMMUNICATIONS ENGINEER

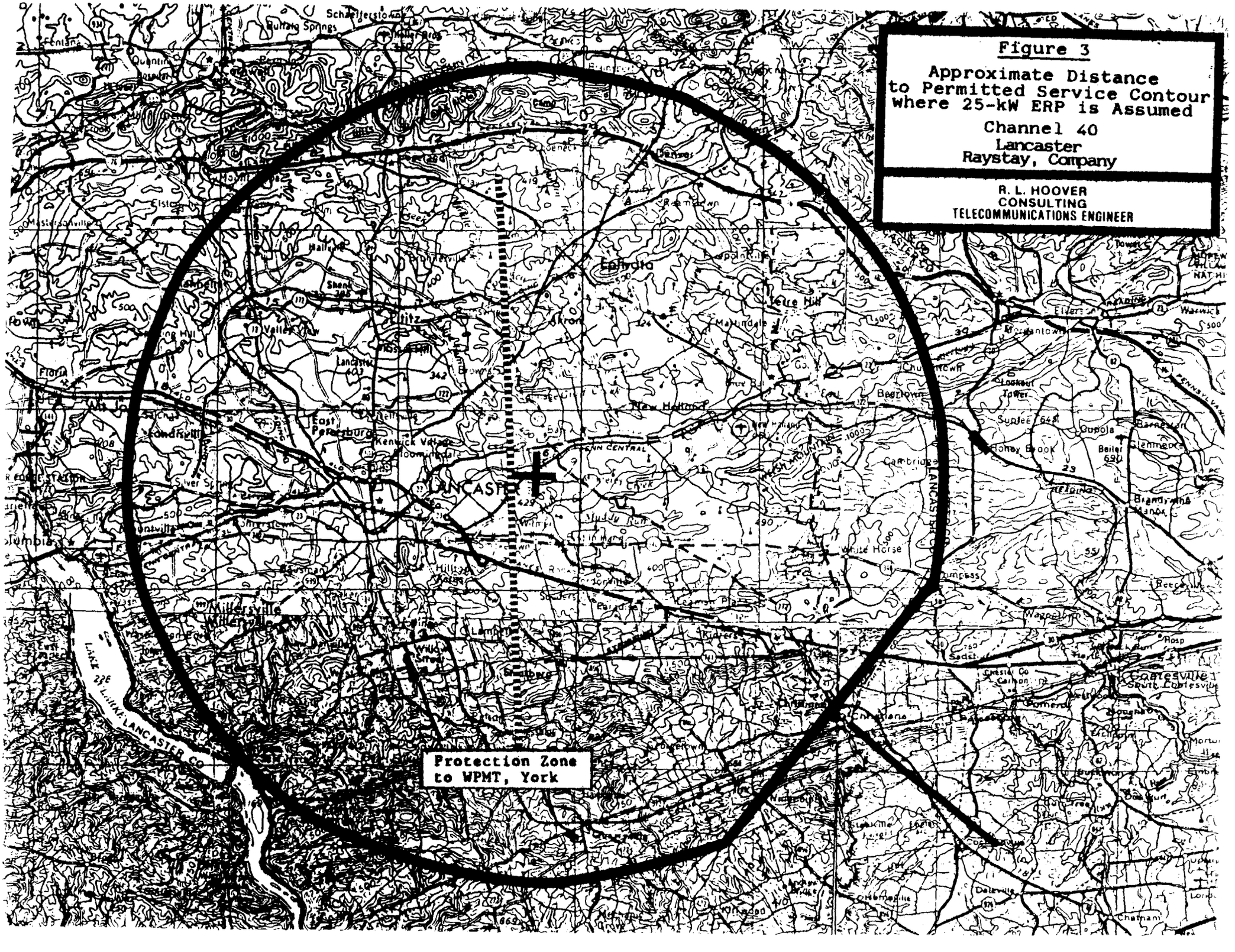


Figure 3

Approximate Distance to Permitted Service Contour where 25-kW ERP is Assumed

Channel 40
Lancaster
Raystay, Company

R. L. HOOVER
CONSULTING
TELECOMMUNICATIONS ENGINEER

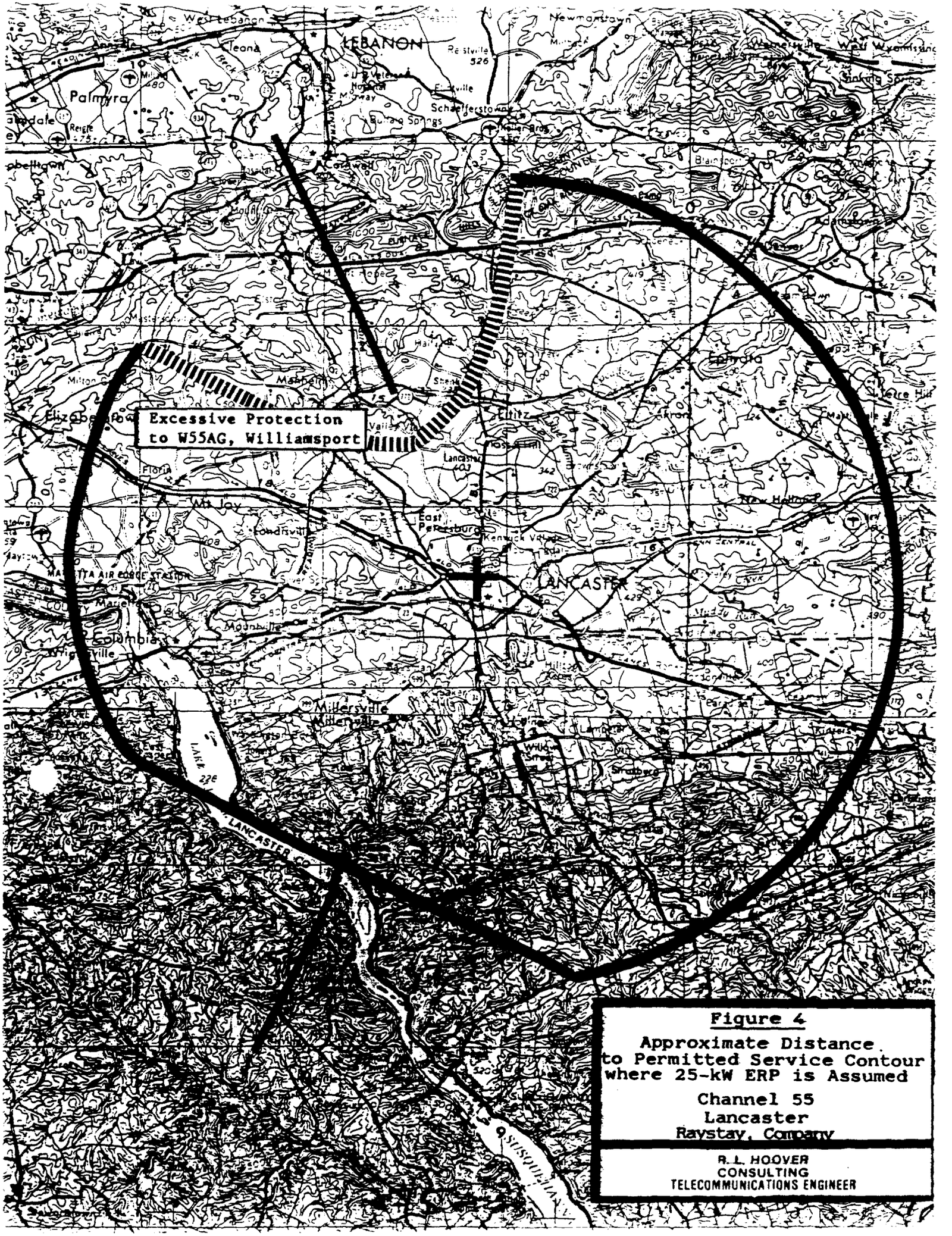


Figure 4

Approximate Distance
to Permitted Service Contour
where 25-kW ERP is Assumed

Channel 55
Lancaster
Raystay, Company

R. L. HOOVER
CONSULTING
TELECOMMUNICATIONS ENGINEER

APPENDIX I

R-6-1F

U.S. Department of Transportation
Federal Aviation Administration

Eastern Region

Federal Building
John F. Kennedy
International Airport
Jamaica, New York 11430

APR 25 1989

COHEN & BERFIELD

APR 19 1989

ELECTROMAGNETIC COMPATIBILITY REQUEST

Raystay Company
c/o Bob Hoover, PE
11704 Seven Locks Road
Potomac, Maryland 20854

Re: Study No. 89-AEA-0360-OE

Dear Sirs:

Your Notice of Proposed Construction or Alteration (FAA form 7460-1) is being reviewed with respect to its electromagnetic compatibility with the surrounding FAA facilities by authority of the Federal Aviation Act of 1958, as amended, Sections 307(a) and 313(a).

Based on an agreement between the FAA and FCC in 1981, your transmitter must not exceed -4 dBm fundamental, and -104 dBm spurious signal level at our site.

