

FAA Aeronautical Evaluation

CTNL803

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**SITE SPECIFIC EVALUATION
FOR**

Client Site Name : CTNL803
Client Site Number: CTNL803
Client Site Location: 232 Shore Rd., Old Lyme, CT

Client/Requestor Name: Jamie Ford
Company Name: HPC Development for T-Mobile
Address: 35 Griffin Rd
Address: Bloomfield, CT. 06002

Date: 7/29/09

This is an evaluation based on application of surfaces identified in Federal Aviation Regulation (FAR) Part 77 and Federal Communication Commission (FCC) Rules Part 17.

EXECUTIVE SUMMARY OF FINDINGS

- **The maximum height that can be built at this site without notice to the FAA is 200 feet AGL or 228 feet AMSL.**
- Maximum No Extended Study height at this site is 500 AGL, or 528 AMSL.
- Maximum No Hazard height at this site is 500 AGL, or 528 AMSL.
- Maximum no marking and lighting height at this site is 200 AGL, or 228 AMSL.

SITE DATA SUBMITTED FOR STUDY

Type of Structure: Antenna

| | | |
|----------------------|--------|---------------|
| Coordinates of site: | Lat: | 41° 17' 27.6" |
| | Long: | 72° 17' 9.09" |
| | NAD 83 | |

| | |
|--|-----|
| Site Ground Elevation: | 28 |
| Total Height above the ground of the entire structure (AGL): | 100 |
| Overall height of structure above mean sea level (AMSL): | 128 |

***Note:** This report is for planning purposes only. If notification to the FAA or FCC is submitted on a site (whether it is, or is not required), a determination of no hazard or an approval letter should be received prior to any actions taken at this site.*

AIRPORT AND HELIPAD INFORMATION

Nearest public use or Government Use (DOD) facility is Groton-New London.

This structure would be located 11.1 NM or 67608 FT from the airport on a bearing of 77 degrees true to the airport.

Nearest private use facility is Mile Creek.

This structure would be located .8 NM from the airport on a bearing of 325 degrees true to the airport.

FINDINGS

AM Facilities:

(The FCC protects AM transmission stations from possible electro magnetic interference for a distance of 1.9 statute miles(SM) for directional facilities, and .6 statute miles(SM) for non-directional facilities. Any antenna structures within these distances will most likely require a detuning evaluation of the site) (Sitesafe offers a full range of detuning services)

For a free analysis of this site against the most current FCC data, go to our AM evaluation web site at <http://AM.sitesafe.com>. A report form can be generated, (on-line) if no conflict is found. If a conflict is found, our AM Detune department can give you review and proposal of the findings.

This site was evaluated against the FCC's AM antenna database, and is not within an AM transmission area.

FCC Notice Requirements:

(FCC Rules, Part 17)

This structure does not require notification to the FAA or FCC based on these rules.

FAA EMI:

(The FAA protects certain air navigational aids and radio transmitters from possible electro-magnetic interference. The distance and direction are dependent on the type of facility be evaluated. Most of these transmission and receiver facilities are listed in the National Flight Data Center (NFDC) database.)

This site would not affect any FAA air navigational aids or transmitters listed in the NFDC database.

Military Airspace:

This structure will not affect this airspace.

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FAA Evaluation:

FAR Part 77 paragraph 13 (FAR 77.13). Construction or Alteration requiring notice:
(These are the imaginary surfaces that the FAA has implemented to provide general criteria for notification purposes only.)

This structure does not require notification to the FAA.

FAR Part 77 paragraph 23 (FAR 77.23). Standards for Determining Obstructions:
(These are the imaginary surfaces that the FAA has implemented to protect aircraft safety. If any of these surfaces are penetrated, the structure may pose a Hazard to Air Navigation.)

This structure does not exceed these surfaces.

