

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information		Staff Assigned Case No.: _____	
Project Name: T-Mobile Lighthouse Baptist Church Project			
Project Description: T-Mobile is proposing to construct a 55' monopine in the parking lot			
Project Address: 5350 Pembroke Drive, Reno, NV			
Project Area (acres or square feet): 900 sf - 30' x 30' lease area			
Project Location (with point of reference to major cross streets AND area locator): South of Pembroke Drive, approximately .4 mile from S. McCarran Blvd.			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
021-140-20	4 acres		
Section(s)/Township/Range: Section 21, T19, R20, MDM, Washoe County, NV			
Indicate any previous Washoe County approvals associated with this application: Case No.(s). AC15-003; SPW11-37-95			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Lighthouse Baptist Church Reno		Name:	
Address: 5350 Pembroke Drive Reno, NV		Address:	
Zip: 89502		Zip:	
Phone: 775-356-7535		Phone:	
Fax:		Fax:	
Email: pastor@lbcreno4christ.com		Email:	
Cell:		Cell:	
Other:		Other:	
Contact Person: Pastor Randy Ralston		Contact Person:	
Applicant/Developer:		Other Persons to be Contacted:	
Name: T-Mobile - Attn: Karen Lienert		Name:	
Address: 1755 Creekside Oaks Drive #190 Sacramento, CA		Address:	
Zip: 95833		Zip:	
Phone: 916-834-0834		Phone:	
Fax: 916-404-4149		Fax:	
Email: landmarkconsulting@sbcglobal.net		Email:	
Cell:		Cell:	
Other:		Other:	
Contact Person: Karen Lienert		Contact Person:	
For Office Use Only			
Date Received:		Planning Area:	
Initial:		Master Plan Designation(s):	
County Commission District:		Regulatory Zoning(s):	
CAB(s):			

Property Owner Affidavit

Applicant Name: Lighthouse Bayfront Condominium

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
COUNTY OF WASHOE)

I, RANDY RALSTIN
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

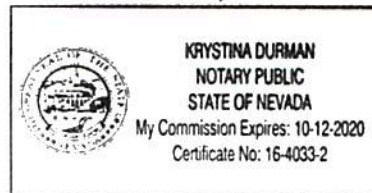
Assessor Parcel Number(s): _____

Printed Name RANDY RALSTIN
Signed [Signature]
Address 2085 PLUMAS ST.
RENO, NV 89509

Subscribed and sworn to before me this 11 day of August, 2018.

[Signature]
Notary Public in and for said county and state
My commission expires: 10-12-20

(Notary Stamp)



*Owner refers to the following: (Please mark appropriate box.)

- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Power of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

Lighthouse Baptist Church

Randy Ralstin, Pastor

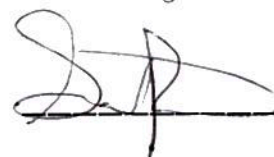
A church you can finally call HOME!

*A Beacon of HOPE...
...in a city of darkness*

The undersigned, being the Chairman of the Deacons of Lighthouse Baptist Church...a non-profit organization, under section 501 (c)(3) of the Internal Revenue Code, organized and existing under the laws of the State of Nevada (herein the "Corporation") hereby certifies that the following resolution was duly approved and adopted by the Board of Deacons for the Corporation: "Be it resolved that Randy Harmon Ralstin, as President/CEO of Lighthouse Baptist Church, is hereby authorized to sign in the name and on behalf of the Corporation all duly authorized contracts, deeds and other instruments, including acceptance of gifts, bequests and devises to the Corporation. Any such instrument may also be signed in the name and on behalf of the Corporation by the Chairman of the Board of Deacons or any other person designated for that purpose by the Pastor or Board of Deacons.

The term "Contract" is defined, broadly, to secure any document intended to set forth an agreement or arrangement between the Corporation and an outside party. It is the responsibility of anyone who presents a Contract for signature and who signs a Contract in the name of the Corporation to read and understand the terms of the Contract, assure that the Contract has been reviewed and approved as set forth in this Policy and the business terms of the Contract are fair and reasonable to the Corporation.

This resolution is adopted affective this 8th day August 2018.



By: Sam Pennington
(Chairman of the Deacons)



By: Stella Ralstin
(Financial Secretary)

5350 Pembroke Drive — Reno, NV 89502
(775)356-7535 — LBCreno@gmail.com

Bus Ministry

Youth Ministry

Christ Honoring Music

Children's Church

Adult Bible Classes

Relevant Bible Messages

*Separated
Soulwinning
K.J.V.
Bible Believing
Independent
Fundamental
Old-Fashioned
Non-charismatic
Baptist Church*



Special Use Permit Application Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to special use permits may be found in Article 810, Special Use Permits.

1. What is the type of project being requested?

T-Mobile is proposing to construct a stealth monopine tower. The height of the structure will be 55'. There will be a block wall constructed around the lease area which will be stuccoed and painted to match the church.

2. What currently developed portions of the property or existing structures are going to be used with this permit?

Lighthouse Baptist Church is currently operating on the property.

3. What improvements (e.g. new structures, roadway improvements, utilities, sanitation, water supply, drainage, parking, signs, etc.) will have to be constructed or installed and what is the projected time frame for the completion of each?

Telephone and electrical will be brought to the enclosure. Radio cabinets will be installed within the 30' x 30' enclosure. A 55' tall monopine structure will be constructed with antennas to be installed at the top.

4. What is the intended phasing schedule for the construction and completion of the project?

The construction will take approximately six weeks and will start upon receipt of necessary permits.

5. What physical characteristics of your location and/or premises are especially suited to deal with the impacts and the intensity of your proposed use?

The existing property is a non-residential use in a residential area, and will allow T-Mobile to provide wireless phone service to a residential area while minimizing impact to residents.

6. What are the anticipated beneficial aspects or effects your project will have on adjacent properties and the community?

Improved wireless coverage for customers in addition to the emergency service providers who service this area.

7. What will you do to minimize the anticipated negative impacts or effect your project will have on adjacent properties?

The use of a monopine stealth structure, constructing an enclosure that will match the church building and the addition of landscaping to screen the enclosure.

8. Please describe operational parameters and/or voluntary conditions of approval to be imposed on the project special use permit to address community impacts:

This is an unmanned facility so the community will not be impacted on a daily basis.

9. How many improved parking spaces, both on-site and off-site, are available or will be provided? (Please indicate on site plan.)

This is an unmanned facility and no parking is being proposed for this project.

10. What types of landscaping (e.g. shrubs, trees, fencing, painting scheme, etc.) are proposed? (Please indicate location on site plan.)

The existing site location is landscaped and has mature trees that will provide screening. T-Mobile is proposing the addition of oleanders outside of the enclosure to screen the enclosure walls.

11. What type of signs and lighting will be provided? On a separate sheet, show a depiction (height, width, construction materials, colors, illumination methods, lighting intensity, base landscaping, etc.) of each sign and the typical lighting standards. (Please indicate location of signs and lights on site plan.)

There will be a motion sensed light installed at the radio cabinets inside the enclosure, however they will not be visible outside of the stucco enclosure. The required filing has been made with the FAA to determine if there will be any lighting requirements for airport safety.

12. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that apply to the area subject to the special use permit request? (If so, please attach a copy.)

Yes No

13. Utilities:

a. Sewer Service	n/a
b. Electrical Service	NV Energy
c. Telephone Service	Charter Communications
d. LPG or Natural Gas Service	n/a
e. Solid Waste Disposal Service	n/a
f. Cable Television Service	n/a
g. Water Service	n/a

For most uses, the Washoe County Code, Chapter 110, Article 422, Water and Sewer Resource Requirements, requires the dedication of water rights to Washoe County. Please indicate the type and quantity of water rights you have available should dedication be required: n/a - unmanned

h. Permit #		acre-feet per year	
i. Certificate #		acre-feet per year	
j. Surface Claim #		acre-feet per year	
k. Other #		acre-feet per year	

l. Title of those rights (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources):

n/a - unmanned facility

14. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Protection - Station 37 - 3255 Hidden Valley Dr.
b. Health Care Facility	n/a
c. Elementary School	n/a
d. Middle School	n/a
e. High School	n/a
f. Parks	n/a
g. Library	n/a
h. Citifare Bus Stop	n/a

Special Use Permits Development Application Submittal Requirements

1. **Fees:** See Master Fee Schedule. **Bring payment with your application to Community Service Department (CSD). Make check payable to Washoe County.**
2. **Development Application:** A completed Washoe County Development Application form.
3. **Owner Affidavit:** The Owner Affidavit must be signed and notarized by all owners of the property subject to the application request.
4. **Proof of Property Tax Payment:** The applicant must provide a written statement from the Washoe County Treasurer's Office indicating all property taxes for the current quarter of the fiscal year on the land have been paid.
5. **Application Materials:** The completed Special Use Permit Application materials.
6. **Title Report:** A preliminary title report, with an effective date of no more than one hundred twenty (120) days of the submittal date, by a title company which provides the following information:
 - Name and address of property owners.
 - Legal description of property.
 - Description of all easements and/or deed restrictions.
 - Description of all liens against property.
 - Any covenants, conditions and restrictions (CC&Rs) that apply.

Submit Title Report with "Original Packet" only. You may be requested to provide additional copies, but do not include Title Report in other copies of the packet.

7. **Proposed Site Plan Specifications (Special Use Permit and Stables):**
 - a. Lot size with dimensions drawn using standard engineering scales (e.g. scale 1" = 100', 1" = 200', or 1" = 500') showing all streets and ingress/egress to the property.
 - b. Show the location and configuration of all proposed buildings (with distances from the property lines and from each other), all existing buildings that will remain (with distances from the property lines and from each other), all existing buildings that will be removed, and site improvements on a base map with existing and proposed topography expressed in intervals of no more than five (5) feet.
 - c. Show the location and configuration of wells and well houses, septic systems and leach fields, overhead utilities, water and sewer lines, and all easements.
 - d. Show locations of parking, landscaping, signage and lighting.
 - e. The cross sections of all rights-of-way, streets, alleys or private access ways within the proposed development, proposed name and approximate grade of each, and approximate radius of all curves and diameter of each cul-de-sac.
8. **Existing Site Specifications (Special Use Permit and Stables):**
 - a. Map to be drawn using engineering scales (e.g. scale 1" = 20', 1" = 40', or 1" = 100') showing all streets and ingress/egress to the property.
 - b. Property boundary lines, distances and bearings.
 - c. Contours at five (5) foot intervals or two (2) foot intervals where, in the opinion of the County Engineer, topography is a major factor in the development.
 - d. Indication of prominent landmarks, rock outcroppings, and natural foliage which will be deciding considerations in the design of the development.

- e. The width and approximate location of all existing or proposed easements, whether public or private, for roads, drainage, sewers, irrigation, or public utility purposes.
- f. Location and size of any land to be reserved or dedicated for parks, recreation areas, common open space areas, schools or other public uses.
- g. If any portion of the land within the boundary of the development is subject to inundation or storm water overflow, as shown on the adopted Federal Emergency Management Agency's Flood Boundary and Floodway Maps, that fact and the land so affected shall be clearly shown on the map by a prominent note on each sheet, as well as width and direction of flow of each water course within the boundaries of the development.
- h. The location and outline to scale of each existing building or structure to remain in the development.
- i. Existing roads, trails or rights-of-way within the development shall be designated on the map. Topography and existing developments within three hundred (300) feet must also be shown on the map.
- j. Vicinity map showing the proposed development in relation to Interstate 80, Highway 395, I-580, or a major arterial. The vicinity map shall also include a north arrow.
- k. Date, scale, and number of each sheet in relation to the total number of sheets, and the name of the person preparing the plans.
- l. Location of snow storage areas sufficient to handle snow removed from public and private street, if above 5,500 feet.
- m. All known areas of potential hazard (and the basis for delineation) including, but not limited to, earth slide areas, avalanche areas or otherwise hazardous slopes, shall be clearly designated on the map. Additionally, active fault lines (post-Holocene) shall be delineated on the map.
- n. Location of areas with slopes greater than fifteen percent (15%) and thirty percent (30%).
- o. Boundary of any wetland areas and/or floodplains within the project site.
- p. Note by the project engineer or design professional indicating compliance with all applicable provisions of the Washoe County Development Code.
- q. Significant Hydrological Resources. Indicate the critical and sensitive buffer zones according to Article 418 of the Washoe County Development Code.

9. **Site Plan Specifications (Grading):**

- a. Vicinity map showing the proposed project in relation to Interstate 80, Highway 395, I-580, or a major arterial. The vicinity map may be part of the site plan.
- b. Date, north arrow, scale, and number of each sheet in relation to the total number of sheets, and the name of person preparing the plans.
- c. Location and limits of all work to be done.
- d. Existing contours and proposed contours.
- e. Location of all proposed and existing structures.
- f. Location of any structures on adjacent parcels that are within fifteen (15) feet of the work site's parcel boundary.
- g. Existing draining (natural and man-made) and proposed drainage patterns.
- h. Sufficient elevation data to show the drainage will work as proposed.
- i. Quantities of excavation, fill and disturbed surface area shall be calculated and shown on the site plan. **Areas under buildings and pavement need not be included in these calculations.**

- j. Quantities of material proposed to be removed from the site must be shown. The proposed disposal area and the disposition of fill must be noted on the plan.
 - k. Limiting dimensions of cut and fill.
 - l. Proposed BMPs (Best Management Practices) for controlling water and wind erosion if a disturbed area is left undeveloped for more than thirty (30) days.
 - m. Cut and fill slopes setback from the property boundary.
 - n. Structure setbacks from a slope.
 - o. Location of areas with existing slopes greater than fifteen percent (15%) and thirty percent (30%).
 - p. Boundary of any wetland areas and/or floodplains within the project site.
 - q. Significant Hydrologic Resources. Indicate the critical and sensitive buffer zones according to Article 418 of the Washoe County Development Code.
- 10 **Grading:** In accordance with the grading provisions of Washoe County Code, Article 438, if the thresholds for a grading permit are met or exceeded, the grading plans shall indicate the existing and proposed grades, slope treatments (i.e. rip rap, erosion control, etc.) and drainage channels and the direction of flow. **Cross sections must be provided at a minimum of two key locations.**
11. **Traffic Impact Report (Special Use Permit and Stables):** Traffic impact reports are required whenever the proposed development project will generate 80 or more weekday peak hour trips as determined using the latest edition Institute of Transportation Engineers (ITE) trip generation rates or other such sources as may be accepted by Engineering and Capital Projects with less than 200 peak hour trips may not need to perform an impact analysis for future years. Traffic consultants are encouraged to contact Engineering and Capital Projects staff prior to preparing a traffic impact report.
12. **Landscaping:** Landscape plans may be required, for **stables**. Landscape plans may include: a soils evaluation; color and type of building material, such as fencing material; type of plant material; location of plant material and proposed maintenance schedule; size of plant material at planting and size of plant material at full maturation; type and amount of mulch material; and an irrigation plan.
- a. **Planting Plan Specifications:** The planting plan must include all necessary information to satisfy Washoe County Code Section 110.412.60, Planting Standards.
 - Proposed Tree Locations. Individual trees shall be graphically depicted in the proposed locations; trees shall be identified as either evergreen or deciduous; trees shall be individually labeled or coded and cross referenced to the proposed plant species in the plant legend.
 - Proposed Plant Material. The preliminary plan must identify where, and a square footage amount for, one or all of the following items: trees, mulch (rock, DG or bark), seeded areas, etc.
 - Existing On-Site Vegetation. In the case of large strands of trees and shrubs, individual locations may be identified with a revision cloud symbol. Smaller numbers or strands of trees (six (6) inch caliper and greater) shall be identified individually. Shrub areas and other forms of vegetation such as grasses shall be identified with a revision cloud symbol.
 - Plant Legend. Legend shall include all proposed plant material, including the following: common name, botanical name, size at planting, spacing and quantity (of trees only).
 - Landscape Area Legend. A summary of proposed areas and their square footages shall include: lawn, existing and or proposed paving, existing trees to be preserved, existing trees to be removed and the amount of proposed shrubs.
 - b. **Irrigation Plan Specifications:** The irrigation plan must include all necessary information to satisfy Washoe County Code Section 110.412.65, Irrigation Standards.

- Location, size, and specifications of water source(s), water mains, meter(s), valves, and the controller.
 - Temporary or permanent water irrigation systems.
 - Specifications of irrigation equipment identified by manufacturer's name and equipment identification number.
 - An approved backflow prevention device is required on all landscape irrigation systems.
13. **Signage Plan:** The signage plans shall include sign elevations and delineate location, height, style, dimensions, intensity of sign lighting and finish of any proposed signage:
14. **Lighting Plan:** Show the location and configuration of all proposed exterior lighting including a detail of the parking lot light fixtures, pole heights, security lighting, and wall mounted illumination fixtures. Parking lot areas shall be depicted showing lumen isolines demonstrating compliance with the provisions of the Washoe County Development Code.
15. **Building Elevations:** All buildings and structures including fences, walls, poles and monument signs proposed for construction within the project shall be clearly depicted in vertical architectural drawings provided in accurate architectural scale. All architectural elevations from all building faces shall be presented.
16. **Packets:** Six (6) packets and a flash drive or DVD. One (1) packet must be labeled "Original" and must include the fee schedule (including the appropriate fees) and the original signed and notarized Owner Affidavit. Each packet shall include an 8.5" x 11" reduction of any applicable site plan, development plan, and/or application map. These materials must be readable. Labeling on these reproductions should be no smaller than 8 point on the 8½ x 11" display. Four (4) of the application packets shall include large format maps; the rest of the packets shall include either 8.5" x 11" or 11" x 17" maps. Large format sheets should be included in a slide pocket(s). Any specialized reports identified above shall be included as attachments or appendices and be annotated as such.

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- Notes:
- (i) Application and map submittals must comply with all specific criteria as established in the Washoe County Development Code and/or the Nevada Revised Statutes.
 - (ii) Appropriate map engineering and building architectural scales are subject to the approval of Planning and Building and/or Engineering and Capital Projects.
 - (iii) All oversized maps and plans must be folded to a 9" x 12" size.
 - (iv) **Labels:** The applicant is required to submit three (3) sets of mailing labels for every tenant residing in a mobile home park that is within five hundred (500) feet of the proposed project (or within seven hundred fifty (750) feet of the proposed project if the proposed project is a project of regional significance).
 - (v) Based on the specific nature of the development request, Washoe County reserves the right to specify additional submittal packets, additional information and/or specialized studies to clarify the potential impacts and potential conditions of development to minimize or mitigate impacts resulting from the project. **No application shall be processed until the information necessary to review and evaluate the proposed project is deemed complete by the Director of Planning and Building.**
 - (vi) Please be advised that the Washoe County Director of Planning and Building or his designee, Washoe County Board of Adjustment, and/or Washoe County Planning Commission have the ability to determine an application incomplete if they cannot ascertain what the applicant is requesting, or if there is insufficient information to determine a favorable outcome.

Account Detail

[Back to Account Detail](#)

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Washoe County Parcel Information

Parcel ID	Status	Last Update
02114020	Active	8/14/2018 2:06:26 AM
Current Owner: LIGHTHOUSE BAPTIST CHURCH RENO 5350 PEMBROKE DR RENO, NV 89502		SITUS: 5350 PEMBROKE DR WCTY NV
Taxing District 4000	Geo CD:	
Legal Description		
SubdivisionName _UNSPECIFIED Township 19 Range 20 Section 21		

Tax Bill (Click on desired tax year for due dates and further details)

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2018	\$35.32	\$0.00	\$0.00	\$0.00	\$35.32
2017	\$35.87	\$35.87	\$0.00	\$0.00	\$0.00
2016	\$28.79	\$28.79	\$0.00	\$0.00	\$0.00
2015	\$41.14	\$41.14	\$0.00	\$0.00	\$0.00
2014	\$36.80	\$36.80	\$0.00	\$0.00	\$0.00
Total					\$35.32

Important Payment Information

- **ALERTS:** If your real property taxes are delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office for the current amount due.
- **Monday, August 20, is the due date for the first installment of 2018/19 property taxes. Payments will be accepted without penalty through August 30, 2018.**
- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a service fee does apply for online credit card payments. See [Payment Information](#) for details.

Pay Online

Payments will be applied to the oldest charge first.

Select a payment option:

- Total Due \$35.32
 Partial

[ADD TO CART](#)

Cart: \$0.00

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
P.O. Box 30039
Reno, NV 89520-3039

Overnight Address:
1001 E. Ninth St., Ste D140
Reno, NV 89512-2845

 **Payment Information**

 **Special Assessment District**

 **Installment Date Information**

 **Assessment Information**

SITE LEASE AGREEMENT

This SITE LEASE AGREEMENT (this "Agreement") is effective the date of the last signature on this Agreement (the "Effective Date") by and between Lighthouse Baptist Church, a Nevada corporation, aka Lighthouse Baptist Church of Reno, a Nevada corporation, ("Landlord") and T-Mobile West LLC, a Delaware limited liability company ("Tenant").

