

Tony Wells
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September 21, 2010

Connecticut Siting Council

Subject: New Cingular Wireless, Willington, CT

Dear Connecticut Siting Council:

C Squared Systems has been retained by New Cingular Wireless to investigate the RF Power Density at the proposed site located at 880 Andrew Mountain Rd, Naugatuck, CT.

Calculations were done in accordance with FCC OET Bulletin 65. These worst-case calculations assume that all transmitters are simultaneously operating at full power and pointing directly at the ground. The calculation point is 6 feet above ground level to model the RF power density at the head of a person standing at the base of the tower.

Location	Carrier	Antenna Centerline Height Above Ground Level (Ft.)	Operating Frequency (MHz)	Number of Trans.	Effective Radiated Power (ERP) Per Transmitter (Watts)	Power Density (mw/cm ²)	Limit	% FCC MPE Limit General Public/Uncontrolled
Ground Level	AT&T UMTS	120	880	1	500	0.0138	0.5867	2.36%
	AT&T UMTS	120	1900	1	500	0.0138	1.0000	1.38%
	AT&T GSM	120	880	3	296	0.0246	0.5867	4.19%
	AT&T GSM	120	1900	1	427	0.0118	1.0000	1.18%
	Total							

Summary: Under worst-case assumptions, the RF Power Density at the proposed site located at 880 Andrew Mountain Rd, Naugatuck, CT will not exceed 9.11% of the FCC MPE limit for General Public/Uncontrolled Environments.

Sincerely,

A handwritten signature in cursive script that reads 'anthony wells'.

Anthony Wells
Managing Partner



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

Aeronautical Study No.
2009-ANE-1215-OE

Issued Date: 04/19/2010

Curtis Miller
Florida Tower Partners, LLC
1001 3rd Avenue W
Suite 420
Bradenton, FL 34205

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

The Federal Aviation Administration has conducted 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 CT1126 Naugatuck
Location: Naugatuck, CT
Latitude: 41-29-04.03N NAD 83
Longitude: 73-05-23.44W
Heights: 199 feet above ground level (AGL)
1054 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 K Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that 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.

Any height exceeding 199 feet above ground level (1054 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/19/2011 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 May 19, 2010. 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 May 29, 2010 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 (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact Donna O'Neill, at (816)329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2009-ANE-1215-OE.

Signature Control No: 666355-124939045
Sheri Edgett-Baron
Acting Manager, Obstruction Evaluation Service

(DNH)

Attachment(s)
Additional Information
Frequency Data
Map(s)

cc: FCC

Additional information for ASN 2009-ANE-1215-OE

The proposed construction is an antenna tower that would be located approximately 2.08 nautical miles (NM) east of the Airport Reference Point for the Waterbury-Oxford Airport (OXC), Oxford, CT. The proposed construction is identified as an obstruction under the standards of 14 CFR, part 77, as applied to the Waterbury-Oxford Airport as follows:

Section 77.23(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria); would raise the Category D Circling Minimum Descent Altitude (MDA) for all approaches from 1220 ft. AMSL to 1420 ft. AMSL.

Section 77.23(a)(5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.25, 77.28, or 77.29; would exceed the conical surface by 47 ft.

The proposal was circularized on January 5, 2010, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. One letter of objection was received as a result of the circularization; it is summarized below.

Objection: The State of Connecticut, Department of Transportation, objected to this proposed structure based on it exceeding 14 CFR Part 77 obstruction standards and on its impact to Category D (aircraft with approach speeds of 141-165 kts.) aircraft operations.

Response: Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those that warrant further aeronautical study. Further study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. Accordingly, the mere fact that a proposed structure exceeds an obstruction standard of Part 77 does not normally provide a basis for a determination that the structure would constitute a hazard to air navigation. The response to the impact to Category D operations is discussed below.