Please provide any additional information which supports the compatibility of your transmitter with our criteria, by filling out the enclosed preaddressed form and returning it to this office. The signal levels shown on the attached work sheet were calculated using the frequency and power which you supplied.

Your prompt reply will allow us to expedite your proposal.

Sincerely,

Charles S. Shuler
Manager, Operations, Procedures and Airspace Branch

Enclosures

ELECTROMAGNETIC COMPATIBILITY REQUEST

Raystay Company
c/o Bob Hoover, PE
11704 Seven Locks Road
Potomac, Maryland 20854

Re: Study No. 89-AEA-0360-OE

Please confirm or add the appropriate attentuation for your facility by checking the box(es) at left of item and validate with signature:

[ ] My transmitter provides at least 77 dB of spurious emission attenuation (17 dB greater than the FCC required 60 dB) in the 108-137, 225-400 Mhz frequency bands.

---- or ----

[ ] My transmission system can provide the additional 17 dB of attenuation in the 108-137, 225-400 Mhz frequency bands as follows:
(e.g. polarization loss -16 dB, attenuator - 17 dB)

Type of Loss:	Atten:
_____	_____ dB
_____	_____ dB
_____	_____ dB

_____ _____
SIGNATURE OF AUTHORIZING OFFICIAL DATE

_____
TITLE

AIRSPACE NUMBER: 89-AEA-0360-OE