Landlord and Tenant agree to the following:

1. **Property Description.** Landlord is the owner of the real property located at 5350 Pembroke Drive, Reno, NV 89502 as further described on Exhibit A (the "Property"). The Property includes the premises which is comprised of approximately 200 square feet plus any additional portions of the Property which Tenant may require for the use and operation of its facilities as generally described on Exhibit B (the "Premises"). Tenant reserves the right to update the description of the Premises on Exhibit B to reflect any modifications or changes.

2. **Option.**

a) Landlord grants to Tenant an option to lease the Premises on the terms and conditions described in this Agreement (the "Option"). The Option shall commence on the Effective Date and shall continue for a period of one (1) year (the "Option Period"). As additional consideration for this Agreement, Tenant shall pay to THIS LANGUAGE HAS BEEN REMOVED Upon Tenant's exercise of the Option, this Agreement will constitute a lease of the Premises on the terms and conditions described below (the "Lease").

b) If the Option has not been so exercised, it shall be automatically extended for one (1) additional period of twelve (12) months (the "Renewal Option Period"), unless Tenant gives written notice to Landlord prior to the expiration of the initial Option Period. THIS LANGUAGE HAS BEEN REMOVED

(30) days of the commencement of the Renewal Option Period, which amount will be non-refundable.

c) Should Tenant fail to exercise the Option or any extension thereof within the Option Period or Renewal Option Period, if any, all rights and privileges granted hereunder shall be deemed completely surrendered, the Option terminated, and Landlord shall retain all money paid for the Option, and no additional money shall be payable by either Party to the other.

3. **Landlord Cooperation.** During the Option Period, the Renewal Option Period, if any, and Term (as defined below), Landlord shall cooperate with Tenant's due diligence activities, at Tenants expense, which shall include, but not be limited to, access to the Property for inspections, testing, permitting related to the Permitted Uses (as defined below). Landlord authorizes Tenant at no cost to Landlord, to sign, file, submit and obtain all zoning, land use and other applications for permits, licenses and approvals required for the Permitted Uses from all applicable governmental and quasi-governmental entities (collectively, the "Governmental Approvals"), and to the fullest extent necessary, Landlord grants Tenant and its agents power of attorney to take all such actions on behalf of and in the name of Landlord. Landlord's cooperation shall include the prompt execution and delivery of any documents necessary to obtain and maintain Government Approvals or utility services. Additionally, Landlord shall not take any actions which are in conflict with or interfere with Tenant's

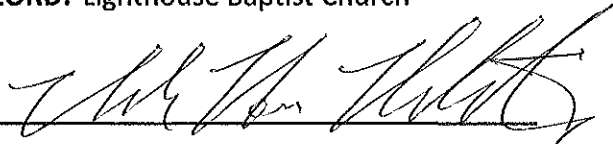
a) Tenant may terminate this Agreement without further liability, upon thirty (30) days prior written notice to Landlord, for any of the following reasons: (i) changes in local or state laws or regulations which adversely affect Tenant's ability to operate; (ii) a Federal Communications Commission ("FCC") ruling or regulation that is beyond the control of Tenant; (iii) technical or economic reasons; or (iv) if Tenant is unable to obtain any Governmental Approval required for the construction or operation of Tenant's Antenna Facilities. Upon ninety (90) days prior written notice to Landlord, Tenant may terminate this Agreement for any or no reason, provided that if Tenant terminates this Agreement for no reason, Tenant shall pay to Landlord an amount equal to six (6) months of the then current Rent as liquidated damages. No termination or cancellation of this Lease pursuant to this Section 11 shall release Tenant from any liability or obligation with respect to any matter occurring prior to such termination, nor shall such termination or cancellation release Tenant from its obligation and liability herein to remove its Antenna Facilities and restore the Premises to its condition prior to Tenant's installation, reasonable wear and tear and casualty from the elements excepted. Any claims related to the condition of the Premises must be presented by Landlord in writing to Tenant within ninety (90) days after Tenant's removal of its Antenna Facilities, or Landlord shall be deemed to have irrevocably waived any and all such claims.

b) In the event Tenant fails to remove its Antenna Facilities as provided in this Lease, the Landlord shall have the right, but not the obligation, after giving thirty (30) days' prior written notice to Tenant, said notice being in addition to such other notice requirements as may be required by this Lease, to remove from the Property all of Tenant's personal property located therein, and may store the same in any place selected by Landlord, including, but not limited to, a public warehouse at the expense and risk of Tenant. If the Landlord removes Tenant's property as provided under this Lease, it shall immediately provide Tenant written notice of such removal, and notice of Tenant's right to redeem the property after payment of any sums due the Landlord, including the Landlord's costs of removal and storage. If Tenant does not redeem the property, Landlord shall have the right to sell such stored property. If such property has thereafter been stored for a period of thirty (30) days or more and then sold, the proceeds of such sale shall be applied first to the cost of the sale, second to the payment of the charges for storage, if any, and third to the payment of any other sums of money which may then be due from Tenant to the Landlord under any terms hereof, the balance, if any, to be paid to Tenant.

12. Casualty and Condemnation. If the Premises or Antenna Facilities are damaged or destroyed by wind, fire or other casualty, Tenant shall be entitled to negotiate, compromise, receive and retain all proceeds of Tenant's insurance and other claims and Tenant may terminate the Lease by written notice to Landlord. If the Premises, any Easements or Antenna Facilities are taken or condemned by power of eminent domain or other governmental taking, then: (a) Tenant shall be entitled to negotiate, compromise, receive and retain all awards attributable to (i) the Antenna Facilities, (ii) Tenant's leasehold interest in the Property, (iii) any moving or relocation benefit available to Tenant and (iv) any other award available to Tenant that is not attributable to Landlord's title to or interest in the Property. If the Antenna Facilities are not operational due to casualty or condemnation, Tenant shall have the right to abate the Rent for that period time. In addition, Tenant may terminate the Lease by written notice to Landlord.

13. Default and Right to Cure. Except as otherwise specified in this Agreement, a party shall be deemed in default under this Agreement if it fails to make any payment, or to perform any obligation required of it within any applicable time period specified and does not commence curing such breach within thirty (30) days after receipt of written notice of such breach from the non-defaulting party ("Default"). This Agreement, or Tenant's rights of possession shall not be terminated due to any Tenant Default unless: (a) the Default is material; (b) Landlord shall have given Tenant not less than thirty (30) days prior written notice, after the

LANDLORD: Lighthouse Baptist Church

By: 

Printed Name: Randy Harmon Ralstin

Title: President/CEO

Date: 11/2/15

TENANT: T-Mobile West LLC

By: 

Printed Name: Daniel Paul

Title: Area Director, Network Eng-Ops

Date: 11/13/2015



T-Mobile Legal Approval

Alternative Site Analysis

In choosing new coverage sites the first thing that is looked for are collocation tower opportunities. Within the coverage for this site there were no existing towers identified.

The second alternative is to look for any structure that is tall enough to not require the construction of a new tower. There were no transmission lines or building tall enough to provide the required rad center.

Once it was identified that a new structure was required, we explored several options. The sites that were considered are:

- The City of Reno was contacted to potentially install a new tower at the City golf course. The City was not interested.
- Washoe County was contacted regarding an installation with Hidden Valley Regional Park. Washoe County's Regional Open Space & Natural Resource Management Plan has policies in place that do not allow for these facilities within its parks. Furthermore, there are policies in place that require these facilities to be a minimum of 750 feet away from regional trails systems.
- Truckee Meadows Water Authority was contacted regarding possible construction at their water tank facility. We met with the water agency on site and their space was very limited. In addition they did not have adequate power on site and did not have required telephone facilities. We contacted the adjacent neighbor to discuss the potential for a utility easement and they were not interested. Additionally, the impact of bringing the required utilities to the water tank would be significant.
- The owners of 7415 Native Dancer Place were contacted due to the fact that their parcel is 40 acres. Utilities to the site were an issue and the owners were not interested
- Lighthouse Baptist Church was identified due to the fact that it is a large parcel and a non-residential use in a primarily residential area

Power Density Results for Rocklin Site

	Carrier 1	Carrier 2	Carrier 3	Carrier 4	Carrier 5
Carrier Name	M	M	M	M	M
Freq (MHz)	100	100	100	2100	700
ERP per radio (W)	54	72	4113	435	101
Number of radios	4	4	4	4	4
Rad Center Line (ft)	30	30	30	30	30

Power Density (mW/cm ²)	T-Mobile	T-Mobile	T-Mobile	T-Mobile	T-Mobile	Total	% of ANSI STD.
Base of Tower	2.51E-02	3.00E-02	2.07E-01	2.202E-01	5.135E-02	5.44E-01	0.33
100 feet from tower	2.354E-03	3.030E-03	1.71E-02	1.1E-02	4.240E-03	4.47E-02	4.00
1000 feet from Tower	2.03E-04	2.21E-04	1.45E-03	1.573E-03	3.00E-04	3.00E-03	0.43
% ANSI Std. at base of tower	2.51	3.00	20.7	22.017	11.004		

□

□

Notice of Proposed Construction or Alteration - Off Airport


[Add a new Case Off Airport - Desk Reference Guide V_2017.4.0](#)

[Add a New Case Off Airport for Wind Turbines - Met Towers - Desk Reference Guide V_2017.4.0](#)

Project Name: T-MOB-000481973-18	Sponsor: T-Mobile West, LLC. - SC
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Details for Case : SC14011B

[Show Project Summary](#)

Case Status		Date Accepted: 08/06/2018	
ASN: 2018-AWP-12893-OE		Date Determined:	
Status: Accepted		Letters: None	
		Documents: 08/06/2018  SC14011B_Complan...	
Public Comments: None		Project Documents: None	
Construction / Alteration Information		Structure Summary	
Notice Of: Construction		Structure Type: Crane	
Duration: Temporary		Structure Name: SC14011B	
<i>if Temporary :</i> Months: 18 Days: 0		FDC NOTAM:	
Work Schedule - Start:		NOTAM Number:	
Work Schedule - End:		FCC Number:	
<i>*For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.</i>		Prior ASN:	
State Filing: Not filed with State		Proposed Frequency Bands	
Structure Details		Select any combination of the applicable frequencies/powers identified in the Colo Void Clause Coalition, Antenna System Co-Location, Voluntary Best Practices, effective 21 Nov 2007, to be evaluated by the FAA with your filing. If not within one of the frequency bands listed below, manually input your proposed frequency(ies) and power using the Add Specific Frequency link.	
Latitude: 39° 29' 43.29" N		Add Specific Frequency	
Longitude: 119° 44' 28.91" W		Low Freq	High Freq
Horizontal Datum: NAD83			
Site Elevation (SE): 4394 (nearest foot) PASSED			
Structure Height (AGL): 75 (nearest foot)			
Current Height (AGL): (nearest foot)			
<i>* For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal</i>			
Minimum Operating Height (AGL): 55 (nearest foot)			
<i>* For aeronautical study of a crane or construction equipment the maximum height should be listed above as the Structure Height (AGL). Additionally, provide the minimum operating height to avoid delays if impacts are identified that require negotiation to a reduced height. If the Structure Height and minimum operating height are the same enter the same value in both fields.</i>			
Requested Marking/Lighting: None			
	Other :		
Recommended Marking/Lighting:			
Current Marking/Lighting: N/A Proposed Structure			
	Other : <input type="text"/>		
Nearest City: Reno			
Nearest State: Nevada			
Description of Location: New wireless telecommunications facility located at 5350 Pembroke Drive, Reno, Nevada			
Description of Proposal: install new CMU wall enclosure, new 55' monopine, 6 new antennas, 3 new RRUs, 1 new equipment cabinet, 2 new 6x12 hybrid cables, 1 new concrete pad, new landscaping, and new power/fiber conduits			



Notice of Proposed Construction or Alteration - Off Airport

[Add a new Case Off Airport - Desk Reference Guide V_2017.4.0](#)

[Add a New Case Off Airport for Wind Turbines - Met Towers - Desk Reference Guide V_2017.4.0](#)

Project Name: T-MOB-000481973-18	Sponsor: T-Mobile West, LLC. - SC
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Details for Case : SC14011B

[Show Project Summary](#)

<p>Case Status</p> <p>ASN: 2018-AWP-12892-OE</p> <p>Status: Accepted</p> <p>Public Comments: None</p>		<p>Date Accepted: 08/06/2018</p> <p>Date Determined:</p> <p>Letters: None</p> <p>Documents: 08/06/2018 SC14011B Lighthou... 08/06/2018 SC14011B_Complian...</p> <p>Project Documents: None</p>																																																																																																																																																																																					
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If the Structure Height and minimum operating height are the same enter the same value in both fields.</i></p> <p>Requested Marking/Lighting: None</p> <p>Recommended Marking/Lighting: Other :</p> <p>Current Marking/Lighting: N/A Proposed Structure</p> <p>Other : <input type="text"/></p> <p>Nearest City: Reno</p> <p>Nearest State: Nevada</p> <p>Description of Location: New wireless telecommunications facility located at 5350 Pembroke Drive, Reno, Nevada</p> <p>Description of Proposal: install new CMU wall enclosure, new 55' monopine, 6 new antennas, 3 new RRUs, 1 new equipment cabinet, 2 new 6x12 hybrid cables, 1 new concrete pad, new landscaping, and new power/fiber conduits</p>		<p>Proposed Frequency Bands</p> <p>Select any combination of the applicable frequencies/powers identified in the Colorado Clause Coalition, Antenna System Co-Location, Voluntary Best Practices, effective 21 Nov 2007, to be evaluated by the FAA with your filing. 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* Federal Airways & Airspace *
* Summary Report: New Construction *
* Antenna Structure *

Airspace User: Remington E Leaver

File: SC14011B

Location: Sparks, NV

Latitude: 39°-29'-43.29" Longitude: 119°-44'-28.91"

SITE ELEVATION AMSL.....4394 ft.
STRUCTURE HEIGHT.....55 ft.
OVERALL HEIGHT AMSL.....4449 ft.
SURVEY HEIGHT AMSL.....4449 ft.

NOTICE CRITERIA

FAR 77.9(a): NNR (DNE 200 ft AGL)
FAR 77.9(b): NR (Exceeds Notice Slope, Maximum: 4444 ft.)
FAR 77.9(c): NNR (Not a Traverse Way)
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for RNO
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for N86
FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required

NNR = Notice Not Required

PNR = Possible Notice Required (depends upon actual IFR procedure)
For new construction review Air Navigation Facilities at bottom
of this report.

**Notice to the FAA is required because height exceeds Notice Slope
criteria.**

The maximum height to avoid notice is 4444 ft AMSL.

OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL
FAR 77.17(a)(2): DNE - Airport Surface
FAR 77.19(a): DNE - Horizontal Surface
FAR 77.19(b): DNE - Conical Surface
FAR 77.19(c): DNE - Primary Surface
FAR 77.19(d): DNE - Approach Surface
FAR 77.19(e): DNE - Approach Transitional Surface
FAR 77.19(e): DNE - Abeam Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: RNO: RENO/TAHOE INTL

Type: A RD: 4485.748 RE: 4399.7
FAR 77.17(a)(1): DNE
FAR 77.17(a)(2): DNE - Height No Greater Than 200 feet AGL.
VFR Horizontal Surface: DNE
VFR Conical Surface: DNE
VFR Primary Surface: DNE
VFR Approach Surface: DNE
VFR Transitional Surface: DNE

.1 RNO CO ON A/G 281.55 6376 -11 NV RNO RTR 1 -

Notice Required. Exceeds Communication Facility EMI Notice Criteria.

.39 RNO ATCT ON A/G 275.97 9260 -63 NV RENO/TAHOE INTERN -

Notice Not Required for Stations operating with an ERP no greater than 3500 watts and frequencies are within the FAA/FCC co-location policy frequency bands. If ERP of 3500 watts is exceeded notice to the FAA is required.

.17 164 RNO LOCALIZER I 110.9 235.38 9582 +29 NV RWY 16R RENO/TAHO

.08 344 AGY LOCALIZER I 109.9 314.67 11041 +16 NV RWY 34L RENO/TAHO

.17 RNO RADAR ON 279.25 11419 -34 NV RENO/TAHOE INTERN -

No Impact. EMI Notice is not required for this structure.

The studied location is within 5 NM of a Radar facility.

The calculated Radar Line-Of-Sight (LOS) distance is: 164 NM.

This location and height is within the Radar Line-Of-Sight.

3.14 FMG VORTAC R 117.9 61.46 27390 -1501 NV MUSTANG -

Alert! IFR Notice is not required for this structure.

Predict within Final Segment of Approach plus Fix Error Area.

Within FAR 77.9 IFR Notice Requirement Area for RNO: VOR-D

The maximum IFR No Notice Height for new construction is: 5700' AMSL.

3.19 RNO CO ON A/G 62.58 27515 -1532 NV RNO RTR 2 -

1.84 KRGX RADAR WXL Y 39.76 122784 -3940 NV RENO WXL -

1.34 SWR VOR/DME R 113.2 232.31 188399 -4401 CA SQUAW VALLEY -

.10 HZN VORTAC R 114.1 87.67 209994 +364 NV HAZEN

CFR Title 47, §1.30000-§1.30004

AM STUDY NOT REQUIRED: Structure is not near a FCC licensed AM station. Movement Method Proof as specified in §73.151(c) is not required.

Please review 'AM Station Report' for details.

Nearest AM Station: KXEQ @ 2522 meters.

Airspace® Summary Version 18.7.510

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08-06-2018

12:04:04



Results for search: **SC14011B**

Search Date: 8/6/2018 2:51:19 PM

Client: T-Mobile Tower Height: 55.0 ft Location: N39-29-43.29 W119-44-28.91 NAD-83

*** CR - FCC Current Rules Search**

Callsign	Distance (km)	Status	Bearing (to)	Bearing (from)	Latitude	Longitude	Electrical Height (deg) @ AM Frequency	Ant. Mode	Freq (kHz)	Hours	Power (kW)	City	State	Distance (in wavelength)	* CR Distance	* CR Electrical Height	*CR FCC Action Criteria Results
KIHM	3.02	L	47.4	227.4	N39-30-50	W119-42-52	18.5	DAN	920	N	0.85	RENO NV	9.27	Negative	Negative	Negative	

New AM Detuning Work Request Form

There are directional antenna AM station(s) within 3.2 km or for non-directional antenna AM station(s) within 1.2 km distances from the coordinates you have entered for your site in our initial "default" search and summarized by AM station and pattern above on the left side tables.

Under the current FCC rules adopted in February of 2014 the submitted coordinates MAY be AM negative based on distance or the tower structure height MAY be below the threshold requiring FCC rules mandated coordination. The results of the search using the current rules FCC criteria which is both distance and structure height based is summarized above on the right side tables by AM station and pattern.

IMPORTANT We will review all existing tower sites which MAY be equipped with legacy AM detuning apparatus installed on them which lie within the former FCC rules distances and now lie outside of the current FCC rules distances. Each site will be reviewed individually in the area between current and former FCC rules to protect you from FCC rules violations.

Current FCC rules do require the maintenance of existing AM detuning systems regardless of distance.

Based on our research if there is no AM detuning installed on an existing tower and there is no overall structure height change taking place we will be sending you a manually generated "AM Negative Certificate" letter or a "No AM Action Required" letter where applicable within a few hours. There is NO CHARGE to you for this review or documents. Existing sites which are found to have AM detuning installed or sites which screen positive for distance and structure height under the current FCC rules and are undergoing a height change of 5 electrical degrees at the affected AM station's operating frequency will receive a proposal (POR) within 48 hours for necessary AM work to assure full compliance. Please continue to Step 2 of the screening process.

Sitesafe allows you to download AM Regulatory Certificates automatically if applicable. We offer downloadable AM compliance certificates for: 1) All building and roof top installations. 2) All new or existing structure types under 58 feet tall. 3) New build (raw land) antenna support structures and towers screening FCC negative under the current rules criteria.

Please click the link if offered to obtain your 58 foot and under structure certificate.

Your submitted overall antenna support structure height is 58 feet or less above ground level (AGL) and qualifies for an automatic AM negative finding regardless of distance and structure type. [Click here](#) to download an AM Compliance Certificate under the current FCC rules. No further AM Actions are required at this time.

For New Build sites and Building Roof Tops sites: Please indicate in "Site Type" pull down menu for Roof Tops/Building Mounted or New Build Structure. A new web page will appear offering the downloadable AM Regulatory Certificate when applicable. New build sites showing any FCC positive returns at the upper right and all existing structure sites not meeting any of the above require completing all of Step 1 and 2. If you have any questions, please send email to AMdetune@sitesafe.com.