Aeronautical study disclosed that the proposed structure would have no significant effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations or procedures. Although study indicates that the proposed structure would raise the circling MDA for Category D aircraft, this would not be an issue at this specific airport. The Waterbury-Oxford Airport is not designed to accept Category D aircraft and there is no plan on file to upgrade the airport to accommodate this size aircraft. Therefore, raising the Category D circling minima would not have a significant adverse effect on current or planned (future) operations.

Study for possible visual flight rules (VFR) effect disclosed that the proposed structure would have no effect on any existing or proposed arrival or departure VFR operations or procedures. It would lie outside Traffic Pattern Airspace for Categories A and B aircraft (aircraft with approach speeds of 120 kts. or less. It would lie within the level flight portion of the downwind leg of Category C Traffic Pattern Airspace (TPA). Category C aircraft normally operate at an altitude 1500 ft. above airport elevation in this section of the traffic pattern. That would place aircraft more than 1,000 ft. above this proposed structure. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at OXC or any other known public use or military airports. At 199 ft. AGL, the proposed structure would not have a substantial adverse effect on VFR en route flight operations.

The proposed structure would be appropriately obstruction marked and/or lighted to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. 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 construction 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 providing the conditions set forth within this determination are met.

Additional Conditions

Harmful interference to the Oxford, CT, RTR may exist if the proponent's equipment meets only the minimum FCC requirements. As a condition of this determination we require a minimum spurious emissions tolerance at the dB levels specified below from the proponent's equipment within the 118-137 MHz frequency band:

824-894 MHz @ 500 W (118-137 MHz - 74 dB)

1850-1990 MHz @ 1640 W (118-137 MHz - 79 dB)

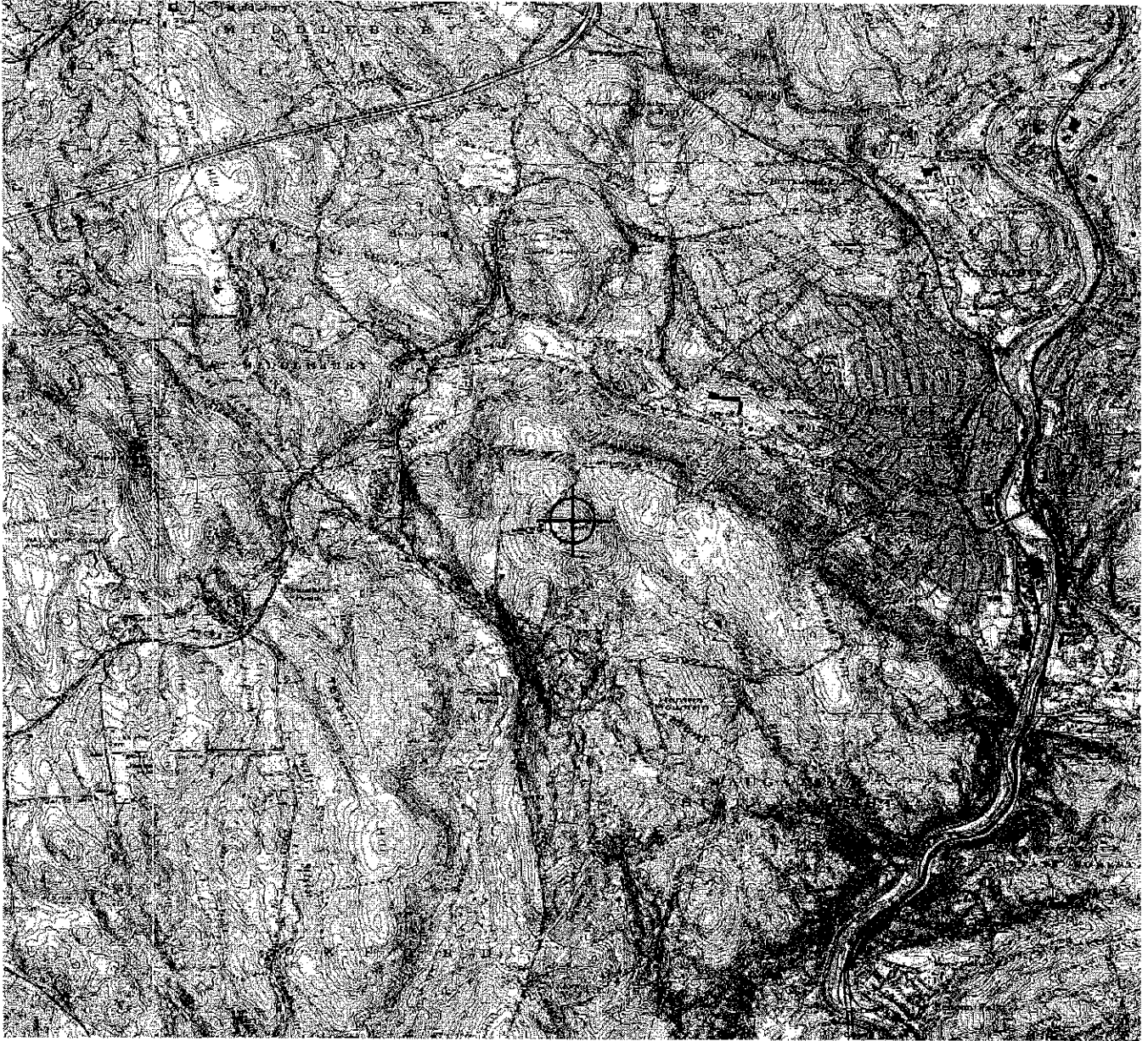
This Determination of No Hazard is granted provided the following condition is adhered to:

