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APR 16 2007

PUBLIC SERVICE
COMMISSION

April 12, 2007

Mr. Michael F. Burford
Director of Filings Division
Public Service Commission
211 Sower Blvd.
P.O. Box 615
Frankfort, KY 40602-0615

RE: Application of Cumberland Cellular Partnership for issuance of a Certificate of Public Convenience and Necessity to Construct a Cell Site (IDA) in Rural Service Area #5 (METCALFE) of the Commonwealth of Kentucky, Case No. 2007-00017

Dear Mr. Burford:

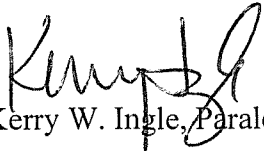
Enclosed for filing with the Kentucky Public Service Commission are an original and four (4) copies of the Federal Aviation Administration (FAA) and Kentucky Airport Zoning Commission (KAZC) approvals for the above referenced cellular tower application.

If you have any questions with respect to this matter, please call me.

Thank you very much.

Very truly yours,

DINSMORE & SHOHL LLP


Kerry W. Ingle, Paralegal

kwi
Enclosures



4020
Kentucky Airport Zoning Commission
200 Mero Street
Frankfort, KY 40622

(502) 564-4480
fax: (502) 564-7953
No.: AS-027-441-06-190

January 24, 2007

APPROVAL OF APPLICATION

APPLICANT:
BLUEGRASS CELLULAR
SCOTT MCCLLOUD
2902 RING ROAD
Elizabethtown, KY 42702

SUBJECT: AS-027-441-06-190

STRUCTURE: Antenna Tower
LOCATION: Albany, KY
COORDINATES: 36-45-30.5 N / 85-12-09.64 W
HEIGHT: 255'AGL/1260'AMSL

The Kentucky Airport Zoning Commission has approved your application for a permit to construct 255'AGL/1260'AMSL Antenna Tower near Albany, KY 36-45-30.5 N / 85-12-09.64 W.

This permit is valid for a period of 18 Month(s) from its date of issuance. If construction is not completed within said 18-Month period, this permit shall lapse and be void, and no work shall be performed without the issuance of a new permit.

A copy of the approved application is enclosed for your files.

Dual obstruction lighting is required in accordance with 602 KAR 50:100.

A handwritten signature in black ink, appearing to read "John Houlihan".

John Houlihan, Administrator



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

IDA

Aeronautical Study No.
 2006-ASO-6744-OE

Issued Date: 12/20/2006

Scott McCloud
 Blugrass Cellular, Inc.
 2902 Ring Road
 Elizabethtown, KY 42701

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed 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
 Location: Albany, KY
 Latitude: 36-45-30.50 N NAD 83
 Longitude: 85-12-9.64 W
 Heights: 255 feet above ground level (AGL)
 1261 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 AC 70/7460-1K Change 1, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&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.

This determination expires on 06/20/2008 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 January 19, 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 January 29, 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 our office at (202)267-9219. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-ASO-6744-OE.

Signature Control No: 492074-515474

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Frequency Data
Map
7460-2 Attached

Additional Information for ASN 2006-ASO-6744-OE

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:

VFR Effects:

FAR 77.23(a)(2) KYCC - Exceeds by 55 ft.

IFR Effects:

None.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

The proposed structure would have no effect, other than the note cited above, on any existing or proposed IFR arrival/departure routes, operations, or procedures.

The proposed structure would have no effect on any existing or proposed IFR en-route routes, operations, or procedures.

The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen. In the case of this structure/building, red lights located atop of the corners of the western wall would provide conspicuity to departing aircraft. The structure/building should not be painted so that it will blend into any physical or atmospheric background in the vicinity. Additional details about marking and lighting can be found as noted on page 1 of this determination.

The cumulative impact of the proposed structure, when combined with other existing structures was not considered substantial.

Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

Frequency Data for ASN 2006-ASO-6744-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W