LOCATION: YORK, PA DATE: 11-Apr-89

FAA SITE: RCAG

Lat N	39 55 9	Protected frequency	121.7	MHz
Lon W	76 52 30	Antenna height AMSL	516.0	ft

PROPONENT: RATSTA

Lat N	39 54 42	Radiated Power	36.0	Kw
Lon W	76 37 15	Frequency	723.3	MHz
		Antenna height AMSL	1126.0	ft
		Slant Distance: Da =	71352.8	ft
		Theta	0.5	deg

EIRP =	Effective Radiated Power of the proponent. EIRP = 10 log (power in Kw) + 62.2	77.8	dBm
Lr =	Receiver system on frequency losses. Use 3 dB if actual value unknown.	3.0	dB
La =	Typical ground/air antenna loss. Select VHF or UHF graph from menu.	4.0	dB
Lp =	Polarization loss between the victim and broadcast antennas. If the broadcast antenna is horizontally polarized, Lp = 16 dB, for circular polarization, Lp = 0 dB.	0.0	dB
Ld =	Antenna vertical directivity. This term requires antenna pattern data from the proponent. E = relative E-field at vertical Theta from above. If unknown, enter E = 1. Ld = 10 log (E)^2 E = 1	0.0	dB
Sr =	FCC spurious emission tolerance. Enter the lesser: 80 dB for FM, 60 dB for TV, or 43 + 10 log ERP in watts = 88.6	60.0	dB
Lv =	Free space transmission loss at the victim receive frequency. Lv = 20 log (freq. in MHz X Da in ft) - 37	101.8	dB
Li =	Free space transmission loss at the frequency of the interferring station.	117.3	dB

