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NOV 21 2006

Rapid City  
Management Department

February 21, 2006

Site ID#/Name: ALT #1, Skuborstad Land/RCYC Foghorn Cleghorn

To Whom It May Concern:

Jeppesen conducted an aeronautical study on February 21, 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° 03' 37.00" North, Longitude 103° 17' 47.00" West. The site has a surface elevation of 3,395 feet above mean sea level (AMSL). The structure has a proposed height of 170 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 3,565 feet AMSL.

The site is located 58,483 feet or 9.63 nautical miles on a True Bearing of 232.15 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 59,342 feet or 9.77 nautical miles on a True Bearing of 238.70 degrees from the airport reference point (ARP) of this private use, 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.

BUE 54171-06

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Jeppesen has determined that a proposed structure height of 170 feet AGL (3,565 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 170 feet AGL (3,565 feet AMSL) structure would be approved at this site upon completion of the FAA's aeronautical study.

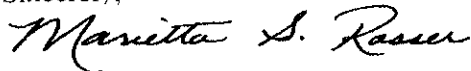
Pursuant to Federal Aviation Regulations and FAA Policy, proposed Construction or Alteration that does not require notice to the FAA normally does not require obstruction marking and/or lighting.

The maximum structure height at this site that will not require Notice to the FAA is 200 feet AGL (3,595 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



STUDY FOR

Buell Consulting, Inc.

Jeppesen Study Number: BUE 54171-06  
Date: February 21, 2006  
Site ID/Name: ALT #1, Skuborstad Land/RCYC Foghorn Cleghorn

Structure Location: Rapid City, SD

Latitude: 44° 03' 37.00"  
Longitude: 103° 17' 47.00"  
NAD 83

Site Elevation: 3,395' AMSL  
Tower Height: 170' AGL  
Overall Height: 3,565' AMSL

This study is conducted in accordance with the Federal Aviation Regulations (FAR) Part 77 and the Federal Communications Commission (FCC) Rules Part 17.

This report and the findings, opinions and recommendations 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.

**IMPACT:**

The study site is located 58,483' or 9.63 NM on a True Bearing of 232.15° from the approach end of Runway 13 at Ellsworth AFB, the nearest landing surface for regulatory compliance purposes. The study site is located 59,342' or 9.77 NM on a True Bearing of 238.7° from the airport reference point (ARP) of this Department of Defense (DoD), instrumented airport. The proposed 170' AGL (3,565' AMSL) structure located in the study site would not adversely affect VFR flight operations or procedures at this airport.

The proposed 170' AGL (3,565' AMSL) structure located at the study site would not adversely affect VFR or IFR terminal flight operations or procedures established at area airports.

The proposed 170' AGL (3,565' AMSL) structure, located at the study site would not adversely affect VFR or IFR en route flight operations or procedures in the area.

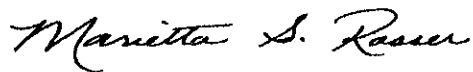
At a height of 170' AGL (3,565' AMSL), the proposed structure located at the study site would not exceed any FAR Part 77 or FCC Part 17 notice requirement surface. Therefore, FAA Notice of Proposed Construction is not required. However, if FAA Notice is provided, the FAA most likely would approve the structure without conducting an extended study.

NEW, an AM Broadcast Station, is located 0.29 Statute Miles (SM) on a True Bearing of 322.00° from the study site. This station is "directional" and the interference radius is 1.90 SM.

Pursuant to your request, Jeppesen has prepared an ASAC Opinion Letter addressing this site. This letter is enclosed.

- **FAA Notice is not required. Maximum no notice height is 200' AGL (3,595' AMSL).**
- **Marking and lighting is not required. Maximum no marking and lighting height is 200' AGL (3,595' AMSL).**
- **Extended study is not required.**
- **Structure is within AM Broadcast Station interference radius.**
- **Structure would not affect flight operations at a private use airport or heliport.**

Should you have any questions regarding this study, please feel free to contact our office at (678) 924-8088.



Marietta S. Rosser  
Airspace Technician