Step 1 of 2:

1) Site Type:

You are requesting the work at site type

Clicking on "Roof Top or Building Mounted Antennas" will offer a free pdf download for an AM compliance certificate under current FCC rules.

2) User Type:

You are requesting the work as the

3) Type of Action:

This request pertains to a/an

A new structure (monopole, self-support, guyed, etc.) is being built and construction has not started


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KCKQ 1180    4,000  D  T  12617 313.55  39°-34'-25  119°-50'-
52 SPARKS      NV
KFOY 1060    5,000  D  T  12617 313.55  39°-34'-25  119°-50'-
52 SPARKS      NV
KPLY 630     1,000  D  S  12617 313.55  39°-34'-25  119°-50'-
52 RENO        NV
KHIT 1450    1,000  N  T  12659 313.76  39°-34'-27  119°-50'-
52 RENO        NV
KXTO 1550     94    N  T  12985 314.65  39°-34'-39  119°-50'-
56 RENO        NV

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DEFINITIONS:

SIGNIFICANT MODIFICATION: A significant modification of a tower in the immediate vicinity of an AM station is defined in CFR Title 47, Part 1.30002, as follows;
 (1) any change that would alter the tower's physical height by 5 electrical degrees or more at the AM frequency; or
 (2) in addition or replacement of one or more antennas or transmission lines on a tower that has been detuned or base-insulated.

The addition or modification of an antenna or antenna-supporting structure on a building shall be considered a construction modification subject to the analysis and notice requirements of this subpart if and only if the height of the antenna supporting structure alone exceeds the thresholds in paragraphs (a) and (b) of this section.

CALL SIGN: The Call Sign of the station or application. For applications and construction permits which do not have Call Signs a value of 'NEW' is used.

FREQUENCY: in Kilohertz

POWER: The nominal power of the station, as defined in Section CFR 73.14. This is not necessarily the effective radiated power, the transmitter power, the antenna input power, etc.

ANT MOD: Antenna Mode, The mode of the complete antenna system. Indicates directional or non-directional. (D = Directional and N = Non-Directional)

If a station is directional at one time during a day and non-directional

at another time it is considered to be directional for the purpose of

Movement Method Proof. If the same station has multiple locations these are listed as separate AM stations with the same Call Sign.

PT: The type of antenna pattern which has been notified to (or by) foreign countries.

DIST Meters: This is the calculated distance (in meters) between your proposed site and the latitude/longitude coordinates specified by the FCC data.

Bearing Degrees: This is the true bearing from your proposed site to the station.

LATITUDE: This is the latitude of the AM Station in NAD 1983 coordinates.

LONGITUDE: This is the longitude of the AM Station in NAD 1983 coordinates.

ST: This is the state where the AM Station is located.

The material in this report on AM radio stations was obtained from the FCC who provided the data on an 'as-is' basis. Therefore, Federal Airways & Airspace®

disclaims all warranties with regard to the contents of these files, including

their fitness for your use. In no event shall Federal Airways & Airspace® be

liable for any special, indirect, or consequential damages whatsoever resulting

from loss or use, data or profits, whether in connection with the use or

performance of the contents of these files, action of contract, negligence, or

other action arising out of, or in connection with the use of the contents of

these files. Data conversion of the FCC data from NAD27 to NAD83 was accomplished

using the USGS NADCON210 software program.

 * PUBLIC AIRPORTS IN PROXIMITY OF CASE *

Airspace User: Remington E Leaver

File: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-28.91"

SITE ELEVATION AMSL.....4394 ft.
 STRUCTURE HEIGHT..... 55 ft.
 OVERALL HEIGHT AMSL.....4449 ft.

FACIL	BEARING	DISTANCE
DELTA ARP FAR	To FACIL	IN N.M.
IDENT TYP NAME		
ELEVATION P77		
-----	-----	-----
RNO AIR RENO/TAHOE INTL	280.44	1.261
+35 YES		

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) but EXCEEDS FAR 77.9(b) Notice Criteria for this airport. You must notify the Federal Aviation

Administration using a FAA Form 7460-1 a minimum of 30 days prior to your construction start date. As a minimum, please review reports for FAR Part Obstruction Surfaces, Air Navigation and Communication facilities.

EXCEEDS FAR 77.9(b)(1) Notice Criteria by: 5 feet.

You are 4485 feet from the nearest runway threshold and the threshold elevation is 4400 feet. Please review runway analysis for remaining airport surfaces.

This airport has both Circling and Straight-In Instrument Procedures.

Please review published US Terminal (TERPS®) Approach Procedures for this landing facility.

DNE FAR 77.9 IFR Straight-In Notice Criteria for RNO

Category 'D' Circling Approach Area extends 3.78 NM from each runway.

FACIL	BEARING	DISTANCE
DELTA ARP FAR	To FACIL	IN N.M.
IDENT TYP NAME		
ELEVATION P77		
N86 AIR SPANISH SPRINGS	4.05	10.562
-171 YES		

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 62497 feet from the nearest runway threshold and the threshold elevation is 4600 feet. Please review runway analysis for remaining airport surfaces.

This facility has a circling approach procedure. Circling procedures have a Straight-In segment. The site can be out of the circling approach area and still be in the straight in approach segment. Please review published US Terminal Procedures for this landing facility to determine what impact (if any) this site has on the procedure(s) and/or airport.

DNE 77.9 IFR Straight-In Notice Criteria N86

Category 'A' Circling Area extends 1.30 NM from all runways.
 Category 'B' Circling Area extends 1.84 NM from all runways.
 Category 'C' Circling Area extends 2.89 NM from all runways.
 Category 'D' Circling Area extends 3.78 NM from all runways.
 Category 'E' Circling Area extends 4.73 NM from all runways.

FACIL	BEARING	DISTANCE
DELTA ARP FAR	To FACIL	IN N.M.
IDENT TYP NAME		
ELEVATION P77		
RTS AIR RENO/STEAD	328.87	12.1
-601 YES		

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 70098 feet from the nearest runway threshold and the threshold elevation is 5044 feet. Please review runway analysis for remaining airport surfaces.

This facility has a circling approach procedure. Circling procedures have a Straight-In segment. The site can be out of the circling approach area and still be in the straight in approach segment. Please review published US Terminal Procedures for this landing facility to determine what impact (if any) this site has on the procedure(s) and/or airport.

DNE 77.9 IFR Straight-In Notice Criteria RTS

Category 'B' Circling Approach Area extends 1.84 NM from each runway.

FACIL	BEARING	DISTANCE
DELTA ARP FAR IDENT TYP NAME	To FACIL	IN N.M.
ELEVATION P77		
-----	-----	-----
-----	-----	-----
A34 AIR DAYTON VALLEY AIRPARK	150.76	17.668
+35 YES		

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 107172 feet from the nearest runway threshold and the threshold elevation is 4414 feet. Please review runway analysis for remaining airport surfaces.

No Circling or Straight-In Instrument Approach Procedures were found

for this landing facility or your proposed location is greater than 10 nautical miles from the airport. No Expected TERPS® impact.

FACIL			BEARING	DISTANCE
DELTA ARP	FAR		To FACIL	IN N.M.
IDENT	TYP	NAME		
ELEVATION	P77			
-----	---	-----	-----	-----
CXP	AIR	CARSON	178.7	18.176
-255	YES			

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 109684 feet from the nearest runway threshold and the threshold elevation is 4705 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

FACIL			BEARING	DISTANCE
DELTA ARP	FAR		To FACIL	IN N.M.
IDENT	TYP	NAME		
ELEVATION	P77			
-----	---	-----	-----	-----
TRK	AIR	TRUCKEE-TAHOE	240.29	21.289
-1452	YES			

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 126464 feet from the nearest runway threshold and the threshold elevation is 5887 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

FACIL	BEARING	DISTANCE
DELTA ARP FAR IDENT TYP NAME	To FACIL	IN N.M.
ELEVATION P77		
-----	-----	-----
SPZ AIR SILVER SPRINGS	103.8	23.448
+184 YES		

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 139997 feet from the nearest runway threshold and the threshold elevation is 4265 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

FACIL	BEARING	DISTANCE
DELTA ARP FAR IDENT TYP NAME	To FACIL	IN N.M.
ELEVATION P77		
-----	-----	-----
N58 AIR TIGER FLD	80.38	23.467
+103 YES		

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 140280 feet from the nearest runway threshold and the threshold elevation is 4326 feet. Please review runway analysis for remaining airport surfaces.

No Circling or Straight-In Instrument Approach Procedures were found for this landing facility or your proposed location is greater than 10 nautical miles from the airport. No Expected TERPS® impact.

FACIL			BEARING	DISTANCE
DELTA ARP	FAR		To FACIL	IN N.M.
IDENT	TYP	NAME		
ELEVATION	P77			
-----	---	-----	-----	-----
-----	---			
079	AIR	SIERRAVILLE DEARWATER	280.51	28.9
-535	YES			

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 174623 feet from the nearest runway threshold and the threshold elevation is 4951 feet. Please review runway analysis for remaining airport surfaces.

No Circling or Straight-In Instrument Approach Procedures were found for this landing facility or your proposed location is greater than 10 nautical miles from the airport. No Expected TERPS® impact.

FACIL			BEARING	DISTANCE
DELTA ARP	FAR		To FACIL	IN N.M.
IDENT	TYP	NAME		
ELEVATION	P77			

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MEV      AIR  MINDEN-TAHOE      180.87      29.664
-274     YES

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This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 176270 feet from the nearest runway threshold and the threshold elevation is 4708 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