MARKING AND LIGHTING

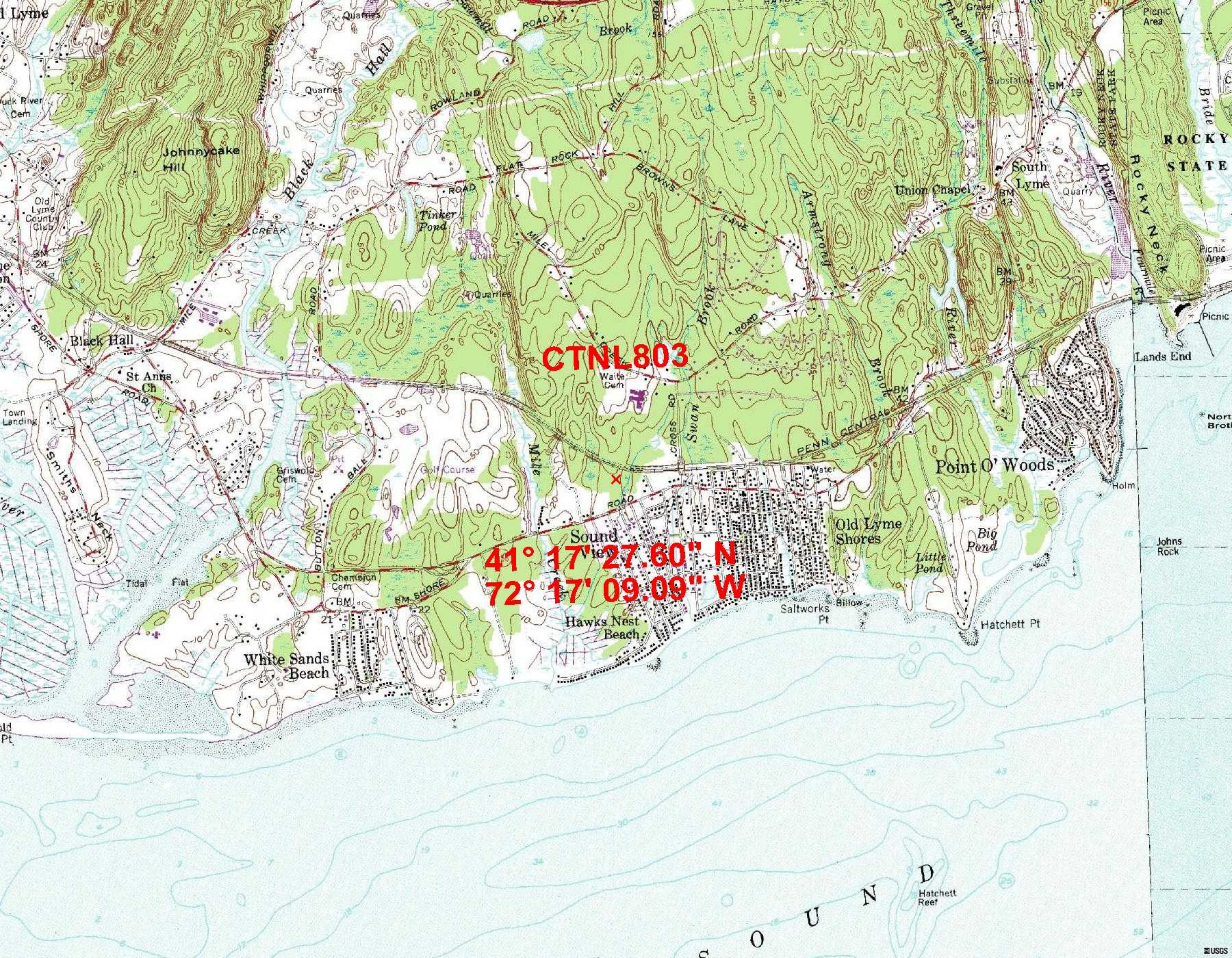
FAA Advisory Circular 70/7460-1

Marking and lighting is not required for this structure.

RECOMMENDATIONS OR ACTIONS

Sitesafe does not consider this site to be a Hazard to Air Navigation as specified in FAR part 77.

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41° 17' 27.60" N
72° 17' 09.09" W

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