



**ASAC SITE SPECIFIC EVALUATION
FOR**

Site Name: Skaalen

Site Number:

Site Location: Stoughton, WI

Requestors Name: Derek McGrew

Company Name: CelluSite, LLC

Street Address: 103 Wilshire Court

City and Zip: Noblesville, IN 46062

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

- ✚ The max height that can be built at this site without notice to the FAA is 200 feet AGL or 1091 feet AMSL.**
- ✚ The max No Extended Study height at this site is 499 AGL, or 1390 AMSL.**
- ✚ The max no hazard height at this site is 499 AGL, or 1390 AMSL.**
- ✚ The max no marking and lighting height at this site is 200 AGL, or 1091 AMSL.**

SITE DATA

Structure Type: Antenna Tower

Coordinates of site:	Lat:	42° 55' 56.84"
	Long:	89° 11' 5.59"
	Datum:	NAD 83

Site ground elevation:	891
Total height above the ground of the entire structure (AGL):	199
Total height above mean sea level (AMSL):	1090

AIRPORT/HELIPORT INFORMATION

Nearest public use or Government Use (DOD) facility Jana.

This structure will be located 6.0 NM or 36486 FT from the airport on a bearing of 126 degrees true to the airport.

Nearest private use landing facility is Matson.

This structure will be located 1.1 NM from the airport on a bearing of 182 degrees true to the airport.

STUDY FINDINGS

FAA FAR Part 77 paragraph 9 (FAR 77.9): (Construction or Alteration requiring notice.) (These are the imaginary surfaces that the FAA has implemented to provide general criteria for notification purposes.)

This structure does not require notification to the FAA.

FAA FAR Part 77 paragraph 17(FAR 77.17): (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.

**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, radio transmitters, and RADAR facilities from possible interference. The distance and direction are dependent on the type of facility being evaluated. Some 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.

Military Airspace:

(This would include low level visual and instrument routes along with operations areas and special use airspace.)

This structure will not affect this airspace.

AM Facilities:

(The FCC protects AM radio stations from possible interference for a distance of 3.0 km for directional facilities, and 1.0 km for non-directional facilities. New changes to the FCC critical distances are calculated based on the AM transmission Movement Method Proof evaluation.)

This site was evaluated against the FCC's AM antenna database using the Movement Method proof calculations and no further action is required.

MARKING AND LIGHTING

FAA Advisory Circular 70/7460-1:

Marking and lighting is not required for this structure.

RECOMMENDATIONS

This site was evaluated in accordance with the requirements specified by the FAA under Federal Aviation Rules part 77, and found not to be a hazard to air navigation.

This site is near a private airport, therefore the airport will not be protected by the FAA.

ASAC has reviewed the site in reference to the private use airport using the standard IFR and VFR approach surfaces, that the FAA would use if this were a public use VFR airport. The IFR approach surface would be the most restrictive and is at 3 degree. There are trees that need to be considered, about 100' AGL, located 600' from the runway. Using the IFR most restrictive approach would put an aircraft over the proposed tower at a height of 411'

AGL over the site. The Federal Aviation Regulations state an aircraft operating under VFR conditions, should remain over 400' AGL until within ¼ mile of the runway.

The comments that were passed to us were about considerations during low visibility flight conditions. We often recommend, when these situations come up , to installing a dual red light system. We also recommend that the airport operators monitor the red lighting system and report outages to the tower owner. This helps the users of the airport and reduces the cost of a monitoring system to the tower owners.

This would put an aircraft 200' higher than the tower which is a very safe buffer for VFR operations.



3 Degree

Trees