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FACIL          BEARING  DISTANCE
DELTA ARP FAR  To FACIL  IN N.M.
IDENT TYP  NAME
ELEVATION P77
-----
O02      AIR  NERVINO      304.57      34.326
-450     YES

```

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 206635 feet from the nearest runway threshold and the threshold elevation is 4891 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US

Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

FACIL	BEARING	DISTANCE
DELTA ARP FAR	To FACIL	IN N.M.
IDENT TYP NAME		
ELEVATION P77		
-----	-----	-----
TVL AIR LAKE TAHOE	198.11	37.95
-1819 YES		

This facility has at least one runway over 3,200 feet in length.

Your structure DNE FAR 77.9(a) or 77.9(b) Notice Criteria for this airport. However, you may EXCEED other Notice Standards. As a minimum, please review reports for FAR Part 77 Obstruction Surfaces, Air Navigation and Communication facilities.

You are 226344 feet from the nearest runway threshold and the threshold elevation is 6251 feet. Please review runway analysis for remaining airport surfaces.

This airport has Instrument Procedures. Please review published US Terminal (TERPS®) Approach Procedures for this landing facility to determine impact.

THE NEAREST AIRPORT TO CASE COORDINATES IS: RNO

RENO/TAHOE INTL is an Airport type landing facility and is associated with the city of RENO, NV. The facility is eligible for Study under FAR Part 77 sub-Part C.

Its Reference Point (ARP) elevation is: 4414 feet AMSL and you are locating 7659 feet from this landing facility.

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The mathematical algorithms used by this program are derived directly from Federal Aviation Regulations Part 77, sub-part C.

 * INSTRUMENT PROCEDURES *

IDENT	TYPE	DESCRIPTION
----	----	-----
RNO	APD	AIRPORT DIAGRAM
RNO	DP	HUNGRY THREE
RNO	DP	WAGGE SIX
RNO	DP	VISTA TWO
RNO	DP	SPLTM FOUR (RNAV)
RNO	DP	RENO NINE
RNO	DP	PVINE THREE (RNAV)
RNO	DP	MUSTANG EIGHT
RNO	DP	ZEFFR SIX (RNAV)
RNO	HOT	HOT SPOT
RNO	IAP	ILS OR LOC/DME RWY 34L
RNO	IAP	RNAV (RNP) Z RWY 16L
RNO	IAP	RNAV (RNP) Y RWY 16R
RNO	IAP	RNAV (GPS) X RWY 16L
RNO	IAP	ILS Y RWY 16R
RNO	IAP	ILS Z OR LOC Z RWY 16R
RNO	IAP	RNAV (GPS) X RWY 16R
RNO	IAP	ILS X OR LOC X RWY 16R
RNO	IAP	RNAV (RNP) Y RWY 16L
RNO	IAP	HI-TACAN E
RNO	IAP	RNAV (GPS) X RWY 34L
RNO	IAP	RNAV (GPS) Y RWY 34L
RNO	IAP	RNAV (RNP) Z RWY 34L
RNO	IAP	RNAV (RNP) Z RWY 34R
RNO	IAP	RNAV (GPS) X RWY 34R
RNO	IAP	RNAV (RNP) Z RWY 16R
RNO	IAP	VOR-D
RNO	IAP	LOC Y RWY 16R
RNO	IAP	RNAV (GPS) Y RWY 34R
RNO	MIN	TAKEOFF MINIMUMS
RNO	MIN	DIVERSE VECTOR AREA
RNO	MIN	ALTERNATE MINIMUMS
RNO	STAR	ANAHO TWO
RNO	STAR	SIERRA THREE
RNO	STAR	EELZA TWO (RNAV)
RNO	STAR	KENNO TWO (RNAV)
RNO	STAR	MYBAD TWO (RNAV)
RNO	STAR	RYANN ONE
RNO	STAR	TARVR ONE
RNO	STAR	WADOL TWO (RNAV)
RNO	STAR	RUSME TWO (RNAV)
RNO	STAR	HARTT ONE (RNAV)
RTS	APD	AIRPORT DIAGRAM
RTS	IAP	ILS OR LOC RWY 32

RTS	IAP	RNAV (GPS) RWY 32
RTS	MIN	TAKEOFF MINIMUMS
CXP	APD	AIRPORT DIAGRAM
CXP	IAP	RNAV (GPS) RWY 27
CXP	IAP	RNAV (GPS)-A
CXP	MIN	TAKEOFF MINIMUMS
CXP	ODP	JIMPA TWO (OBSTACLE) (RNAV)
TRK	APD	AIRPORT DIAGRAM
TRK	DP	TAHOE ONE (RNAV)
TRK	HOT	HOT SPOT
TRK	IAP	RNAV (GPS) RWY 11
TRK	IAP	RNAV (GPS) Y RWY 20
TRK	IAP	RNAV (GPS) Z RWY 20
TRK	MIN	TAKEOFF MINIMUMS
TRK	ODP	TRUCK FOUR (OBSTACLE)
SPZ	IAP	RNAV (GPS) RWY 24
SPZ	MIN	TAKEOFF MINIMUMS
MEV	APD	AIRPORT DIAGRAM
MEV	HOT	HOT SPOT
MEV	IAP	GPS-B
MEV	IAP	GPS-A
MEV	MIN	TAKEOFF MINIMUMS
MEV	ODP	MINDEN TWO (OBSTACLE) (RNAV)
002	IAP	RNAV (GPS) Z RWY 26
002	IAP	RNAV (GPS) Y RWY 26
002	MIN	TAKEOFF MINIMUMS
TVL	APD	AIRPORT DIAGRAM
TVL	DP	SHOLE TWO
TVL	DP	RICHY SIX
TVL	IAP	LDA/DME-1 RWY 18
TVL	IAP	GPS RWY 18

* VFR - TRAFFIC PATTERN AIRSPACE ANALYSIS
*

Airspace User: Remington E Leaver

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-
28.91"

SITE ELEVATION AMSL.....4394 ft.
STRUCTURE HEIGHT..... 55 ft.
OVERALL HEIGHT AMSL.....4449 ft.

Traffic Pattern Airspace, a structure that exceed any of the following maximum allowable heights is considered to constitute a hazard to air navigation:

(1) The height of the transition surface (other than abeam the runway), the approach slope, the horizontal surface, and the conical surface (as applied to visual approach runways).

(2) Beyond the lateral limits of the conical surface and in the climb/descent area - 350' above airport elevation or the height of part 77.17(a)(2), whichever is greater not to exceed 500' above ground level (AGL). The climb/descent area begins abeam the runway threshold being used and is the area where the pilot is either descending to land on the runway or climbing to pattern altitude after departure.

(3) Beyond the lateral limits of the conical surface and NOT in the climb/descent area of any runway - 500' above Airport Elevation not to exceed 500' AGL.

***** Landing Facility Identifier

RNO

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Height Not Greater Than 200 feet AGL.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

The structure is within VFR - Traffic Pattern Airspace Runway Side Area.

Structures that exceed horizontal, conical, and/or 500' AGL will receive a hazard determination from the FAA.

The structure is within VFR - Traffic Pattern Airspace Climb/Descent Area.

Structures exceeding the greater of 350' AAE, 77.17(a)(2), or VFR horizontal and conical surfaces will receive a hazard determination from the FAA.

Maximum AMSL of Climb/Descent Area is 4764 feet.

Existing
Runway 07/25 Does Not Exceeds VFR Approach Surface Rwy 25
Max Height: 4614 Ft.
Does Not Exceed Runway VFR Transitional Surface.
Does Not Exceed Runway VFR Primary Surface.

Existing
Runway 16L/34R Does Not Exceed VFR Approach Runway 34R
Existing
Runway 16R/34L Does Not Exceed VFR Approach Runway 34L
***** Landing Facility Identifier

N86

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 17/35 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

RTS

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 08/26 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

Existing
Runway 14/32 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.

Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

A34

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 05/23 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

CXP

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 09/27 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

TRK

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 02/20 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

Existing
Runway 11/29 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

SPZ

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL

FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 06/24 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

N58

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 05/23 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

Existing
Runway 15/33 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

079

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 03/21 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

MEV

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 12/30 Does Not Exceed Runway VFR Approach Runway

Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

Existing
Runway 12G/30G Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

Existing
Runway 16/34 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

002

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 08/26 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

***** Landing Facility Identifier

TVL

FAR 77.17(a)(1): DNE - Maximum Height Less Than 499 feet AGL
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
Does Not Exceed VFR Horizontal Surface.
Does Not Exceed VFR Conical Surface.

Existing
Runway 18/36 Does Not Exceed Runway VFR Approach Runway
Does Not Exceed Runway VFR Transitional
Surface.
Does Not Exceed Runway VFR Primary Surface.

* The above analysis was conducted using default parameters -
Category C *
* aircraft and a maximum of 4 like category aircraft in the VFR
-Traffic *
* Pattern at one time.
*
*
*
* To view a graphical image of VFR - Traffic Pattern Airspace
for these *

* airports use Terps® Professional Software. Open the airport
and Aispace® *
* study. From the Map Menu select 'VFR - Traffic Pattern
Airspace'. The *
* proposed structure, airport, and the traffic pattern will now
be shown *
* together. Use this information to locate an alternate site if
necessary. *

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Date: 08-06-2018
Time: 12:03:59

 * PRIVATE LANDING FACILITIES IN PROXIMITY OF CASE
 *

Airspace User: Remington E Leaver

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-
 28.91"

SITE ELEVATION AMSL.....4394 ft.
 STRUCTURE HEIGHT..... 55 ft.
 OVERALL HEIGHT AMSL.....4449 ft.

FACIL		BEARING	RANGE	DELTA
ARP FAR FAA PROTECTED				
IDENT TYP NAME		To FACIL	IN NM	
ELEVATION P77 IFR PROCEDURE				
-----	-----	-----	-----	-----
NV78	HEL REMSA/CARE FLIGHT	310.98	.86	+49
NO				
NV57	HEL RENOWN RGNL MEDICAL CENTER	305.24	3.08	-55
NO				
NV69	HEL NORTHERN NEVADA MEDICAL CENT	36.56	3.35	-11
NO				
NV58	HEL ST MARY'S RGNL MEDICAL CENTE	302.33	4.23	-151
NO				
50NV	HEL AIRLIFT HELICOPTERS	315.53	10.22	-906
NO				
NV17	AIR YOUNGBERG RANCH	342.71	11.18	-511
NO				
NV09	AIR H BAR H	331.96	15.57	-771
NO				
NV15	HEL CARSON-TAHOE RGNL MEDICAL CE	186.54	17.69	-401
NO				
25NV	AIR PARKER CARSON	171.3	17.81	-489
NO				
NV60	HEL CARSON-TAHOE HOSPITAL	184.14	19.5	-400
NO				
NV96	AIR ROLLING THUNDER	11.48	20.18	+209
NO				
2NV2	AIR GIBB RANCH	8.61	20.58	+207
NO				
77NV	AIR FLYING EAGLE	6.84	21.21	+229
NO				
NV23	AIR AIR SAILING	4.71	22.67	+149
NO				
64CA	HEL TAHOE FOREST HOSPITAL	244.17	23.68	-751
NO				
CA38	AIR TOTEM POLE RANCH	286.35	33.67	-537
NO				

NV55	AIR PINENUT	173.19	36.01	-811
NO				
CA43	HEL BARTON MEMORIAL HOSPITAL	198.72	36.98	-1849
NO				
CA11	AIR BODAD	323.96	37.28	-1460
NO				
58CN	HEL JACKSON LAKE	266.77	38.37	-2201
NO				

THE NEAREST PRIVATE USE LANDING FACILITY IS: REMSA/CARE FLIGHT

REMSA/CARE FLIGHT is an Airport type landing facility.
Landing facilities with IFR procedures are protected under FAR
77.17(a)(3).

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08-06-2018
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The mathematical algorithms used by this program are derived
directly from
Federal Aviation Regulations Part 77, sub-part C.

* F.A.R. 77 OBSTRUCTION ANALYSIS *

Airspace User: Remington E Leaver

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-28.91"

SITE ELEVATION AMSL.....4394 ft.
STRUCTURE HEIGHT..... 55 ft.
OVERALL HEIGHT AMSL.....4449 ft.

77.17(a)(1) A height more than 499 ft. Above Ground Level (AGL).

***** DOES NOT EXCEED *****

THE MAXIMUM ALLOWABLE HEIGHT IS:..... 4893 ft. AMSL
THE GROUND ELEVATION AT THE SITE IS:... 4394 ft. AMSL
THE OVERALL CASE ELEVATION IS:..... 4449 ft. AMSL
THE CASE IS BELOW THE ALLOWABLE BY:.... 444 ft.

BEGIN AIRPORT ANALYSIS FOR RNO

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Proposed height DNE 200 feet Above Ground Level.

THE REFERENCE AIRPORT IDENT IS:..... RNO
THE AIRPORT ELEVATION IS:..... 4414 ft. AMSL
THE DISTANCE FROM THE CASE TO ARP IS:.. 1.2606 NAUTICAL MILES
THE BEARING AIRPORT TO CASE IS:..... 100.443 DEGREES
THE CASE HEIGHT AGL IS:..... 55 ft.
ALLOWABLE HEIGHT..... 4614 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above airport elevation within a radius of >> RNO <<.

***** DOES NOT EXCEED *****

MAXIMUM ALLOWABLE HEIGHT IS:..... 4564 ft AMSL.

THE AIRPORT ELEVATION IS:..... 4414 ft. AMSL

THE CASE IS BELOW THE ALLOWABLE BY:... 115 ft.

77.19(b) A height exceeding a conical surface (a slope outward
4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 07/25

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 25.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
94.163 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
180.25 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
90.25 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
291.8 ft.

THE RUNWAY THRESHOLD ELEVATION IS.....
4399.7 ft. AMSL

THE DISTANCE FROM THRESHOLD + 200' TO THE CASE IS...
4286.191 ft.

4276.25 ft. THE DISTANCE FROM THRESHOLD + 200' TO NB IS.....

677.62 ft. THE CRITICAL WIDTH OF HALF THE APPROACH IS.....

IN AREA WHERE THE APPROACH SURFACE IS LIMITED BY THE HORIZONTAL SURFACE. See FAR 77.19(a), for this runway.

THE SLOPE OF RUNWAY 25 IS: 20 TO 1.

The FAA has defined this runway as a non-utility runway. It has a visual approach. The obstacle surface extends 5000 feet (20:1 Slope) symmetrically centered along the runway centerline extended. This airport may have a circling approach. Please review the US Terminal Procedures volume associated with this airport. If a procedure for this airport and/or this runway exist use Terps® Professional software to determine the height limits (if any) the procedure will have on the proposed structure. A circling approach to the airport or any runway can extend out up to 4.5 NM from every runway end.

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 16L/34R

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE
SITE GREATER THAN 500 FT FROM RUNWAY CENTERLINE.
SITE RUNWAY CENTERLINE ABEAM DISTANCE IS: 7175.06 FT.

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****
OUTSIDE TRANSITIONAL SURFACE AREA ABEAM RUNWAY.

77.19(d) A height exceeding an approach surface of RUNWAY 34R.

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 16R/34L

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE
SITE GREATER THAN 500 FT FROM RUNWAY CENTERLINE.
SITE RUNWAY CENTERLINE ABEAM DISTANCE IS: 7875.16 FT.

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****
OUTSIDE TRANSITIONAL SURFACE AREA ABEAM RUNWAY.

77.19(d) A height exceeding an approach surface of RUNWAY 34L.

***** DOES NOT EXCEED *****
OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

BEGIN AIRPORT ANALYSIS FOR N86

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from
ARP.

THE REFERENCE AIRPORT IDENT IS:..... N86

THE AIRPORT ELEVATION IS:..... 4620 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 10.5625
NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 184.046
DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.
ALLOWABLE HEIGHT..... 5576 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above
airport elevation within a radius of >> N86 <<.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward
4000 ft.
from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 17/35

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 35.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
184.077 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
93.94 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
183.94 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
164.7 ft.

***** DOES NOT EXCEED *****
CASE MEETS ANGULAR CRITERIA BUT IS LOCATED

GREATER THAN 50,000 ft. FROM THE START OF
ANY APPROACH TYPE, OUT BY 12297.2 feet

BEGIN AIRPORT ANALYSIS FOR RTS

77.17(a)(2) A height AGL or airport elevation, whichever is
higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from
ARP.

THE REFERENCE AIRPORT IDENT IS:..... RTS

THE AIRPORT ELEVATION IS:..... 5050 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 12.1003
NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 148.868
DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 6160 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above
airport elevation within a radius of >> RTS <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward
4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 08/26

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 26.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
150.276 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 14/32

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 32.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
149.581 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
243.6 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
153.6 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
4992.2 ft.

***** DOES NOT EXCEED *****

CASE MEETS ANGULAR CRITERIA BUT IS LOCATED
GREATER THAN 50,000 ft. FROM THE START OF

ANY APPROACH TYPE, OUT BY 19727.7 feet

BEGIN AIRPORT ANALYSIS FOR A34

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from ARP.

THE REFERENCE AIRPORT IDENT IS:..... A34

THE AIRPORT ELEVATION IS:..... 4414 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 17.6678 NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 330.759 DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 6080 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above airport elevation within a radius of >> A34 <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 05/23

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 05.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....

332.262 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

BEGIN AIRPORT ANALYSIS FOR CXP

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from ARP.

THE REFERENCE AIRPORT IDENT IS:..... CXP

THE AIRPORT ELEVATION IS:..... 4704 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 18.1764 NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 358.702 DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 6421 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above airport elevation within a radius of >> CXP <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 09/27

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 09.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....

0.349 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

BEGIN AIRPORT ANALYSIS FOR TRK

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from ARP.

THE REFERENCE AIRPORT IDENT IS:..... TRK

THE AIRPORT ELEVATION IS:..... 5901 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 21.2894 NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 60.285 DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.
ALLOWABLE HEIGHT..... 7929 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above
airport elevation within a radius of >> TRK <<.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward
4000 ft.
from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 02/20

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****
NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 20.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
60.647 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
119.98 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
29.98 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
64406.6 ft.

***** DOES NOT EXCEED *****
CASE MEETS ANGULAR CRITERIA BUT IS LOCATED

GREATER THAN 50,000 ft. FROM THE START OF
ANY APPROACH TYPE, OUT BY 58356.7 feet

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 11/29

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 29.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
59.031 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

BEGIN AIRPORT ANALYSIS FOR SPZ

77.17(a)(2) A height AGL or airport elevation, whichever is
higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from
ARP.

THE REFERENCE AIRPORT IDENT IS:..... SPZ

THE AIRPORT ELEVATION IS:..... 4265 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 23.4483
NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 283.805
DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 6638 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above airport elevation within a radius of >> SPZ <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 06/24

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 06.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
284.549 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
159.08 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
249.08 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
81134.6 ft.

***** DOES NOT EXCEED *****

CASE MEETS ANGULAR CRITERIA BUT IS LOCATED
GREATER THAN 50,000 ft. FROM THE START OF

ANY APPROACH TYPE, OUT BY 64322 feet

BEGIN AIRPORT ANALYSIS FOR N58

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from ARP.

THE REFERENCE AIRPORT IDENT IS:..... N58

THE AIRPORT ELEVATION IS:..... 4346 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 23.4668 NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 260.378 DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 6640 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above airport elevation within a radius of >> N58 <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 05/23

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 05.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
260.154 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
155.5 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
245.5 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
36186 ft.

***** DOES NOT EXCEED *****

CASE MEETS ANGULAR CRITERIA BUT IS LOCATED
GREATER THAN 50,000 ft. FROM THE START OF
ANY APPROACH TYPE, OUT BY 85530.1 feet

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 15/33

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 15.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
259.763 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

BEGIN AIRPORT ANALYSIS FOR 079

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from ARP.

THE REFERENCE AIRPORT IDENT IS:..... 079

THE AIRPORT ELEVATION IS:..... 4984 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 28.8997 NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 100.508 DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 7773 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above airport elevation within a radius of >> 079 <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 03/21

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 21.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....

100.972 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

BEGIN AIRPORT ANALYSIS FOR MEV

77.17(a)(2) A height AGL or airport elevation, whichever is higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from ARP.

THE REFERENCE AIRPORT IDENT IS:..... MEV

THE AIRPORT ELEVATION IS:..... 4723 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 29.6643 NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 0.874 DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 7589 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above airport elevation within a radius of >> MEV <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward 4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 12/30

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 12.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
1.603 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 12G/30G

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 12G.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
0.768 degrees

***** DOES NOT EXCEED *****

OUTSIDE APPROACH ANGULAR CRITERIA FOR THIS RUNWAY.

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 16/34

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 16.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
0.975 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
269.79 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
359.79 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
3642.5 ft.

***** DOES NOT EXCEED *****

CASE MEETS ANGULAR CRITERIA BUT IS LOCATED
GREATER THAN 50,000 ft. FROM THE START OF
ANY APPROACH TYPE, OUT BY 126032.6 feet

BEGIN AIRPORT ANALYSIS FOR 002

77.17(a)(2) A height AGL or airport elevation, whichever is
higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from
ARP.

THE REFERENCE AIRPORT IDENT IS:..... 002

THE AIRPORT ELEVATION IS:..... 4899 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 34.3261
NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 124.566
DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 8231 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above
airport elevation within a radius of >> 002 <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward
4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 08/26

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 26.

THE BEARING TO THE CASE FROM THE THRESHOLD IS:.....
124.949 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
180.14 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
90.14 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
116720.1 ft.

***** DOES NOT EXCEED *****

CASE MEETS ANGULAR CRITERIA BUT IS LOCATED
GREATER THAN 50,000 ft. FROM THE START OF
ANY APPROACH TYPE, OUT BY 119531.6 feet

BEGIN AIRPORT ANALYSIS FOR TVL

77.17(a)(2) A height AGL or airport elevation, whichever is
higher.

***** DOES NOT EXCEED *****

BECAUSE: Location studied is further than 5.99 NM from
ARP.

THE REFERENCE AIRPORT IDENT IS:..... TVL

THE AIRPORT ELEVATION IS:..... 6268 ft. AMSL

THE DISTANCE FROM THE CASE TO ARP IS:.. 37.9503
NAUTICAL MILES

THE BEARING AIRPORT TO CASE IS:..... 18.106
DEGREES

THE CASE HEIGHT AGL IS:..... 55 ft.

ALLOWABLE HEIGHT..... 9963 ft. AMSL

77.19 (a) A height exceeding a horizontal surface 150 ft. above
airport elevation within a radius of >> TVL <<.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED HORIZONTAL SURFACE AREA

77.19(b) A height exceeding a conical surface (a slope outward
4000 ft.

from the horizontal surface at 20/1 ratio).

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED CONICAL SURFACE AREA

* BEGIN RUNWAY ANALYSIS *

EXISTING RUNWAY 18/36

77.19(c) A height exceeding runway primary surface.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY PRIMARY SURFACE

77.19(e) A height exceeding a transitional surface abeam runway.

***** DOES NOT EXCEED *****

NOT WITHIN SPECIFIED RUNWAY ABEAM TRANSITIONAL SURFACE

77.19(d) A height exceeding an approach surface of RUNWAY 18.

THE BEARING TO THE CASE FROM THE THRESHOLD IS.....
18.214 degrees

THE ABEAM BEARING TO THE CENTERLINE IS.....
102.92 degrees

THE CENTERLINE OUTBOUND TRUE BEARING IS.....
12.92 degrees

THE ABEAM DISTANCE TO CENTERLINE FROM CASE IS.....
20854.3 ft.

***** DOES NOT EXCEED *****

CASE MEETS ANGULAR CRITERIA BUT IS LOCATED
GREATER THAN 50,000 ft. FROM THE START OF
ANY APPROACH TYPE, OUT BY 175124.4 feet

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 * AIRWAY ANALYSIS *
 * FAR 77.17(a)(4) (EN ROUTE CRITERIA) *
 * MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA) *
 * MINIMUM ENROUTE ALTITUDE (MEA) *

Airspace User: Remington E Leaver

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-
 28.91"

SITE ELEVATION AMSL.....4394 ft.
 STRUCTURE HEIGHT..... 55 ft.
 OVERALL HEIGHT AMSL.....4449 ft.

FAR 77.17(a)(4) - EN ROUTE CRITERIA
 MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)

AIRWAY SEQUENCE (NM)	LATITUDE	LONGITUDE	MEA	LENGTH
Q120 10	38-26-37.17N	121-33-05.84W	0	143.72
Q120 20	39-53-31.94N	119-05-50.04W	0	

Minimum Obstacle Clearance Altitude (MOCA) is: 0 AMSL.

Proposed structure is between the above points along Airway Q120. The

Abeam distance from the course centerline is 0.28NM. The course width of this airway is 12 NM. The FAA has not specified a Minimum Enroute Altitude for this airway segment.

AIRWAY SEQUENCE (NM)	LATITUDE	LONGITUDE	MEA	LENGTH
T331 110	39-26-15.67N	120-09-42.48W	0	24.15
T331 120	39-31-52.599N	119-39-21.873W	0	

Minimum Obstacle Clearance Altitude (MOCA) is: 0 AMSL.

Proposed structure is between the above points along Airway T331. The

Abeam distance from the course centerline is 1.16NM. The course width of this airway is 12 NM. The FAA has not specified a Minimum Enroute Altitude for this airway segment.

LOW ALTITUDE AIRWAY

(NM)	AIRWAY SEQUENCE	LATITUDE	LONGITUDE	MEA	LENGTH	
--						
	V113	130	39-14-56.64N	119-50-56.26W	13000	19.15
	V113	140	39-31-52.599N	119-39-21.873W	10300	

Minimum Obstacle Clearance Altitude (MOCA) is: 13000 AMSL.

Proposed structure is between the above points along Airway V113. The

Abeam distance from the course centerline is 2.5 NM. The proposed

structure is within the width of the primary area of this airway. The

width of the primary area of this airway is 8 NM. The minimum en route

altitude (MEA) for this airway segment Is 13000 feet AMSL.

Any Height

above 11000 feet AMSL will not be approved. Your proposed structure

must remain below this value.

LOW ALTITUDE AIRWAY

(NM)	AIRWAY SEQUENCE	LATITUDE	LONGITUDE	MEA	LENGTH	
--						
	V165	350	39-08-22.93N	119-40-49.12W	13000	23.5
	V165	360	39-31-52.599N	119-39-21.873W	11000	

Minimum Obstacle Clearance Altitude (MOCA) is: 11000 AMSL.

Proposed structure is between the above points along Airway V165. The

Abeam distance from the course centerline is 3.85 NM. The proposed

structure is within the width of the primary area of this airway. The

width of the primary area of this airway is 8 NM. The minimum en route

altitude (MEA) for this airway segment Is 13000 feet AMSL.

Any Height

above 9000 feet AMSL will not be approved. Your proposed structure

must remain below this value.

LOW ALTITUDE AIRWAY

(NM)	AIRWAY SEQUENCE	LATITUDE	LONGITUDE	MEA	LENGTH
------	-----------------	----------	-----------	-----	--------

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--
V200      110      39-28-59.85N  119-55-01.1W  11500      12.45
V200      120      39-31-52.599N  119-39-21.873W  11500

```

Minimum Obstacle Clearance Altitude (MOCA) is: 11500 AMSL.

Proposed structure is between the above points along Airway V200. The

Abeam distance from the course centerline is 1.17 NM. The proposed

structure is within the width of the primary area of this airway. The

width of the primary area of this airway is 8 NM. The minimum en route

altitude (MEA) for this airway segment Is 11500 feet AMSL.

Any Height

above 9500 feet AMSL will not be approved. Your proposed structure

must remain below this value.

LOW ALTITUDE AIRWAY

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AIRWAY SEQUENCE LATITUDE      LONGITUDE      MEA  LENGTH
(NM)
-----
--
V28      100      39-14-56.64N  119-50-56.26W  13000      19.15
V28      110      39-31-52.599N  119-39-21.873W  13000

```

Minimum Obstacle Clearance Altitude (MOCA) is: 13000 AMSL.

Proposed structure is between the above points along Airway V28. The

Abeam distance from the course centerline is 2.5 NM. The proposed

structure is within the width of the primary area of this airway. The

width of the primary area of this airway is 8 NM. The minimum en route

altitude (MEA) for this airway segment Is 13000 feet AMSL.

Any Height

above 11000 feet AMSL will not be approved. Your proposed structure

must remain below this value.

LOW ALTITUDE AIRWAY

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AIRWAY SEQUENCE LATITUDE      LONGITUDE      MEA  LENGTH
(NM)
-----
--
V392     130      39-28-59.85N  119-55-01.1W  11500      12.45
V392     140      39-31-52.599N  119-39-21.873W  11500

```

Minimum Obstacle Clearance Altitude (MOCA) is: 11500 AMSL.

Proposed structure is between the above points along Airway V392. The

Abeam distance from the course centerline is 1.17 NM. The proposed

structure is within the width of the primary area of this airway. The

width of the primary area of this airway is 8 NM. The minimum en route

altitude (MEA) for this airway segment is 11500 feet AMSL. Any Height

above 9500 feet AMSL will not be approved. Your proposed structure

must remain below this value.

LOW ALTITUDE AIRWAY

AIRWAY SEQUENCE	LATITUDE	LONGITUDE	MEA	LENGTH	
(NM)					
---	---	---	---	---	
--					
V452	150	39-49-05.23N	119-52-24.62W	11000	19.93
V452	160	39-31-52.599N	119-39-21.873W	11000	

Minimum Obstacle Clearance Altitude (MOCA) is: 9600 AMSL.

Proposed structure is between the above points along Airway V452. The

Abeam distance from the course centerline is 4.51 NM. The proposed

structure is within the width of the secondary area of this airway. The

width of the primary area is 8 NM and the width of the secondary is 2 NM.

The maximum allowable height permitted by the secondary area MOCA of this

airway at this location is 9227 feet AMSL.

LOW ALTITUDE AIRWAY

AIRWAY SEQUENCE	LATITUDE	LONGITUDE	MEA	LENGTH	
(NM)					
---	---	---	---	---	
--					
V6	120	39-10-49.162N	120-16-10.604W	13000	35.47
V6	130	39-31-52.599N	119-39-21.873W	10300	

Minimum Obstacle Clearance Altitude (MOCA) is: 13000 AMSL.

Proposed structure is between the above points along Airway V6. The

Abeam distance from the course centerline is 0.63 NM. The proposed

structure is within the width of the primary area of this airway. The

width of the primary area of this airway is 8 NM. The
minimum en route
altitude (MEA) for this airway segment is 13000 feet AMSL.
Any Height
above 11000 feet AMSL will not be approved. Your proposed
structure
must remain below this value.

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The mathematical algorithms used by this program are derived
directly from
Federal Aviation Regulations Part 77, sub-part C.

 * IFR RUNWAY DEPARTURE SURFACE ANALYSIS
 *

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-28.91"

SITE ELEVATION AMSL.....4394 ft.
 STRUCTURE HEIGHT..... 55 ft.
 OVERALL HEIGHT AMSL.....4449 ft.

An airport with at least one instrument approach procedure (IAP) will require all airport runways to be analyzed using 40:1 criteria for Departures. FAA application of the 40:1 screening criteria extends 22.09 nautical miles and 180° semi-circle area around the Runway centerline extended. Penetration of the 40:1 surface will result initially in a determination of presumed hazard (DPH). An extended study is normally required to remove the DPH.

A specified climb gradient (CG) greater than the standard (200 ft/nm) is sometimes necessary to allow acceptable obstacle clearance. Should the proposed location exceed the maximum height you may need to determine if there is a published climb gradient and conduct additional calculations to determine if the climb gradient will provide proper clearance for the proposed structure. Should you require additional assistance please contact Federal Airways & Airspace or another aeronautical consult to perform these calculations.