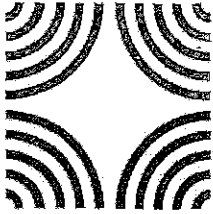
Upon receipt of notification from the Federal Communication Commission that harmful interference is being caused by the licensee's transmitter, the licensee shall either immediately reduce the power to the point of no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference.

Frequency Data for ASN 2009-ANE-1215-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
824	849	MHz	500	W
869	894	MHz	500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W

TOPO Map for ASN 2009-ANE-1215-OE





Connecticut Commission on Culture & Tourism

March 2, 2010

Historic Preservation
and Museum Division

One Constitution Plaza
Second Floor
Hartford, Connecticut
06103

860.256.2800
860.256.2763 (f)

Ms. Deborah M. Osterhoudt
Infinigy Engineering and Survey
11 Herbert Drive
Latham, NY, 12110

Subject: Proposed Wireless Telecommunications Facility, 880 Andrews
Mountain Road, Naugatuck, Connecticut. Infinigy Proj. No. 226-
008

Dear Ms. Osterhoudt:

The State Historic Preservation Office has reviewed the above-named project. The project consists of the construction of a 140-foot tall monopole tower and associated ground facilities. These facilities will be constructed within a 75 foot by 75 foot fenced compound area on a 105-acre property. A Cultural Resource Assessment completed by Heritage Consultants, LLC indicates that there are no significant architectural properties within the Area of Potential Effects. Based on the existing conditions within APE, the rugged topography and the lack of surface water features in the vicinity, it is also Heritage's opinion that the APE is unlikely to contain significant intact archaeological deposits. Heritage recommends no further archaeological investigations for this undertaking. SHPO concurs.

Heritage does note that there are several historic houses "in the vicinity of the Area of Potential Effects", but notes that they are of a vernacular style found commonly in rural parts of Connecticut. Based on the information that your office has provided, SHPO expects that the proposed undertaking will have no effect on historic, architectural, or archaeological resources listed on or eligible for the National Register of Historic Places.

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

This comment is provided in accordance with the National Historic Preservation Act and the Connecticut Environmental Policy Act and supersedes all previous correspondence regarding the proposed undertaking.

For further information, please contact Mr. Daniel Forrest, Staff Archaeologist, at (860) 256-2761 or daniel.forrest@ct.gov.

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