IN-BAND RADIATION (must be less than -104 dBm)
EIRP - Lv - Ld - Lp - Lr - Sr ==========> -87.0 dBm

OUT-OF-BAND RADIATION (must be less than -4 dBm)
EIRP - Li - Ld - Lp - Lr - La ==========> -46.5 dBm

DR. R.L. HOOVER, P.E.

Ray stay Correspondence

R. L. HOOVER

CONSULTING TELECOMMUNICATIONS ENGINEER

11704 SEVEN LOCKS ROAD
POTOMAC, MARYLAND 20854

(301) 983-0054

2-6-1F

RECEIVED

APR 25 1989

COHEN & BERFIELD

April 21st, 1989

Mr. Joe Wozniak
Acrodyne Industries, Inc.
516 Township Line Road
Blue Bell, Pennsylvania 19422

Dear Joe:

I'll call you Monday and ask that you Federal Express a letter stating how many dB greater than 60 dB of spurious emissions the firm would certify that the TLU/1KACT Low Power Transmitter would provide in the 108 to 137 MHz FAA band and the 225-400 MHz FAA band.

The transmitter would be tuned for Channel 56. You can see from the attached letter from the Jamaica, Long Island FAA Office what was received here late today. To date, I have never seen such a request from the FAA. There is a turf war going on between the FCC and the FAA, where no national office controls the regional FAA offices as does the centralized FCC office here in Washington.

If you can't certify that the transmitter attenuation in these frequency bands won't be better than 60 dB, we're still okay, inasmuch as Dick Bogner's antenna is horizontally polarized giving 16 dB of suppression and at the vertical depresion angle of -0.5 degree there is an additional 4.3 dB loss. Also, the antenna is pointed near, but not at the FAA location, which gives us a big additional 0.6 dB loss.

However, any additional loss you can come up with would be nice.

In the meantime, I'll see you next weekend out in Vegas. Usually Coors light is an appropriate greeting for those of us parched types from the District.

Sincerely,

Bob

Bob Hoover, PE

Copy to Mort Berfield, Esquire

DR. R. L. HOOVER, P.E.

R. L. HOOVER
CONSULTING TELECOMMUNICATIONS ENGINEER
11704 SEVEN LOCKS ROAD
POTOMAC, MARYLAND 20854
(301) 983-0054

Raystay Company

R-6-1F

APR 26 1989

COHEN & BERFIELD

April 25th, 1989

Federal Aviation Administration
Airway Facilities Division
Communications/Interfacilities Section
Fitzgerald Federal Building, AEA-433
John F. Kennedy International Airport
Jamaica, New York 11430

re: Study No. 89-AEA-0360-OE
Raystay Company LPTV Application in
York, Pennsylvania for Ch 56

The application before the FCC on behalf of Raystay Company for a new Low Power Television Station on Channel 56 in York, Pennsylvania is being reviewed for its electromagnetic compatibility with surrounding FAA facilities.

Attached is a copy of that application submitted to the FCC and its Notice of Tender by the FCC. Also, attached is a letter from the transmitter vendor stating that its transmitter as proposed for the application would provide more than 77 dB of spurious attenuation in the 108-137 and 225-400 MHz frequency bands.

While this certification by the transmitter vendor in itself provides operational capability along the guidelines spelled out by your office, the Raystay Company may possibly chose to purchase its transmitting equipment from another vendor at the time its construction permit is granted. Therefore, an additional approximately 20 dB of suppression is herewith indicated by: 1)Lp, polarization loss of 16 dB because the applicant proposes horizontal (only) polarization from its antenna; 2)Ld, Antenna vertical directivity of approximately 4.23 dB, where the vertical radiation characteristic of the proposed antenna is herewith provided in the attached Figure 6 of the Application before the FCC; and 3)EIRP, Effective Radiation would be reduced at the azimuthal angle subtended from the proposed LPTV station and the FAA site by approximately 0.62 dB. Our calculation shows this azimuthal angle to be approximately 272.3 degress true, where the proposed LPTV directional antenna would be pointed at 290 degrees true, as shown, for example, in Figures 4 and 5 of the Application.