Rwy Status	Ident	Dep Rwy	Elev	Distance	40:1	Max Hgt	CG
Existing Rwy	RNO	07	4399.	4486	DNE	Below	DNE
	RNO	16L/34R			DNE	Between	DNE
	RNO	16R/34L			DNE	Between	DNE
Existing Rwy	N86	17	4600.	62497	DNE	Below	DNE

Existing Rwy	RTS	08	5050.	70100	DNE	Below	DNE
Existing Rwy	RTS	14	5043.	70099	DNE	Below	DNE
Existing Rwy	A34	23	4414.	107173	DNE	Below	DNE
Existing Rwy	CXP	27	4704.	109685	DNE	Below	DNE
Existing Rwy	TRK	02	5886.	126464	DNE	Below	DNE
Existing Rwy	TRK	11	5892.	128246	DNE	Below	DNE
Existing Rwy	SPZ	24	4265.	139997	DNE	Beyond	DNE
Existing Rwy	N58	23	4325.	140281	DNE	Beyond	DNE
Existing Rwy	N58	33	4278.	143068	DNE	Beyond	DNE
Existing Rwy	O79	03	4951.	174624	DNE	Beyond	DNE
Existing Rwy	MEV	30	4700.	178493	DNE	Beyond	DNE
Existing Rwy	MEV	30G	4711.	180591	DNE	Beyond	DNE
Existing Rwy	MEV	34	4707.	176271	DNE	Beyond	DNE
Existing Rwy	O02	08	4891.	206636	DNE	Beyond	DNE
Existing Rwy	TVL	36	6250.	226345	DNE	Beyond	DNE
Existing Rwy							

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 * NAVAIDS IN PROXIMITY OF CASE *

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-28.91"

SITE ELEVATION AMSL.....4394 ft.
 STRUCTURE HEIGHT..... 55 ft.
 OVERALL HEIGHT AMSL.....4449 ft.

FAC	ST	DIST	DELTA			
GRD APCH						
IDNT TYPE	AT	FREQ	VECTOR	(ft)	ELEVA	ST LOCATION
ANGLE BEAR						

RNO CO	ON	A/G	281.55	6376	-11	NV RNO RTR 1
-.1						
AGY GLIDE SLOPE I			333.8	252.39	7927	+46 NV RWY 34L RNO
.33 344						
RNO GLIDE SLOPE I			330.8	300.84	8826	+41 NV RWY 16R RNO
.27 164						
RNO ATCT	ON	A/G	275.97	9260	-63	NV RENO/TAHOE
INTERN -.39						
RNO LOCALIZER I			110.9	235.38	9582	+29 NV RWY 16R
RENO/TAHO .17 164						
AGY LOCALIZER I			109.9	314.67	11041	+16 NV RWY 34L
RENO/TAHO .08 344						
RNO RADAR	ON		279.25	11419	-34	NV RENO/TAHOE
INTERN -.17						
FMG VORTAC	R		117.9	61.46	27390	-1501 NV MUSTANG
-3.14						
RNO CO	ON	A/G	62.58	27515	-1532	NV RNO RTR 2
-3.19						
RNO CO	Y	A/G	301.78	62980	-3712	NV RENO
-3.37						
RTS GLIDE SLOPE I			331.1	330.03	72025	-596 NV RWY 32 RTS
-.47 318						
RTS LOCALIZER U			111.9	330.11	80123	-591 NV RWY 32
RENO/STEAD -.42 318						
KRGX RADAR WXL	Y		39.76	122784	-3940	NV RENO WXL
-1.84						
TRK CO	Y		118.00	223.7	164713	-1504 CA TRUCKEE RCO
-.52						
MEV VG	Y		181.02	176709	-261	NV MINDEN-TOHOE
RWY1 -.08						
MEV VG	Y	N/A	181.01	177407	-256	NV MINDEN-TOHOE
RWY1 -.08						
MEV VG	Y	N/A	180.98	182708	-266	NV MINDEN-TOHO
RWY34 -.08						
MEV VG	Y	N/A	180.97	183416	-272	NV MINDEN-TOHOE
RWY3 -.08						
ZOA CO	Y	A/G	232.34	188368	-4433	CA SQUAW VALLEY
-1.35						

SWR VOR/DME R 113.2 232.31 188399 -4401 CA SQUAW VALLEY
-1.34
002 CO Y 119.35 304.25 209633 -497 CA BECKWOURTH RCO
-.14
HZN VORTAC R 114.1 87.67 209994 +364 NV HAZEN
.10
TVL LOCALIZER I 108.9 198.18 224432 -1851 CA RWY 18 LAKE
TAHOE -.47 171
TVL ATCT Y A/G 198.34 230381 -1928 CA LAKE TAHOE
-.48

THE NEAREST AIR NAVIGATION FACILITY TO CASE COORDINATES IS: RNO

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 * COMMUNICATION FACILITIES IN PROXIMITY OF CASE *

Airspace User: Remington E Leaver

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-
 28.91"

SITE ELEVATION AMSL.....4394 ft.
 STRUCTURE HEIGHT..... 55 ft.
 OVERALL HEIGHT AMSL.....4449 ft.

IDENT	FACILITY	LOCATION NAME	ST	BEARING (deg) Case to FAC
DISTANCE (ft)				
-----	-----	-----	--	-----

RNO 6312	CO	RNO RTR 1	NV	280.83
RNO 7428	BUEC	RENO	NV	280.77
RNO 7506	EFAS	RENO	NV	276.75
RNO 8734	ASOS	RENO	NV	300.43
RNO 9221	ATCT	RENO/TAHOE INTERNATIO	NV	275.49
RNO 11359	ASR	RENO/TAHOE INTERNATIO	NV	279.09
RNO 27487	ATIS	RENO CANNON INTL	NV	62.41
RNO 27510	CO	RNO RTR 2	NV	62.67
RNO 27510	RCL	RENO RTR 2 LDRCL	NV	62.67
RNO 62902	CO	RENO	NV	301.76
RNO 63328	RCL	PEAVINE	NV	301.85
RTS 72258	AWOS-3	RENO	NV	329.13
CXP 111155	AWOS-3	CARSON CITY	NV	178.59
QY5 119675	RCL	EAGLE RIDGE	NV	91.7
KRGX 122734	NEXRAD	RENO WXL	NV	39.8
TRK 129608	AWOS-3	TRUCKEE	CA	239.47
TRK 164746	CO	TRUCKEE RCO	CA	223.67
MEV 181856	AWOS-3	MINDEN	NV	180.74

LTA	RCL	LAKE TAHOE	CA	232.23
188242				
ZOA	CO	SQUAW VALLEY	CA	232.34
188368				
O02	AWOS-2	BECKWOURTH	CA	304.83
207337				
O02	CO	BECKWOURTH RCO	CA	304.25
209571				
TVL	ASOS	SOUTH LAKE TAHOE	CA	198.29
229126				
TVL	ATCT	LAKE TAHOE	CA	198.32
230452				

THE NEAREST COMMUNICATION FACILITY TO CASE COORDINATES IS: RNO

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* NOS OBSTRUCTIONS NEAR CASE

*

Obstacle Search Range = 40000

Airspace User: Remington E Leaver

FILE: SC14011B

LATITUDE: 39-29-43.29

LONGITUDE: 119-44-28.91

SITE ELEVATION AMSL.....4394 ft.

STRUCTURE HEIGHT..... 55 ft.

OVERALL HEIGHT AMSL.....4449 ft.

TYPE	A A M FAA	JULIAN	CITY	ST	LATITUDE	LONGITUDE	RANGE
DEG	QUAN	AMSL	AGL	L H V K	NUMBER	DATE	A
O TOWER			RENO		NV 39-30-06.10	119-44-10.10	2739
33 1	4565	0171	D 5 E N		2011AWP05683OE	2012191 A	
O TOWER			RENO		NV 39-30-06.10	119-44-03.70	3038
41 1	4565	0171	D 5 E N		2011AWP05684OE	2012191 A	
O POLE			RENO		NV 39-29-46.35	119-45-09.62	3206
276 1	4425	0031	U 1 A U			2013214 A	
O BLDG			RENO		NV 39-29-45.00	119-45-12.32	3408
273 1	4426	0033	N 1 A N			2011217 C	
O WINDMILL			RENO		NV 39-29-12.97	119-44-50.20	3492
209 1	4469	0075	N 5 E N		2009WTW09377OE	2010167 A	
O BLDG			RENO		NV 39-29-43.09	119-45-14.37	3564
270 1	4420	0026	U 1 A U			2013214 A	
O POLE			RENO		NV 39-29-42.26	119-45-16.75	3752
268 1	4429	0035	U 1 A U			2013214 A	
O POLE			RENO		NV 39-29-42.38	119-45-17.41	3803
269 1	4422	0028	U 1 A U			2013214 A	
O POLE			RENO		NV 39-29-37.83	119-45-19.02	3967
262 1	4456	0062	U 1 A U			2013214 A	
O POLE			RENO		NV 39-29-43.97	119-45-38.22	5434
271 1	4405	0010	R 1 A U			2013214 A	
O POLE			RENO		NV 39-29-33.76	119-45-50.23	6448
261 1	4434	0031	U 1 A U			2013214 A	
O TOWER			RENO		NV 39-30-03.17	119-45-48.27	6538
288 1	4487	0084	U 1 A U			2013214 A	
O BLDG			RENO		NV 39-30-00.90	119-45-50.53	6642
286 1	4434	0031	U 1 A U			2013214 A	
O BLDG			RENO		NV 39-29-56.12	119-45-52.56	6685
281 1	4412	0011	U 1 A U			2013214 A	
O POLE			RENO		NV 39-29-24.44	119-45-51.90	6780
254 1	4429	0025	U 1 A U			2013214 A	
O POLE			RENO		NV 39-29-19.01	119-45-51.82	6949
249 1	4430	0026	U 1 A U			2013214 A	

O BLDG	RENO	NV 39-30-08.69	119-45-51.46	6963
292 1	4438 0035 U 1 A U		2013214 A	
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245 1	4437 0028 U 1 A U		2013214 A	
O BLDG	RENO	NV 39-30-09.62	119-45-54.83	7243
292 1	4412 0009 U 1 A U		2013214 A	
O BLDG	RENO	NV 39-30-14.35	119-45-54.08	7379
295 1	4427 0024 U 1 A U		2013214 A	
O TOWER	RENO	NV 39-30-36.42	119-45-33.49	7384
317 1	4545 0140 R 1 A U		2013214 A	
O BLDG	RENO	NV 39-29-07.49	119-45-51.85	7443
241 1	4444 0032 U 1 A U		2013214 A	
O POLE	RENO	NV 39-29-09.93	119-45-54.31	7498
243 1	4445 0034 U 1 A U		2013214 A	
O BLDG	RENO	NV 39-30-19.23	119-45-52.91	7522
299 1	4432 0028 U 1 A U		2013214 A	
O POLE	RENO	NV 39-29-52.31	119-46-04.87	7578
277 1	4415 0012 R 1 A U		2013214 A	
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300 1	4452 0035 N 4 D N	2008AWP02531OE	2014124 C	
O POLE	RENO	NV 39-29-07.73	119-45-54.68	7626
242 1	4446 0034 U 1 A U		2013214 A	
O TOWER	RENO	NV 39-28-57.26	119-45-48.11	7762
233 1	4469 0055 N 1 A N	2001AWP01357OE	2005107 C	
O POLE	RENO	NV 39-29-06.77	119-45-57.61	7875
242 1	4449 0036 U 1 A U		2013214 A	
O BLDG	RENO	NV 39-30-24.89	119-45-54.13	7896
302 1	4427 0022 U 1 A U		2013214 A	
O POLE	RENO	NV 39-29-03.37	119-45-56.98	7999
240 1	4451 0036 U 1 A U		2013214 A	
O BLDG	RENO	NV 39-29-00.29	119-45-57.65	8206
238 1	4444 0028 U 1 A U		2013214 A	
O TOWER	SPARKS	NV 39-31-05.00	119-44-33.00	8274
358 1	4635 0238 R 5 E M	1994AWP02028OE	2014152 C	
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308 1	4454 0046 U 1 A U		2013214 A	
O POLE	RENO	NV 39-30-34.30	119-45-53.93	8429
308 1	4432 0024 U 1 A U		2013214 A	
O TOWER	RENO	NV 39-30-28.10	119-46-05.65	8835
301 1	4461 0056 R 1 A U		2013214 A	
O POLE	RENO	NV 39-29-08.95	119-46-12.63	8843
247 1	4415 0004 R 1 A U		2013214 A	
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220 1	4468 0046 N 2 C N	2011AWP03604OE	2014317 A	
O POLE	RENO	NV 39-29-41.60	119-46-23.95	9020
269 1	4427 0022 U 1 A U		2013214 A	
O POLE	RENO	NV 39-30-41.08	119-45-56.57	9022
310 1	4415 0005 R 1 A U		2013214 A	
O CTRL TWR	RENO	NV 39-29-53.07	119-46-25.43	9188
276 1	4488 0081 R 1 A U		2013214 A	
O POLE	RENO	NV 39-28-44.30	119-46-00.59	9343
230 1	4451 0027 U 1 A U		2013214 A	
O TOWER	RENO	NV 39-30-41.00	119-42-55.00	9396
52 1	4666 0286 R 5 E M	1993AWP00468OE	2014090 D	
O POLE	RENO	NV 39-30-30.17	119-46-12.41	9398
300 1	4417 0010 R 1 A U		2013214 A	
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292 1	4474 0065 U 1 A U		2013214 A	

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235 1	4424 0001 R 1 A U		2013214 A	
O NAVAID	RENO	NV 39-28-45.42	119-46-06.18	9615
232 1	4442 0018 R 1 A U		2013214 A	
O TOWER	RENO	NV 39-28-20.59	119-45-29.42	9619
210 1	5027 0017 R 1 A N	2007AWP05610OE	2007287 C	
O POLE	RENO	NV 39-29-49.06	119-46-31.60	9636
273 1	4410 0001 R 1 A U		2013214 A	
O TOWER	RENO	NV 39-30-49.30	119-42-57.40	9801
47 1	4640 0253 R 5 E P	2013AWP00320OE	2014066 A	
O NAVAID	RENO	NV 39-28-45.65	119-46-09.50	9809
234 1	4429 0005 R 1 A U		2013214 A	
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296 1	4473 0064 U 1 A U		2013214 A	
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52 1	4575 0187 N 5 E N	2011AWP08079OE	2014090 D	
O TOWER	RENO	NV 39-30-49.40	119-42-54.30	9987
48 1	4641 0253 R 5 E P	2013AWP00322OE	2014066 A	
O TOWER	SPARKS	NV 39-31-10.94	119-43-27.30	10098
29 1	4452 0055 N 2 C N	2011AWP04360OE	2014304 A	
O POLE	RENO	NV 39-31-00.36	119-45-53.53	10237
320 1	4458 0040 U 1 A U		2013214 A	
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269 1	4437 0027 U 1 A U		2013214 A	
O POLE	RENO	NV 39-31-00.97	119-45-57.00	10462
319 1	4458 0040 U 1 A U		2013214 A	
O POLE	RENO	NV 39-31-01.03	119-45-58.04	10520
318 1	4454 0036 U 1 A U		2013214 A	
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291 1	4462 0053 U 1 B N		2014349 C	
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273 1	4415 0003 U 1 A U		2013214 A	
O BLDG	RENO	NV 39-30-54.73	119-46-15.00	11018
311 1	4427 0013 U 1 A U		2013214 A	
O POLE	RENO	NV 39-29-42.04	119-46-50.22	11079
269 1	4452 0039 U 1 A U		2013214 A	
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326 1	4486 0071 U 1 A U		2013214 A	
O T-L TWR	RENO	NV 39-30-14.33	119-42-06.39	11605
74 1	5217 0072 U 2 C U		2013214 A	
O POLE	RENO	NV 39-31-17.64	119-45-53.41	11619
325 1	4497 0082 U 2 C U		2013214 A	
U TOWER	RENO	NV 39-28-58.10	119-46-46.10	11688
247 1	4488 0066 N 4 D N	2016AWP06102OE	2016225 A	
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269 1	4458 0039 U 1 A U		2013214 A	
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274 1	4447 0027 U 1 A U		2013214 A	
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266 1	4451 0033 N 4 D N	2012AWP05378OE	2018026 A	
U POLE	RENO	NV 39-29-34.32	119-47-01.70	12012
266 1	4451 0033 N 4 D N	2012AWP05384OE	2018026 A	
U POLE	RENO	NV 39-29-34.91	119-47-02.29	12054
266 1	4443 0025 N 4 D N	2012AWP05379OE	2018026 A	
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265 1	4449 0030 N 5 E N	2012AWP05463OE	2015321 A	
O SIGN	RENO	NV 39-30-01.00	119-47-01.00	12057
279 1	4450 0030 N 5 E N	2012AWP05465OE	2015321 A	

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266 1	4443	0025	N 4 D N			2012AWP053820E	2018026 A	
U POLE		RENO				NV 39-29-35.11	119-47-02.58	12076
266 1	4428	0010	N 4 D N			2012AWP053800E	2018026 A	
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266 1	4443	0025	N 4 D N			2012AWP053830E	2018026 A	
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268 1	4500	0081	R 5 E N			2012AWP054600E	2013074 A	
O SIGN		RENO				NV 39-29-49.00	119-47-03.00	12094
273 1	4448	0030	N 5 E N			2012AWP054640E	2014023 A	
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266 1	4452	0033	N 4 D N			2012AWP053810E	2018026 A	
U POLE		RENO				NV 39-29-36.18	119-47-03.00	12101
267 1	4434	0010	N 4 D N			2012AWP053920E	2018026 A	
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78 1	5333	0071	U 2 C U				2013214 A	
O POLE		RENO				NV 39-31-21.46	119-45-58.83	12179
325 1	4490	0069	R 1 A U				2013214 A	
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270 1	4482	0059	U 1 A U				2013214 A	
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267 1	4453	0030	N 4 D N			2012AWP054620E	2018027 A	
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338 1	4525	0107	N 1 A N			2011AWP052760E	2015205 A	
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266 1	4456	0033	N 4 D N			2012AWP053880E	2018026 A	
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266 1	4455	0033	N 4 D N			2012AWP053850E	2018026 A	
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266 1	4447	0025	N 4 D N			2012AWP053890E	2018026 A	
U POLE		RENO				NV 39-29-34.39	119-47-06.99	12426
266 1	4432	0010	N 4 D N			2012AWP053860E	2018026 A	
U POLE		RENO				NV 39-29-35.16	119-47-07.08	12427
266 1	4447	0025	N 4 D N			2012AWP053900E	2018026 A	
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322 1	4489	0065	R 1 A U				2013214 A	
U POLE		RENO				NV 39-29-35.56	119-47-07.38	12448
266 1	4455	0033	N 4 D N			2012AWP053910E	2018026 A	
U POLE		RENO				NV 39-29-34.46	119-47-07.68	12479
266 1	4447	0025	N 4 D N			2012AWP053870E	2018026 A	
O POLE		RENO				NV 39-31-23.98	119-46-01.28	12498
325 1	4496	0073	R 1 A U				2013214 A	
U TOWER		SPARKS				NV 39-31-26.64	119-45-56.75	12520
327 1	4501	0080	R 4 D P			2006AWP052430E	2014124 C	
O T-L TWR		RENO				NV 39-30-01.20	119-41-49.02	12664
82 1	5521	0085	U 2 C U				2013214 A	
O POLE		RENO				NV 39-31-24.11	119-46-07.33	12789
323 1	4497	0071	U 2 C U				2013214 A	
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289 1	4520	0095	N 1 A N			2015AWP008130E	2018025 A	
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16 1	4482	0080	N 5 E N			2012AWP039230E	2015289 A	
O SIGN		RENO				NV 39-29-34.00	119-47-13.00	12898
266 1	4458	0030	N 5 E N			2012AWP054610E	2015321 A	
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342 1	4551	0153	U U				1984130 D	
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17 1	4424	0026	N 4 D N			2012AWP043940E	2016194 A	

