



February 17, 2006

Site ID#/Name: ALT #2, SD Gold Company Land/RCYC Rapid Mall

To Whom It May Concern:

Jeppesen conducted an aeronautical study on February 17, 2006 for Buell Consulting, Inc. The study was to determine a proposed structure's effect, if any, on navigable airspace. Jeppesen's ASAC study was conducted in accordance with Part 77 of the Federal Aviation Regulations, FAR (14 C.F.R. Subchapter E, Part 77) and Part 17 of the Federal Communications Commission, FCC Rules and Regulations (47 C.F.R. Part 17). The proposed construction site is located in Rapid City, SD. The NAD 83 site coordinates are Latitude 44° 06' 47.00" North, Longitude 103° 13' 12.00" West. The site has a surface elevation of 3,367 feet above mean sea level (AMSL). The structure has a proposed height of 120 feet above ground level (AGL), which includes the additional height of any antennas, etc. This gives an overall structure height above mean sea level of 3,487 feet AMSL.

The site is located 30,953 feet or 5.09 nautical miles on a True Bearing of 237.39 degrees from the approach end of Runway 13 at Ellsworth AFB, the nearest landing surface for regulatory compliance purposes. The surface elevation at this point is 3,279 feet AMSL. The site is located 32,732 feet or 5.39 nautical miles on a True Bearing of 249.20 degrees from the airport reference point (ARP) of this Department of Defense (DoD), instrumented airport.

FAR Part 77 prescribes various airspace surfaces and slopes established at and around airports. Part 77.13 prescribes slopes and surfaces, which if exceeded, require the sponsor of the structure to provide the Federal Aviation Administration with Notice of Proposed Construction. FCC Rules Part 17 also specifies this requirement. Additionally, Part 77 Subpart C prescribes various airspace surfaces and slopes, which if any are exceeded, require the FAA to provide public notice inviting comments prior to issuing a determination. Subpart C also prescribes surfaces and slopes, which if exceeded, will identify the proposed structure as a Hazard to navigable airspace.

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5155 Clipper Drive, Atlanta, Georgia 30349  
678.924.8000 • Fax 678.924.8006 • www.asacinc.com

Jeppesen has determined that a proposed structure height of 120 feet AGL (3,487 feet AMSL) at this site would not exceed any FAR Part 77 or FCC Part 17 notice requirement surface. Therefore, FAA Notice of Proposed Construction or Alteration is not required for this proposed structure.

Should Notice of Proposed Construction or Alteration be filed with the FAA, Jeppesen is confident the proposed 120 feet AGL (3,487 feet AMSL) structure would be approved at this site upon completion of the FAA's aeronautical study.

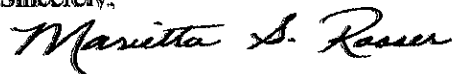
Pursuant to Federal Aviation Regulations and FAA Policy, proposed Construction or Alteration that does not require notice to the FAA normally does not require obstruction marking and/or lighting.

The maximum structure height at this site that will not require Notice to the FAA is 200 feet AGL (3,567 feet AMSL). Exceeding this height requires that a Notice of Proposed Construction or Alteration form be filed and that FAA approval be obtained prior to beginning construction.

This letter and the opinions expressed herein are intended for the exclusive use of Buell Consulting, Inc. in making appropriate regulatory filings and may not be reproduced by other parties in any form or manner.

Should you have any questions regarding this letter or the study conducted by Jeppesen, please feel free to contact us anytime at (678) 924-8088.

Sincerely,



Marietta S. Rosser  
Airspace Technician