On a minor point of interest: Our considerations before the FCC use the custom where the vertical angle below the horizon would be positive, for example, as looking down from an antenna at 1126 ft above mean sea level to another site at 516 feet above mean sea level. However, after a number of years in the Division Artillery of the Army, where I helped with the first Nike Ajax system, all our vertical angle considerations were positive above the horizon because they were for aircraft above our posts. Such being the case, is it FAA custom to consider looking above the horizon to be a positive vertical angle or as with our FCC custom to be a negative vertical angle above the horizon?

Sincerely,

Bob Hoover, PE

Attachments: Compatability Request, Application, Vendor letter

ELECTROMAGNETIC COMPATIBILITY REQUEST

Raystay Company
c/o Bob Hoover, PE
11704 Seven Locks Road
Potomac, Maryland 20854

Re: Study No. 89-AEA-0360-OE

Please confirm or add the appropriate attentuation for your facility by checking the box(es) at left of item and validate with signature:

[x] My transmitter provides at least 77 dB of spurious emission attenuation (17 dB greater than the FCC required 60 dB) in the 108-137, 225-400 Mhz frequency bands.

Applicant's proposed transmitter would exceed 77 dB of spurious emission attenuation; however, other attenuation, below, provides an additional approximately 20 dB of attenuation so that applicant may change transmitter vendor.

[x] My transmission system can provide the additional 17 dB of attenuation in the 108-137, 225-400 Mhz frequency bands as follows: (e.g. polarization loss -16 dB, attenuator - 17 dB)

Type of Loss:	Atten:
EIRP	0.6 dB
Lp, Horiz Polar	16.0 dB
Ld, Ant vert directivity	4.23 dB

SIGNATURE OF AUTHORIZING OFFICIAL — DATE 25 Apr 89

Robert Lloyd Hoover, PE

TITLE — 25 April 89

Maryland No. 11579
Registered Professional Engineer

ACRODYNE

Acrodyne Industries, Inc.
516 Township Line Road
Blue Bell, Pennsylvania 19422
215/542-7000 800/523-2596
Telex: 846358
FAX: 215/540-5837

April 24, 1989

Mr. Robert Hoover
11704 Seven Locks Road
Potomac, MD 20854

Dear Bob:

In response to the FAA's concern that you related to us, emissions below 400MHz, as measured at the output of our TLU/1KACT 1kW UHF TV Transmitter, operating on any UHF channel, would be less than the following levels:

108MHz–137MHz....87dB below video carrier
225MHz–400MHz....78dB below video carrier

The performance specifications for this equipment are enclosed for your reference. Of course, to measure for compliance with the FAA's specifications requires special testing which could be performed at the factory or in the field at an additional charge.

If you have any questions, please do not hesitate to call us.

Sincerely,

Joe Wozniak
Sales and Marketing Manager

R-6-1F

DR. R. L. HOOVER, P.E.

R. L. HOOVER
CONSULTING TELECOMMUNICATIONS ENGINEER
11704 SEVEN LOCKS ROAD
POTOMAC, MARYLAND 20854
(301) 983-0054

RECEIVED
APR 27 1989
COHEN & BERFIELD

April 26th, 1989

Mr. David Gardner
Raystay Company

Dear David:

Attahced is the original of the acknowledgements from the Long Island FAA Office regarding the Lancaster and Lebanon requests for approval of the proposed construction there.

I hope we don't have to go through the same for these two sites that we had to do for Red Lion.