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14 1	4422	0028	N 4	D N	2012AWP04393OE	2016194 A	
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84 1	5696	0060	U 2	C U		2013214 A	
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10 1	4431	0032	N 4	D N	2012AWP04997OE	2016203 A	
U SIGN		RENO			NV 39-31-51.58	119-43-58.42	13198
10 1	4425	0028	N 4	D N	2012AWP04392OE	2016196 A	
U POLE		RENO			NV 39-31-52.75	119-44-04.73	13235
8 1	4430	0032	N 4	D N	2012AWP04996OE	2016201 A	
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274 1	4527	0100	U 1	A U		2011224 C	
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24 1	4421	0025	N 4	D N	2012AWP04395OE	2016194 A	
U POLE		RENO			NV 39-31-43.00	119-43-17.79	13333
25 1	4428	0032	N 4	D N	2012AWP04998OE	2016203 A	
U POLE		RENO			NV 39-31-42.65	119-43-15.61	13374
25 1	4427	0032	N 4	D N	2012AWP04999OE	2016203 A	
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271 1	4473	0046	N 2	C N	2011AWP03605OE	2014190 A	
U POLE		RENO			NV 39-31-43.86	119-43-12.42	13593
26 1	4428	0032	N 4	D N	2012AWP05000OE	2016204 A	
O T-L TWR		RENO			NV 39-29-50.04	119-41-34.13	13719
87 1	5920	0071	U 2	C U		2013214 A	
O POLE		RENO			NV 39-31-59.38	119-44-15.24	13811
4 1	4494	0080	N 5	E N	2012AWP03922OE	2015289 A	
U SIGN		RENO			NV 39-31-41.38	119-42-55.41	14017
32 1	4424	0026	N 4	D N	2012AWP04397OE	2016201 A	
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31 1	4484	0080	N 4	D N	2012AWP03924OE	2016187 A	
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357 1	4425	0020	N 4	D N	2012AWP04336OE	2016239 A	
U POLE		RENO			NV 39-31-41.78	119-42-53.45	14132
32 1	4429	0032	N 4	D N	2012AWP05001OE	2016203 A	
U MONUMENT		RENO			NV 39-32-03.30	119-44-36.48	14179
358 1	4425	0020	N 4	D N	2012AWP04337OE	2016239 A	
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358 1	4433	0028	N 4	D N	2012AWP04389OE	2016196 A	
U POLE		RENO			NV 39-31-41.62	119-42-51.90	14183
32 1	4428	0032	N 4	D N	2012AWP05002OE	2016203 A	
U MONUMENT		RENO			NV 39-32-03.31	119-44-37.50	14183
357 1	4425	0020	N 4	D N	2012AWP04335OE	2016239 A	
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357 1	4425	0020	N 4	D N	2012AWP04334OE	2016239 A	
O T-L TWR		RENO			NV 39-29-38.51	119-41-28.03	14188
92 1	5666	0057	U 2	C U		2013214 A	
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357 1	4425	0020	N 4	D N	2012AWP04333OE	2016239 A	
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359 1	4436	0026	N 4	D N	2012AWP04391OE	2016196 A	
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33 1	4427	0032	N 4	D N	2012AWP05003OE	2016203 A	
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356 1	4434	0028	N 4	D N	2012AWP04390OE	2016196 A	
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300 1	4494	0055	N 4	D N	2015AWP07850OE	2018025 A	
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352 1	4438	0028	N 4	D N	2012AWP04387OE	2016197 A	

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352 1	4432	0020	N 4 D N	2012AWP04332OE	2016239	A	
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352 1	4432	0020	N 4 D N	2012AWP04331OE	2016239	A	
U MONUMENT	RENO				NV 39-32-03.46	119-44-55.24	14332
352 1	4434	0020	N 4 D N	2012AWP04330OE	2016239	A	
U MONUMENT	RENO				NV 39-32-03.47	119-44-55.75	14339
352 1	4434	0020	N 4 D N	2012AWP04329OE	2016239	A	
U MONUMENT	RENO				NV 39-32-03.47	119-44-56.26	14344
351 1	4436	0020	N 4 D N	2012AWP04328OE	2016239	A	
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340 1	4525	0100	N 5 E N	2014AWP05760OE	2015345	A	
U POLE	RENO				NV 39-31-42.80	119-42-48.28	14437
33 1	4427	0032	N 4 D N	2012AWP05004OE	2016203	A	
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31 1	4446	0032	N 4 D N	2012AWP05009OE	2016204	A	
U SIGN	RENO				NV 39-32-04.92	119-44-52.55	14449
353 1	4437	0027	N 4 D N	2012AWP04388OE	2016196	A	
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346 1	4467	0028	N 4 D N	2012AWP04385OE	2016194	A	
O TOWER	SPARKS				NV 39-31-46.22	119-46-03.80	14492
329 1	4471	0048	N 1 B N	2011AWP04459OE	2016168	C	
U POLE	RENO				NV 39-31-38.82	119-42-38.87	14527
36 1	4427	0032	N 4 D N	2012AWP05010OE	2016204	A	
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93 1	5634	0064	U 2 C U		2013214	A	
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347 1	4505	0080	N 5 E N	2012AWP03921OE	2015289	A	
U POLE	RENO				NV 39-31-44.30	119-42-47.82	14584
33 1	4429	0032	N 4 D N	2012AWP05005OE	2016204	A	
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342 1	4762	0341	R 1 A N		2011224	C	
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31 1	4439	0032	N 4 D N	2012AWP05008OE	2016204	A	
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35 1	4430	0032	N 4 D N	2012AWP04324OE	2016187	A	
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343 1	4465	0026	N 4 D N	2012AWP04384OE	2016194	A	
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343 1	4469	0032	N 4 D N	2012AWP04994OE	2016204	A	
O BLDG	RENO				NV 39-31-21.69	119-46-46.30	14666
313 1	4805	0376	R 1 A N	0080_WE00353OE	2011208	C	
U POLE	RENO				NV 39-31-45.78	119-42-48.44	14684
32 1	4431	0032	N 4 D N	2012AWP05006OE	2016202	A	
O BLDG-TWR	RENO				NV 39-28-03.52	119-46-44.99	14689
227 1	4567	0113	R 1 A N	2011AWP04388OE	2013214	C	
O BLDG	SPARKS				NV 39-31-59.72	119-45-32.97	14689
340 1	4778	0358	R 1 B N	1995AWP00804OE	2014274	C	
U POLE	RENO				NV 39-31-46.70	119-42-50.04	14696
32 1	4433	0032	N 4 D N	2012AWP05007OE	2016204	A	
U POLE	RENO				NV 39-31-38.46	119-42-34.43	14707
38 1	4429	0032	N 4 D N	2012AWP05012OE	2016204	A	
U POLE	RENO				NV 39-31-41.18	119-42-38.36	14743
36 1	4426	0032	N 4 D N	2012AWP05011OE	2016204	A	
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94 1	5573	0068	U 2 C U		2013214	A	
U SIGN	RENO				NV 39-32-02.84	119-45-23.96	14764
343 1	4460	0026	N 4 D N	2012AWP04386OE	2016197	A	

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343 1	4464	0032	N 4 D N	2012AWP04995OE	2016203	A	
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87 1	5995	0005	U 2 C U		2013214	A	
U SIGN		RENO			NV 39-31-38.24	119-42-31.49	14831
38 1	4424	0028	N 4 D N	2012AWP04398OE	2016197	A	
U POLE		RENO			NV 39-31-39.72	119-42-32.56	14898
38 1	4429	0032	N 4 D N	2012AWP05013OE	2016204	A	
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262 1	4664	0213	R 1 A N		2011243	C	
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338 1	4464	0027	N 4 D N	2012AWP04382OE	2016194	A	
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39 1	4427	0029	N 4 D N	2012AWP04399OE	2016197	A	
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338 1	4468	0032	N 4 D N	2012AWP04992OE	2016202	A	
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339 1	4462	0023	N 4 D N	2012AWP04383OE	2016194	A	
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338 1	4468	0032	N 4 D N	2012AWP04993OE	2016202	A	
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41 1	4424	0027	N 4 D N	2012AWP04400OE	2016197	A	
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337 1	4465	0027	N 4 D N	2012AWP04381OE	2016194	A	
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42 1	4426	0032	N 4 D N	2012AWP05014OE	2016203	A	
O POLE		RENO			NV 39-32-00.33	119-45-55.12	15424
334 1	4505	0084	N 1 B N	2012AWP03920OE	2016168	C	
O T-L TWR		RENO			NV 39-29-24.99	119-41-12.85	15482
97 1	5402	0068	U 2 C U		2013214	A	
U POLE		RENO			NV 39-31-38.03	119-42-16.82	15555
42 1	4429	0032	N 4 D N	2012AWP05015OE	2016203	A	
U SIGN		RENO			NV 39-31-37.91	119-42-16.07	15585
42 1	4423	0025	N 4 D N	2012AWP04401OE	2016197	A	
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43 1	4429	0032	N 4 D N	2012AWP05016OE	2016203	A	
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329 1	4525	0090	N 4 D N	2017AWP04831OE	2018051	A	
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331 1	4458	0025	N 4 D N	2012AWP04380OE	2016194	A	
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156 1	4601	0095	N N	2011AWP03606OE	2016137	A	
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46 1	4431	0027	N 4 D N	2012AWP04402OE	2016197	A	
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99 1	5293	0072	U 2 C U		2013214	A	
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247 1	4567	0057	D 1 A N	2013AWP02399OE	2013253	C	
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46 1	4450	0032	N 4 D N	2012AWP04325OE	2016187	A	
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330 1	4461	0027	N 4 D N	2012AWP04379OE	2016194	A	
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329 1	4472	0032	N 4 D N	2012AWP05026OE	2016208	A	
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328 1	4485	0039	N 4 D N	2012AWP04377OE	2016194	A	
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49 1	4448	0032	N 4 D N	2012AWP05017OE	2016208	A	

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273 1	4634 0169 R 1 E N	2006AWP02956OE	2013218 C	
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50 1	4454 0032 N 4 D N	2012AWP05018OE	2016208 A	
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328 1	4481 0035 N 4 D N	2012AWP04378OE	2016194 A	
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50 1	4459 0032 N 4 D N	2012AWP05024OE	2016208 A	
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50 1	4452 0025 N 4 D N	2012AWP04403OE	2016197 A	
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326 1	4484 0024 N 4 D N	2012AWP04375OE	2016190 A	
U SIGN	RENO	NV 39-32-03.72	119-46-31.26	17142
326 1	4495 0035 N 4 D N	2012AWP04376OE	2016194 A	
U POLE	RENO	NV 39-32-03.15	119-46-32.65	17155
326 1	4497 0032 N 4 D N	2012AWP05025OE	2016208 A	
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325 1	4533 0080 N 5 E N	2012AWP03919OE	2015289 A	
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325 1	4509 0032 N 4 D N	2012AWP04991OE	2016202 A	
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55 1	4485 0027 N 4 D N	2012AWP04404OE	2016197 A	
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325 1	4501 0027 N 4 D N	2012AWP04374OE	2016190 A	
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6 1	4489 0085 N 1 A N	2008AWP05605OE	2010259 A	
O TOWER	RENO	NV 39-31-46.00	119-47-09.00	17652
315 1	4642 0185 R 2 A U		2014152 C	
U TOWER	RENO	NV 39-27-27.09	119-46-56.99	18021
220 1	4532 0055 N 4 D N	2017AWP02520OE	2017107 A	
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66 1	4443 0029 N 4 D N	2012AWP04405OE	2018027 A	
O BLDG	RENO	NV 39-31-35.02	119-47-41.61	18866
307 1	4620 0150 R 1 A U		2013214 A	
O BLDG	RENO	NV 39-31-32.17	119-47-47.03	19039
305 1	4591 0119 R 1 A U		2013214 A	
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322 1	4501 0025 N 4 D N	2012AWP04373OE	2016190 A	
O TOWER	RENO	NV 39-32-17.00	119-46-53.00	19220
324 1	4633 0181 R 2 A M		2014152 C	
O TOWER	RENO	NV 39-32-38.00	119-42-51.00	19271
23 2	4701 0305 R 3 C M		2014152 C	
O POLE	RENO	NV 39-32-06.32	119-47-15.76	19504
318 1	4602 0130 R 1 A U		2013214 A	
O TOWER	RENO	NV 39-31-45.00	119-47-44.00	19633
309 1	4550 0155 U U		1976292 D	
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321 1	4507 0028 N 4 D N	2012AWP04372OE	2016193 A	
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352 1	4519 0100 N 4 D N	2015AWP01826OE	2018026 A	
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321 1	4504 0028 N 4 D N	2012AWP04371OE	2016193 A	
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196 1	4531 0056 N 1 A N	2012AWP00630OE	2015229 A	
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320 1	4514 0032 N 4 D N	2012AWP04323OE	2016187 A	
U MONUMENT	RENO	NV 39-32-12.25	119-47-20.26	20186
318 1	4510 0032 N 4 D N	2012AWP04322OE	2016187 A	

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317 1	4496	0027	N 4 D N			2012AWP043700E	2016194 A	
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320 1	4510	0031	N 4 D N			2012AWP044060E	2016197 A	
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317 1	4497	0026	N 4 D N			2012AWP043690E	2016194 A	
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321 1	4502	0029	N 4 D N			2012AWP044070E	2016197 A	
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332 1	4538	0090	N 1 A N			2014AWP031960E	2015351 A	
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314 1	4526	0036	N 4 D N			2012AWP043660E	2016194 A	
U SIGN	RENO					NV 39-32-12.41	119-47-44.04	21483
315 1	4520	0036	N 4 D N			2012AWP043680E	2016194 A	
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311 1	4674	0190	D 3 C N			1999AWP004790E	2008228 C	
O BLDG	RENO					NV 39-31-17.68	119-48-37.69	21713
296 1	4680	0180	N 3 C N				2008228 A	
O BLDG	RENO					NV 39-31-17.46	119-48-40.53	21903
296 1	4702	0195	N 1 A N				2011248 C	
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313 1	4525	0029	N 4 D N			2012AWP043670E	2016194 A	
U POLE	RENO					NV 39-32-12.28	119-47-53.67	22018
313 1	4528	0032	N 4 D N			2012AWP049900E	2016204 A	
O TOWER	RENO					NV 39-29-38.36	119-49-09.95	22038
269 1	4663	0070	N 5 E N			2009AWP048380E	2011080 A	
U POLE	RENO					NV 39-32-10.87	119-47-56.40	22077
313 1	4530	0032	N 4 D N			2012AWP049890E	2016202 A	
U SIGN	RENO					NV 39-32-10.90	119-47-56.73	22098
313 1	4537	0038	N 4 D N			2012AWP043640E	2016189 A	
U POLE	RENO					NV 39-32-12.42	119-47-56.73	22202
313 1	4529	0032	N 4 D N			2012AWP050230E	2016208 A	
O TOWER	RENO					NV 39-33-20.00	119-45-15.00	22222
351 2	4733	0290	R 4 D M				2014152 C	
O TOWER	RENO					NV 39-31-58.00	119-48-13.00	22231
308 1	4648	0155	N 3 C U				2014152 C	
O TOWER	RENO					NV 39-31-46.43	119-48-23.96	22240
304 1	4537	0046	N 2 C N			2011AWP043590E	2014206 A	
O BLDG	RENO					NV 39-31-40.00	119-48-30.00	22282
302 1	4805	0315	R 5 E N			0081_WE004260E	2008228 D	
U POLE	RENO					NV 39-32-10.77	119-48-00.58	22313
312 1	4528	0032	N 4 D N			2012AWP049880E	2016202 A	
O BLDG	RENO					NV 39-31-38.68	119-48-31.69	22325
302 1	4698	0214	R 3 C M			1994AWP016570E	2008228 C	
U POLE	RENO					NV 39-32-12.59	119-47-59.06	22348
313 1	4530	0032	N 4 D N			2012AWP050220E	2016208 A	
U POLE	RENO					NV 39-32-10.33	119-48-03.76	22469
311 1	4573	0080	N 4 D N			2012AWP039180E	2016187 A	
U BLDG	RENO					NV 39-31-35.83	119-48-39.23	22684
300 1	4634	0141	N 1 A N			2016AWP069990E	2018025 A	
O BLDG	RENO					NV 39-31-39.68	119-48-39.69	22913
301 1	4769	0275	N 3 C N				2008228 A	
O BLDG	RENO					NV 39-31-33.52	119-48-45.34	22986
299 1	4785	0290	R 1 A N				2010229 C	
U SIGN	RENO					NV 39-32-11.93	119-48-13.93	23177
310 1	4531	0027	N 4 D N			2012AWP043630E	2016189 A	
O BLDG	RENO					NV 39-31-39.41	119-48-44.14	23199
300 1	4858	0360	R 1 A N			0068_SL000410E	2011206 C	

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300 1	4710 0210 N 3 C N			2008228 A	
U POLE	RENO	NV	39-32-12.88	119-48-22.26	23739
310 1	4525 0032 N 4 D N	2012AWP049870E		2016202 A	
O BLDG	RENO	NV	39-31-32.68	119-48-57.69	23797
298 1	4698 0196 N 3 C N			2008228 A	
O BLDG	RENO	NV	39-31-41.00	119-48-52.00	23812
300 1	4714 0209 R 3 C N			2014152 C	
O BLDG	RENO	NV	39-31-31.00	119-49-00.00	23879
297 1	4754 0252 R 3 C N			2014152 C	
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299 1	4746 0243 N 3 C N			2008228 A	
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309 1	4516 0027 N 4 D N	2012AWP043620E		2016189 A	
U POLE	RENO	NV	39-32-12.68	119-48-26.72	23996
309 1	4520 0032 N 4 D N	2012AWP049860E		2016201 A	
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309 1	4506 0024 N 4 D N	2012AWP043600E		2016190 A	
U POLE	RENO	NV	39-32-11.10	119-48-28.54	24008
309 1	4513 0032 N 4 D N	2012AWP049850E		2016202 A	
O BLDG	RENO	NV	39-31-44.68	119-48-53.69	24115
301 1	4835 0335 R 3 C M	1988AWP000150E		2008228 C	
O DOME	RENO	NV	39-31-49.68	119-48-54.69	24443
302 1	4698 0192 N 3 C N			2008228 A	
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355 1	4584 0100 N 4 D N	2015AWP090750E		2018024 A	
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308 1	4514 0026 N 4 D N	2012AWP043610E		2016190 A	
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307 1	4510 0026 N 4 D N	2012AWP043580E		2016190 A	
U POLE	RENO	NV	39-32-10.73	119-48-38.43	24596
307 1	4519 0032 N 4 D N	2012AWP050210E		2016208 A	
O BLDG	RENO	NV	39-31-47.68	119-48-58.69	24606
301 1	4918 0415 R 3 C N	2011AWP048160E		2011265 C	
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306 1	4518 0032 N 4 D N	2012AWP049840E		2016201 A	
U POLE	RENO	NV	39-32-10.14	119-48-39.72	24640
307 1	4519 0032 N 4 D N	2012AWP050200E		2016208 A	
U MONUMENT	RENO	NV	39-32-09.85	119-48-41.50	24734
307 1	4530 0020 N 4 D N	2012AWP043270E		2016189 A	
O BLDG	RENO	NV	39-31-46.00	119-49-04.00	24880
300 1	4729 0213 R 3 C N			2014152 C	
O BLDG	RENO	NV	39-31-56.00	119-48-57.00	24936
303 1	4745 0235 R 5 D N	0080_WE005820E		2014152 C	
U POLE	RENO	NV	39-32-04.48	119-48-50.96	25017
305 1	4554 0030 N 4 D N	2012AWP039170E		2016187 A	
U SOLAR PA	RENO	NV	39-31-02.82	119-49-31.25	25027
289 1	4545 0014 N 4 D N	2016AWP078320E		2018027 A	
U SOLAR PA	RENO	NV	39-31-03.20	119-49-31.25	25039
289 1	4544 0014 N 4 D N	2016AWP078310E		2018027 A	
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302 1	4805 0290 N 3 C N			2008228 A	
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288 1	4543 0014 N 4 D N	2016AWP078330E		2018027 A	
U SOLAR PA	RENO	NV	39-31-01.04	119-49-34.25	25193
288 1	4543 0014 N 4 D N	2016AWP078340E		2018027 A	
U SOLAR PA	RENO	NV	39-31-03.17	119-49-34.25	25261
289 1	4540 0014 N 4 D N	2016AWP078300E		2018027 A	

