

Shared Sites, L.L.C.  
1390 Chain Bridge Rd #40  
McLean, VA 22101

RECEIVED

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PUBLIC SERVICE  
COMMISSION

September 7, 2006

Beth O'Donnell  
Commonwealth Of Kentucky  
Public Service Commission  
211 Sower Blvd  
PO Box 615  
Frankfort, KY 40602-0615

RE: Case# 2006-00110

Dear Ms. O'Donnell,

Enclosed, please find the Determination Of No Hazard issued by the Federal Aviation Administration (FAA) on August 29, 2006 as requested in your certificate Of Service and Order dated August 31, 2006.

The approval was granted in reference for our site located at 1080 Old Highway 90; Monticello, KY.

We are still awaiting an approval of application from the Kentucky Airport Zoning Commission (KACZ) which we expect to receive on or after September 23, 2006. I will forward the approval once we have it in hand..

Please feel free to contact me with any questions regarding this information

Sincerely,



David Jantzi  
Boulevard Properties, L.L.C.  
315-523-6258 (mobile)  
315-376-3333 (phone)  
315-376-8139 (fax)  
dave@blvdllc.com

Dave Jantzi representing Shared Sites, L.L.C.  
7383 Utica Blvd \* Lowville, New York 13367  
Voice 315-376-3333 Fax 315-376-8139  
Email dave@blvdllc



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

Aeronautical Study No.  
2006-ASO-3447-OE  
Prior Study No.  
2006-ASO-764-OE

Issued Date: 08/29/2006

Kamal Doshi  
Shared Sites, L.L.C.  
1390 Chain Bridge Rd #40  
McLean, VA 22101

**\*\* 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: Monticello, KY  
Latitude: 36-51-41.28 N NAD 83  
Longitude: 84-49-32.88 W  
Heights: 199 feet above ground level (AGL)  
1189 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)

To coordinate frequency activation and verify that no interference is caused to FAA facilities, prior to beginning any transmission from the site you must contact Virgil Vinzant at 901 291-3524.

See attachment for additional condition(s) or information.

This determination expires on 02/29/2008 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 September 28, 2006. 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 October 8, 2006 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-3447-OE.

**Signature Control No: 468519-487346**

(DNH)

Kevin P. Haggerty  
Manager, Obstruction Evaluation Service

Attachment(s)  
Additional Information  
Frequency Data

7460-2 Attached

Additional Information for ASN 2006-ASO-3447-OE

AERONAUTICAL STUDY  
NO. 06-ASO-3447-OE

The proposed structure would is located approximately 1.51 nautical miles east of the Wayne County (EKQ) Airport Reference Point. The proposed structure does exceed the standard for determining obstructions to air navigation contained in Part 77, Subpart C, of the Federal Aviation Regulations as follows:

77.23(a)(5) by 76 feet, a height exceeding the horizontal surface as applied to the EKQ Airport.

Details of the proposed structure were circularized for public comment. There were no letters of objection received during the comment period.

The proposed structure proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of this structure. The aeronautical study disclosed that the structure, at a height of 1189 feet above mean sea level (AMSL), would have no adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable

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

//////////END OF COMMENTS//////////

Frequency Data for ASN 2006-ASO-3447-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W