Sincerely,

Bob

Bob Hoover, PE

Copy w/ atchmnts to Mort Berfield, Esquire

U.S. Department
of Transportation
**Federal Aviation
Administration**

Eastern Region

Federal Building
John F. Kennedy
International Airport
Jamaica, New York 11430

DAVID A. GARDNER
C/O BOB HOOVER, P. E.
11704 SEVEN LOCKS ROAD
POTOMAC, MARYLAND 20854

AERONAUTICAL STUDY
No: 89-AEA-0452-OE

Date: 04/22/89

Type Structure: ANTENNA TOWER

This acknowledges receipt of your 'Notice of Proposed Construction or Alteration dated 03/03/89.

An aeronautical study will be conducted on the following location:

CITY	STATE	LATITUDE/LONGITUDE	MSL	AGL	AMSL
LANCASTER	PA	40-03-47.00 076-19-09.00	340	187	527

Your proposal has been assigned aeronautical study number 89-AEA-0452-OE. Should there be any question concerning this proposal, please feel free to contact Armour Brown of the Operations, Procedures & Airspace Branch, AEA-530 ,Eastern Region . Our office telephone number is (718)917-1230/1228

Thank you for participating in the Obstruction Evaluation program.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Eastern Region

Federal Building
John F. Kennedy
International Airport
Jamaica, New York 11430

DAVID A. GARDNER
C/O BOB HOOVER, P. E.
11704 SEVEN LOCKS ROAD
POTOMAC, MARYLAND 20854

AERONAUTICAL STUDY
No: 89-AEA-0451-OE

Date: 04/22/89

Type Structure: ANTENNA TOWER

This acknowledges receipt of your 'Notice of Proposed Construction or Alteration dated 02/24/89.

An aeronautical study will be conducted on the following location:

CITY	STATE	LATITUDE/LONGITUDE	MSL	AGL	AMSL
LEBANON	PA	40-19-49.00 076-25-37.00	470	158	628

Your proposal has been assigned aeronautical study number 89-AEA-0451-OE. Should there be any question concerning this proposal, please feel free to contact Armour Brown of the Operations, Procedures & Airspace Branch, AEA-530 ,Eastern Region . Our office telephone number is (718)917-1230/1228

Thank you for participating in the Obstruction Evaluation program.

R-6-1f

R. L. HOOVER
CONSULTING TELECOMMUNICATIONS ENGINEER
11704 SEVEN LOCKS ROAD
POTOMAC, MARYLAND 20854
(301) 983-0054

RECEIVED
MAY 16 1989
COHEN & BERFIELD

May 12th, 1989

Mr. David Gardner
Raystay Company

Dear David:

PennDOT has no objections to our three proposed structures in Lancaster, Lebanon and Red Lion as regards aeronautical hazards. The originals of the three letters from Harrisburg are attached.

Sincerely,

Bob

Bob Hoover, PE

Copy to Mort Berfield, Esquire

OS-2 (2-85)

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

Bureau of Aviation
716 Trans. & Safety Bldg.
Harrisburg, PA 17120
717-783-2282

IN REPLY REFER TO

May 9, 1989

Mr. Robert L. Hoover, P.E.
11704 Seven Locks Road
Potomac, MD 20854

RE: Review type: FAA Form 7460-1
Aeronautical Study #: 89-AEA-0452-OE
Nearest Airport: Lancaster

Dear Mr. Hoover:

The Pennsylvania Bureau of Aviation is in receipt of a copy of the Notice of Proposed Construction or Alteration submitted to the FAA dated March 3, 1989, in reference to the proposed Low Power TV Antenna 4.3 miles SSE of the Lancaster Airport at 40° 03' 47" North Latitude and 76° 19' 09" West Longitude.

This Notice has been reviewed and it has been determined that the proposed structure will not exceed FAR Part 77 Airport Obstruction Standards and is in compliance with state law; therefore, we have no objection to the proposed construction.

Our review is not intended to preempt any local and federal laws, ordinances or restrictions that may require other action in regard to the proposed construction.

Sincerely,

Charles H. Hostetter, A.A.E.
Director
Bureau of Aviation