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305 1	4539	0024	N 4	D N	2012AWP043590E	2016190 A	
U BRIDGE		RENO			NV 39-32-04.51	119-48-57.16	25420
304 1	4580	0062	N 4	D N	2012AWP039160E	2016187 A	
U SIGN		RENO			NV 39-32-03.08	119-48-58.83	25447
304 1	4535	0021	N 4	D N	2012AWP043570E	2016190 A	
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57 3	5881	0198	N 5	E N		2014152 C	
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303 1	4548	0028	N 4	D N	2012AWP043560E	2016190 A	
O TOWER		RENO			NV 39-31-09.54	119-49-40.86	25962
290 1	4569	0046	N 2	C N	2011AWP043570E	2014190 A	
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303 1	4572	0030	N 4	D N	2012AWP039150E	2016187 A	
U POLE		RENO			NV 39-32-01.92	119-49-11.42	26210
302 1	4546	0032	N 4	D N	2012AWP049830E	2016201 A	
U SIGN		RENO			NV 39-31-59.12	119-49-14.12	26240
302 1	4542	0027	N 4	D N	2012AWP043530E	2016189 A	
U MONUMENT		RENO			NV 39-31-56.13	119-49-20.19	26492
301 1	4544	0020	N 4	D N	2012AWP043260E	2016189 A	
U SIGN		RENO			NV 39-31-58.66	119-49-18.78	26528
301 1	4542	0024	N 4	D N	2012AWP043550E	2016190 A	
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80 1	4500	0100	N 4	D N	2012AWP025320E	2018026 A	
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299 1	4565	0027	N 4	D N	2012AWP043520E	2016189 A	
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299 1	4565	0024	N 4	D N	2012AWP043510E	2016189 A	
U POLE		RENO			NV 39-31-51.08	119-49-36.32	27344
298 1	4583	0032	N 4	D N	2012AWP050190E	2016208 A	
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61 1	5980	0040	L	U		1989058 A	
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296 1	4572	0023	N 4	D N	2012AWP043500E	2016189 A	
U TOWER		SPARKS			NV 39-34-18.84	119-44-16.80	27896
2 1	4641	0111	N	N	2011AWP044630E	2016131 A	
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297 1	4651	0080	N 4	D N	2012AWP039140E	2016183 A	
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87 1	4621	0224	N 5	E N	2013AWP054650E	2013319 A	
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347 1	4959	0040	U 1	A U		2013214 A	
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314 1	4685	0065	N 5	E N	2010AWP039920E	2011263 A	
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296 1	4596	0024	N 4	D N	2012AWP043490E	2016189 A	
U SIGN		RENO			NV 39-31-37.58	119-50-10.80	29185
293 1	4631	0025	N 4	D N	2012AWP043480E	2016189 A	
U TOWER		RENO			NV 39-33-28.80	119-48-21.40	29198
321 1	4800	0045	N	N	2011AWP069420E	2016137 A	
O CATENARY		SPARKS			NV 39-25-10.38	119-42-06.59	29784
158 1	5076	0229	N 5	E N	2012AWP049700E	2012223 A	
U POLE		RENO			NV 39-31-36.97	119-50-22.32	29992
293 1	4724	0080	N 4	D N	2012AWP039130E	2016183 A	
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292 1	4674	0028	N 4	D N	2012AWP043470E	2016189 A	
U POLE		RENO			NV 39-24-13.58	119-45-11.12	33524
186 1	4686	0080	N 1	A N	2015AWP034810E	2018027 A	

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328 1	5226 0198 R 5 E P	2010WTW02284OE	2011206 A	
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359 1	4685 0015 N 1 A N	2010AWP03391OE	2010336 A	
O TOWER	SUN VALLEY	NV 39-35-02.64	119-47-55.49	36139
333 1	5662 0202 D 1 A N	2016AWP04505OE	2017291 C	
U TOWER	RENO	NV 39-35-02.20	119-47-57.00	36152
333 1	5609 0155 N 4 D N	2016AWP12760OE	2017290 A	
U TOWER	RENO	NV 39-35-03.81	119-47-54.23	36201
334 1	5525 0065 N 4 D N	2011AWP07233OE	2016154 A	
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333 1	5672 0212 N 1 A N		2014152 C	
O TOWER	RENO	NV 39-35-02.70	119-48-07.70	36582
332 1	5546 0100 N 5 E N	2012AWP02640OE	2015231 A	
U TOWER	RENO	NV 39-35-03.50	119-48-09.90	36735
332 1	5557 0097 N 4 D N	2012AWP04436OE	2016330 A	
O TOWER	SUN VALLEY	NV 39-35-04.00	119-48-10.10	36787
332 1	5550 0096 N 5 E N	2011AWP04047OE	2011258 A	
O POLE	RENO	NV 39-23-33.35	119-47-06.21	39412
198 1	5215 0008 U 1 A U		2013214 A	

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DEFINITIONS:

The data for each obstacle record is in the following format:

Field	Data Element	Description
-----	-----	-----
1	"O" or "U"	Verification Status "O": verified "U": unverified
2	Obstacle Type	1. Arch 15. Plant 2. Balloon 16. Pole 3. Bridge 17. Rig 4. Bldg 18. Refinery 5. Bldg-Twr 19. Sign 6. Catenary 20. Spire 7. Cool TWR 21. Stack 8. Crane 22. Stacks 9. Crane T 23. Tank 10. Ctrl Twr 24. T-L Twr 11. Dam 25. Tower 12. Dome 26. Towers 13. Elevator 27. Tramway

Windmill			14. Monument 28.
3	City Name		City
4	State Identifier		State
5	Latitude		Latitude (NAD 1883)
6	Longitude		Longitude (NAD 1983)
7	Range		Distance from
Aeronautical Study			to NOS Obstruction
(feet)			
8	DEG		Bearing from
Aeronautical Study			to NOS Obstruction
(feet)			
9	Freq		Charted AM station
Frequency			
10	AMSL		Above Mean Sea Level
Height (Feet)			
11	AGL		Above Ground Level
Height (Feet)			
12	Strobe Indicator		(L)ighting, type of
White			"S": High Intensity
			Strobe Lighting
White			"M": Medium Intensity
			Strobe Lighting
HIGH Intensit			"R": Red Lighting
			"H": Dual, Red with
MEDIUM			White Strobe
Strobe			"D": Dual, Red with
			Intensity White
not listed			"F": Flood Lights
			"N": No Lights
			"L": Other, Lighting
			above
13, 14	Accuracy H V		A A
Accuracy			Horizontal, Vertical
			HORIZONTAL
VERTICAL			

Tolerance	Code	Tolerance	Code
+ - 3'	1	+ - 15'	A
+ - 10'	2	+ - 50'	B
+ - 20'	3	+ - 100'	C
+ - 50'	4	+ - 250'	D
+ - 125'	5	+ - 500'	E
+ - 250'	6	+ - 1000'	F
+ - 500'	7	+ - 1/2 NM	G
+ - 1000'	8	+ - 1M	H
Unknown	9	Unknown	I

15	Mark Indicator "Y" or "N"	Painted/Marked Yes or No
16	FAA Study Number or NOS Source Code	NOS Source Code (when FAA study number is not available)
Check Procedures Reported Reported Reported Reported Ctrl Data for Charts		99CF0000 7610 Form
		99AM0000 FCC AM List
		99FM0000 FCC FM List
		99FC0000 Flight
		99SP0000 Stereoplot
		99IP0000 IAP
		99VR0000 Visual
		99LR0000 Letter
		99TR0000 Telephone
		99MS0000 MSAW
	99OC#### OC Charts	
	99HC0000 Horizontal	
	99LM0000 Landmark	
17	Action: A, C, D, Julian Date	Add, Change, Dismantle, Date of Action *

* A revision has been made to the Julian date field by NOS in order to comp issues. The numeric, 5-digit field (YYDDD) has changed to an alphanumeric field. The new format has a distinctive letter to indicate Y2K compliance character of the Julian date (jdate) field will be a letter. The remainin will be numeric. The sequence will begin with A0001 = January 1, 2000. It with:

A1001 = January 1, 2001

A2001 = January 1, 2002

A3001 = January 1, 2003

A9001 = January 1, 2009

B0001 = January 1, 2010

* FCC REGISTERED ANTENNA STRUCTURES

*

ASR Search Range = 40000

FILE: SC14011B

LATITUDE: 39°-29'-43.29" LONGITUDE: 119°-44'-28.91"

SITE ELEVATION AMSL.....4394 ft.
STRUCTURE HEIGHT..... 55 ft.
OVERALL HEIGHT AMSL.....4449 ft.

Table with columns: STRUCTURE, REGISTER FILE NUM, FAA STUDY NUMBER, LATITUDE, LONGITUDE, GROUND, AGL, AMSL, DIST, DIR. Contains multiple rows of antenna structure data.

4TA4	1222804	A0169464	99-AWP-2290-OE	39-30-40.49	119-43-
00.41	1337.4	92 1430.7	9035 50		
7TA2	1281503	A0742554	2011-AWP-6976-OE	39-30-35.99	119-42-
55.00	1335.0	60 1395.7	9090 54		
7TA7	1281510	A0742562	2011-AWP-6981-OE	39-30-35.99	119-42-
52.99	1335.0	60 1395.7	9217 55		
7TA4	1281507	A0742559	2011-AWP-6978-OE	39-30-35.99	119-42-
52.99	1335.0	60 1395.7	9217 55		
7TA5	1281508	A0742560	2011-AWP-6979-OE	39-30-35.99	119-42-
52.99	1335.0	60 1395.7	9217 55		
7TA6	1281509	A0742561	2011-AWP-6980-OE	39-30-35.99	119-42-
52.99	1335.0	60 1395.7	9217 55		
4TA3	1222750	A0169229	99-AWP-2289-OE	39-30-40.59	119-42-
56.59	1337.4	92 1430.7	9272 51		
7TA5	1281508	A0742560	2011-AWP-6979-OE	39-30-35.99	119-42-
52.00	1335.0	60 1395.7	9281 55		
4TA2	1222749	A0169228	99-AWP-2288-OE	39-30-40.70	119-42-
54.70	1337.4	92 1430.7	9396 52		
4TA4	1222804	A0169464	99-AWP-2290-OE	39-30-40.70	119-42-
54.70	1337.4	92 1430.7	9396 52		
4TA3	1222750	A0169229	99-AWP-2289-OE	39-30-40.70	119-42-
54.70	1337.4	92 1430.7	9396 52		
4TA1	1222748	A0169227	99-awp-2287-oe	39-30-40.70	119-42-
54.70	1337.4	92 1430.7	9396 52		
7TA3	1281504	A0742555	2011-AWP-6977-OE	39-30-41.99	119-42-
55.00	1335.0	60 1395.7	9459 51		
4TA2	1222749	A0169228	99-AWP-2288-OE	39-30-40.70	119-42-
52.80	1337.4	92 1430.7	9513 52		
7TA6	1281509	A0742561	2011-AWP-6980-OE	39-30-41.99	119-42-
52.99	1335.0	60 1395.7	9581 52		
POLE	1002501	A1059106	2007-AWP-5610-OE	39-28-20.99	119-45-
29.99	1526.1	5 1531.3	9605 210		
7TA2	1281503	A0742554	2011-AWP-6976-OE	39-30-41.00	119-42-
50.99	1335.0	60 1395.7	9644 53		
7TA1	1281502	A0742553	2011-AWP-6975-OE	39-30-41.00	119-42-
50.99	1335.0	60 1395.7	9644 53		
7TA3	1281504	A0742555	2011-AWP-6977-OE	39-30-41.00	119-42-
50.99	1335.0	60 1395.7	9644 53		
4TA1	1222748	A0169227	99-awp-2287-oe	39-30-40.80	119-42-
48.98	1337.4	92 1430.7	9757 53		
7TA7	1281510	A0742562	2011-AWP-6981-OE	39-30-42.99	119-42-
50.99	1335.0	60 1395.7	9768 52		
TOWER	1229775	A0894820	01-AWP-1928-OE	39-30-44.00	119-42-
51.59	1337.4	88 1427.0	9794 51		
2LTA2	1288176	A0893439	2013-AWP-320-OE	39-30-49.30	119-42-
57.39	1337.0	77 1414.1	9802 47		
POLE	1295426	A0940860	2015-AWP-265-NRA	39-30-01.00	119-46-
32.01	1344.0	17 1361.0	9815 281		
2LTA2	1288176	A0893439	2013-AWP-320-OE	39-30-49.41	119-42-
55.90	1337.0	77 1414.1	9894 47		
2LTA1	1288175	A1085156	2013-AWP-322-OE	39-30-49.41	119-42-
55.90	1337.4	77 1414.5	9894 47		
TOWER	1011094	A0894791	2011-AWP-8079-OE	39-30-44.09	119-42-
48.90	1337.5	57 1394.5	9965 52		
2LTA1	1288175	A1085156	2013-AWP-322-OE	39-30-49.41	119-42-
54.31	1337.4	77 1414.5	9987 48		
MTOWER	1303634	A1066006	2016-AWP-11457-OE	39-30-11.00	119-46-
53.18	1349.7	24 1374.1	11652 284		

MTOWER	1256334	A1065454	2016-AWP-6102-OE	39-28-58.09	119-46-46.10
	1347.8	19	1367.9	11688	247
MTOWER	1303638	A1066009	2016-AWP-11620-OE	39-29-36.20	119-47-02.99
	1346.6	24	1371.0	12101	267
MAST	1233539	A0821192	2011-AWP-2178-OE	39-31-36.80	119-45-27.49
	1346.6	28	1374.6	12369	338
POLE	1202064	A0645616	99-AWP-1015-OE	39-31-36.80	119-45-27.49
	1343.9	27	1371.3	12369	338
B	1205335	A0154205	72-WE-799-OE	39-31-29.59	119-45-50.59
	1347.3	7	1374.7	12517	329
TOWER	1257564	A1022375	2006-AWP-3525-OE	39-31-26.59	119-45-56.79
	1347.5	19	1367.0	12519	327
MTOWER	1254468	A1096659	2017-AWP-12183-OE	39-29-25.50	119-47-08.89
	1349.6	25	1376.4	12671	262
POLE	1297327	A1068775	2015-AWP-813-OE	39-30-24.40	119-47-04.31
	1348.7	28	1377.6	12872	289
POLE	1011158	A1031669	2006-AWP-6411-OE	39-30-56.40	119-46-45.41
	1348.1	28	1376.1	13008	305
	1258276	A1047617	2009-AWP-5547-OE	39-30-01.29	119-47-13.81
	1347.2	29	1377.4	13055	278
BANT	1236696	A0295672	2002-AWP-2755-OE	39-31-02.70	119-46-42.50
	1344.2	5	1351.8	13199	308
TOWER	1203426	A0454722	99-AWP-1472-OE	39-31-55.69	119-45-01.67
	1350.3	15	1365.5	13641	349
TOWER	1254993	A0561311	2006-AWP-3452-OE	39-30-57.99	119-46-54.01
	1350.6	25	1376.5	13656	304
POLE	1303636	A1066011	2016-AWP-11619-OE	39-28-58.99	119-47-13.59
	1357.9	9	1367.0	13667	251
BPIPE	1200788	A0091348	97-AWP-3383-OE	39-31-25.70	119-46-25.69
	1349.0	7	1361.2	13826	319
POLE	1008821	A1059109	96-AWP-3113-OE	39-29-23.00	119-47-24.99
	1350.6	16	1368.0	13956	262
MTOWER	1303633	A1066005	2016-AWP-11074-OE	39-31-11.30	119-46-58.10
	1351.8	24	1376.2	14698	307
BTWR	1200795	A0091357	98-AWP-0332-OE	39-28-02.70	119-46-44.69
	1354.8	25	1392.0	14729	226
POLE	1214460	A0268820	99-AWP-0721-OE	39-31-46.00	119-42-33.00
	1341.1	25	1367.0	15385	36
TOWER	1227141	A0821055	01-AWP-2836-OE	39-27-11.40	119-44-17.89
	1352.7	34	1391.7	15392	177
MTOWER	1305770	A1100639	2017-AWP-12860-OE	39-31-58.29	119-46-00.09
	1350.2	18	1368.5	15416	332
TOWER	1233540	A0821193	01-awp-5166-oe	39-29-06.00	119-47-39.90
	1360.0	21	1385.9	15442	256
POLE	1065848	A0645610	99-AWP-0798-OE	39-29-06.00	119-47-39.98
	1359.7	17	1377.9	15448	256
POLE	1279558	A0780941	2011-AWP-2609-OE	39-31-26.59	119-41-57.81
	1338.7	24	1363.4	15796	49
POLE	1252447	A1027963	2007-AWP-3952-OE	39-32-05.40	119-45-52.81
	1348.1	31	1382.8	15812	335
POLE	1000983	A1081611	2006-AWP-6412-OE	39-29-46.00	119-47-50.59
	1354.2	25	1379.5	15813	271
MTOWER	1303224	A1097645	2017-AWP-4831-OE	39-31-57.80	119-46-13.41
	1351.7	27	1379.1	15884	329
MTOWER	1296098	A1059162	2014-AWP-9852-OE	39-30-48.99	119-47-34.30
	1353.6	30	1384.0	15981	295
POLE	1286695	A1070446	2017-AWP-3342-OE	39-28-40.00	119-47-38.80
	1374.6	17	1392.0	16207	247

TOWER	1266784	A0761649	2008-AWP-7191-OE	39-32-23.00	119-44-
06.90	1342.0	19	1361.2	16251	6
LTOWER	1303131	A1087061	2017-AWP-6739-OE	39-28-23.00	119-47-
29.49	1368.2	18	1388.0	16324	240
TOWER	1200325	A0090113	99-AWP-0860-OE	39-28-24.80	119-47-
33.80	1369.5	12	1381.7	16530	241
TOWER	1229632	A0864684	00-AWP-0546-OE	39-28-24.80	119-47-
33.80	1369.5	15	1384.7	16530	241
POLE	1024412	A0559771	97-AWP-0487-OE	39-31-41.99	119-46-
54.99	1353.3	18	1371.5	16594	316
POLE	1040328	A0838441	98-AWP-0067-OE	39-29-29.00	119-48-
00.01	1365.4	18	1384.3	16613	265
POLE	1303635	A1066007	2016-AWP-11458-OE	39-27-49.49	119-47-
11.50	1364.6	9	1373.7	17179	228
TOWER	1256333	A1022357	2006-AWP-6725-OE	39-31-34.90	119-47-
14.80	1357.3	19	1376.8	17222	311
LTOWER	1293113	A0909627	2014-AWP-2127-OE	39-32-01.00	119-46-
40.90	1360.9	12	1373.1	17354	323
BANT	1202609	A0705745	99-AWP-0958-OE	39-32-36.99	119-45-
10.98	1345.9	14	1360.8	17882	349
POLE	1297647	A1069663	2014-AWP-9042-OE	39-27-27.59	119-46-
55.90	1363.9	15	1381.8	17927	220
TOWER	1232567	A1012708	01-AWP-3351-OE	39-30-26.69	119-48-
12.39	1357.9	31	1389.6	18061	284
TOWER	1222665	A0820934	2005-AWP-2224-OE	39-27-12.70	119-46-
46.59	1371.0	16	1398.4	18674	215
MTOWER	1299827	A1091360	2015-AWP-5301-OE	39-29-16.49	119-48-
27.17	1376.1	16	1392.8	18876	262
POLE	1236891	A1022136	2002-AWP-3655-OE	39-29-30.59	119-48-
30.69	1371.6	16	1388.1	18998	266
POLE	1303632	A1066012	2016-AWP-11461-OE	39-26-57.59	119-46-
31.18	1371.0	9	1380.1	19313	210
MTOWER	1297211	A1059170	2015-AWP-1826-OE	39-32-55.58	119-45-
01.81	1346.9	28	1377.3	19627	352
MTOWER	1303637	A1066010	2016-AWP-11621-OE	39-32-13.00	119-47-
15.48	1366.4	24	1390.8	19997	319
POLE	1241539	A1022193	2003-AWP-3966-OE	39-30-57.80	119-48-
27.58	1362.5	18	1380.8	20170	292
POLE	1235864	A1029688	2006-AWP-6414-OE	39-30-22.90	119-48-
45.90	1374.3	16	1391.1	20540	281
	1270525	A0935879	2009-AWP-3630-OE	39-29-40.40	119-48-
53.67	1391.4	15	1408.4	20759	269
POLE	1271728	A1083055	2009-AWP-1062-OE	39-28-13.80	119-48-
30.30	1406.0	12	1419.1	20982	244
POLE	1255424	A1027755	2006-AWP-3460-OE	39-32-07.79	119-47-
44.90	1366.1	31	1398.1	21207	314
MTOWER	1294107	A1059158	2014-AWP-3196-OE	39-32-49.69	119-46-
37.17	1355.7	27	1383.1	21372	332
TOWER	1272174	A0819602	2009-AWP-4838-OE	39-29-38.30	119-49-
09.91	1399.9	18	1421.2	22035	269
TOWER	1257358	A1022372	2006-AWP-1774-OE	39-33-18.20	119-45-
20.18	1350.0	25	1375.9	22114	350
BTWR	1211696	A0657312	94-AWP-1497-OE	39-31-22.69	119-48-
41.67	1371.0	48	1425.9	22219	297
B	1015173	A0532352		39-31-37.99	119-48-
32.00	1359.0	65	1424.0	22310	301
B	1046158	A0054379		39-31-39.00	119-48-
32.00	1359.0	65	1424.0	22363	302

B	1031930	A0037874	94-AWP-1657-OE	39-31-39.00	119-48-
32.00	1359.4	65	1424.6	22363	302
BTWR	1030301	A0035902	97-AWP-2041-OE	39-31-35.00	119-48-
39.01	1368.6	30	1412.5	22628	300
BTWR	1011432	A1047392	2016-AWP-6999-OE	39-31-35.80	119-48-
39.17	1369.4	29	1412.3	22679	300
B	1018760	A0022468		39-31-36.00	119-48-
40.00	1387.0	28	1417.8	22746	300
TOWER	1257720	A0692884	2006-AWP-7358-OE	39-30-15.09	119-49-
27.90	1398.4	23	1422.2	23658	278
MTOWER	1298269	A1042623	2015-AWP-9075-OE	39-33-44.09	119-44-
57.91	1366.7	27	1397.2	24470	355
TOWER	1267297	A0761736	2008-AWP-7153-OE	39-30-53.09	119-49-
43.09	1382.0	16	1398.8	25619	286
TREE	1286195	A0976484	2013-AWP-3197-OE	39-33-26.70	119-47-
10.32	1392.9	19	1412.7	25904	331
B	1018759	A0022467		39-31-58.99	119-49-
11.01	1394.0	20	1414.0	26026	302
TOWER	1282875	A0905499	2011-AWP-7879-OE	39-34-00.79	119-45-
04.69	1437.4	15	1452.9	26205	354
TOWER	1238297	A0370641	2003-AWP-26-OE	39-32-29.79	119-48-
48.40	1389.6	24	1413.7	26408	310
TOWER	1059086	A0069404	98-AWP-2836-OE	39-33-00.99	119-48-
12.01	1404.5	12	1419.7	26568	319
POLE	1217836	A0817807	2005-AWP-505-OE	39-30-25.70	119-38-
53.90	1368.5	45	1414.2	26609	81
POLE	1215128	A0927810	99-AWP-2425-OE	39-31-51.70	119-49-
33.69	1386.9	10	1397.0	27192	299
TOWER	1232598	A0864286	01-AWP-4150-OE	39-30-33.49	119-50-
10.08	1398.1	14	1413.0	27222	281
TOWER	1202610	A0821426	2004-AWP-763-OE	39-33-00.58	119-48-
26.32	1407.3	25	1439.3	27288	317
	1221866	A0978426	71-SLC-26-OE	39-33-25.59	119-47-
50.59	1411.2	55	1467.6	27490	325
LTOWER	1287089	A0831443	2013-AWP-259-OE	39-33-13.90	119-48-
24.40	1439.9	13	1453.9	28190	319
TOWER	1011980	A0691265	98-AWP-2874-OE	39-31-48.99	119-49-
51.98	1393.8	18	1412.0	28336	297
POLE	1294068	A1083843	2014-AWP-3617-OE	39-32-46.00	119-49-
03.31	1408.7	32	1440.7	28359	311
POLE	1283674	A1083525	2013-AWP-1772-OE	39-32-52.00	119-49-
06.09	1410.9	16	1427.1	28921	311
MAST	1249817	A0461947	2005-AWP-3931-OE	39-33-28.79	119-48-
21.40	1449.3	9	1459.7	29198	321
POLE	1291464	A0974156	2013-AWP-7995-OE	39-28-34.19	119-50-
32.30	1530.0	10	1540.1	29338	256
B	1018761	A0022469		39-32-51.00	119-49-
17.98	1512.0	10	1525.0	29562	310
POLE	1267734	A0761811	2009-AWP-1124-OE	39-31-17.09	119-50-
35.41	1397.5	16	1414.3	30254	288
TOWER	1272701	A0909366	2009-AWP-5511-OE	39-31-10.09	119-50-
41.09	1388.6	14	1405.0	30466	287
MTOWER	1297372	A1059172	2015-AWP-3481-OE	39-24-13.50	119-45-
11.09	1403.9	22	1428.3	33531	186
POLE	1024414	A0465665	97-AWP-1408-OE	39-24-00.00	119-44-
25.99	1388.0	12	1400.8	34734	180
LTOWER	1025067	A0907128	2014-AWP-2145-OE	39-35-01.79	119-47-
54.81	1665.3	39	1715.6	36039	333

GTOWER	1025101	A1084574	2016-AWP-4505-OE	39-35-02.70	119-47-55.50	1665.3	59	1726.9	36145	333
LTOWER	1201897	A1096685	2016-AWP-12760-OE	39-35-02.20	119-47-56.98	1658.1	29	1704.4	36152	333
TOWER	1011426	A1065886		39-35-03.00	119-47-55.01	1665.9	30	1710.7	36155	333
TOWER	1283904	A0864681	2012-AWP-2640-OE	39-35-02.70	119-48-07.67	1659.9	24	1690.4	36582	332
POLE	1278003	A1027315	2010-AWP-7636-OE	39-35-02.59	119-48-08.90	1660.2	23	1686.7	36617	332
POLE	1018757	A0022463	96-AWP-3346-OE	39-35-03.00	119-48-10.00	1656.0	5	1661.1	36695	332
TOWER	1284527	A0864680	2012-AWP-4436-OE	39-35-03.49	119-48-09.89	1664.0	22	1693.6	36735	332
MTOWER	1298546	A1103991	2016-AWP-162-OE	39-23-25.59	119-46-05.58	1474.9	13	1488.6	38961	191
TOWER	1271151	A1089080	2009-AWP-4604-OE	39-23-21.29	119-46-19.89	1498.1	23	1521.9	39619	193
2TA2	1012404	A0974951	80-AWE-719-OE	39-34-22.99	119-50-52.99	1597.2	107	1704.2	41310	313
2TA1	1012403	A0974950	80-AWE-719-OE	39-34-25.00	119-50-52.00	1597.2	107	1704.2	41393	314
2TA2	1012404	A0974951	80-AWE-719-OE	39-34-25.00	119-50-52.00	1597.2	107	1704.2	41393	314
2TA1	1012403	A0974950	80-AWE-719-OE	39-34-26.99	119-50-52.00	1597.2	107	1704.2	41532	314
MTOWER	1293236	A1059156	2014-AWP-486-OE	39-35-52.90	119-50-41.51	1587.0	22	1609.8	47440	322
TOWER	1225395	A0222947	01-AWP-1513-OE	39-36-14.70	119-50-29.01	1577.0	9	1586.1	48622	325

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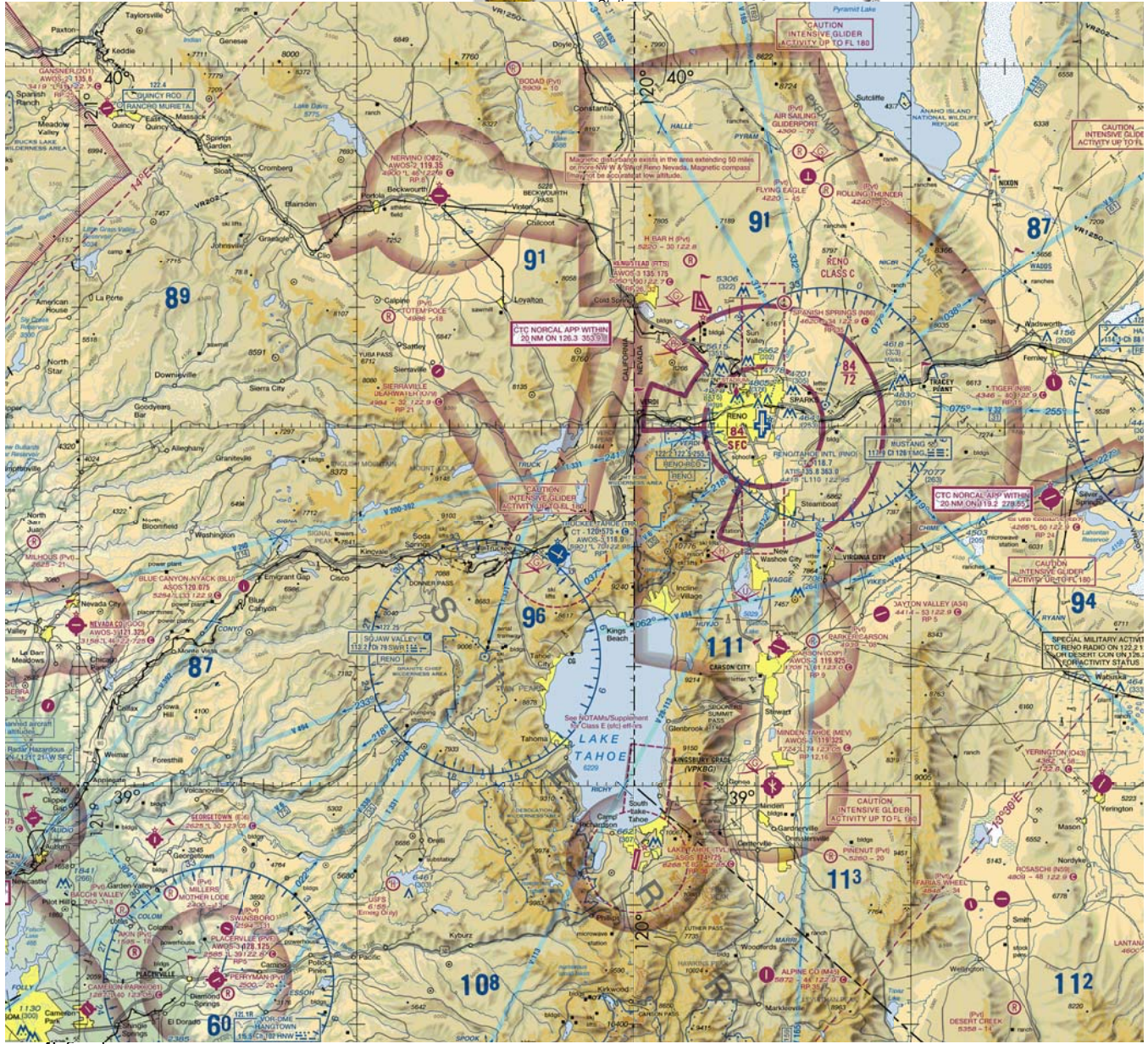
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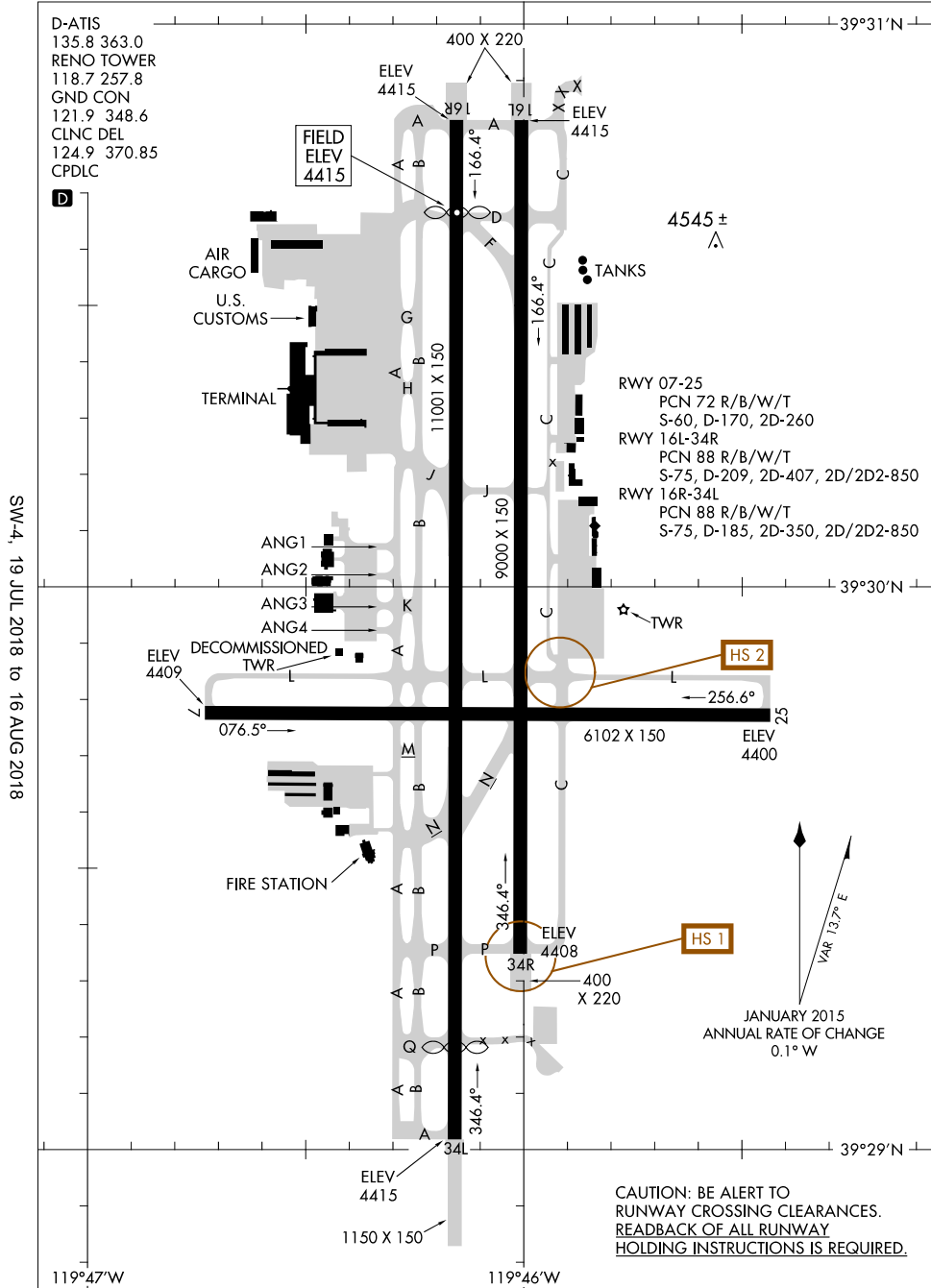
Flight Plan

18088

AIRPORT DIAGRAM

AL-346 (FAA)

RENO/TAHOE INTL (RNO)
RENO, NEVADA



SW-4, 19 JUL 2018 to 16 AUG 2018

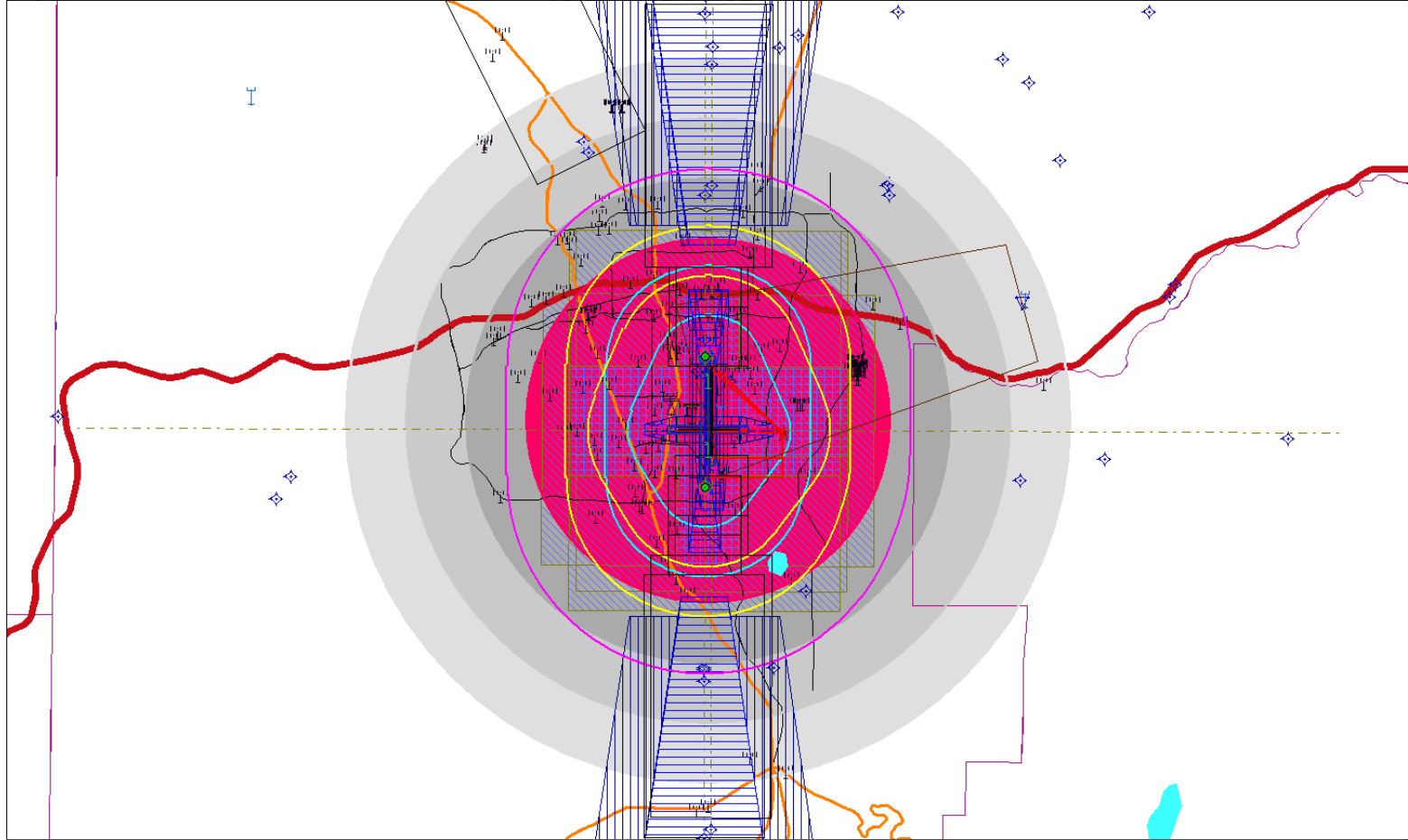
SW-4, 19 JUL 2018 to 16 AUG 2018

AIRPORT DIAGRAM

18088

RENO, NEVADA
RENO/TAHOE INTL (RNO)

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.



TOWAIR Determination Results

This structure requires FAA notification and FCC registration, based on a check of the coordinates, heights, and structure type you provided. As detailed below, one or more of the determination results produced a "fail slope" result, which means registration is required.

*** NOTICE ***

TOWAIR's findings are not definitive or binding, and we cannot guarantee that the data in TOWAIR are fully current and accurate. In some instances, TOWAIR may yield results that differ from application of the criteria set out in 47 C.F.R. Section 17.7 and 14 C.F.R. Section 77.13. A positive finding by TOWAIR recommending notification should be given considerable weight. On the other hand, a finding by TOWAIR recommending either for or against notification is not conclusive. It is the responsibility of each ASR participant to exercise due diligence to determine if it must coordinate its structure with the FAA. TOWAIR is only one tool designed to assist ASR participants in exercising this due diligence, and further investigation may be necessary to determine if FAA coordination is appropriate.

DETERMINATION Results

FAIL SLOPE (100:1)FAA REQ - 1366.0 Meters(4481.56 Feet) away & exceeds by 1.0 Meters (3.27999 Feet)

Type	C/R	Latitude	Longitude	Name	Address	Lowest Elevation (m)	Runway Length (m)
AIRP	R	39-29-46.00N	119-45-26.00W	RENO/TAHOE INTL	WASHOE RENO, NV	1341.0	3353.0999999999999

PASS SLOPE(100:1)NO FAA REQ - 2176.0 Meters (7139.02 Feet)away & below slope by 6.0 Meters (19.68 Feet)

Type	C/R	Latitude	Longitude	Name	Address	Lowest Elevation (m)	Runway Length (m)
AIRP	R	39-30-50.00N	119-46-0.00W	RENO/TAHOE INTL	WASHOE RENO, NV	1341.0	3353.0999999999999

PASS SLOPE(100:1)NO FAA REQ - 2391.0 Meters (7844.39 Feet)away & below slope by 8.0 Meters (26.25 Feet)

Type	C/R	Latitude	Longitude	Name	Address	Lowest Elevation (m)	Runway Length (m)
AIRP	R	39-30-50.00N	119-46-9.00W	RENO/TAHOE INTL	WASHOE RENO, NV	1341.0	3353.0999999999999

Your Specifications

NAD83 Coordinates

Latitude 39-29-43.3 north
 Longitude 119-44-28.9 west

Measurements (Meters)

Overall Structure Height (AGL) 16.8

Support Structure Height (AGL)

16.8

Site Elevation (AMSL)

1339.2

Structure Type

MTOWER - Monopole

[Tower Construction Notifications](#)

Notify Tribes and Historic Preservation Officers of your plans to build a tower.

CLOSE WINDOW

* Federal Airways & Airspace *
* Summary Report: New Construction *
* Construction Crane *

Airspace User: Remington E Leaver

File: SC14011B

Location: Sparks, NV

Latitude: 39°-29'-43.29" Longitude: 119°-44'-28.91"

SITE ELEVATION AMSL.....4394 ft.
STRUCTURE HEIGHT.....75 ft.
OVERALL HEIGHT AMSL.....4469 ft.
SURVEY HEIGHT AMSL.....4469 ft.

NOTICE CRITERIA

FAR 77.9(a): NNR (DNE 200 ft AGL)

FAR 77.9(b): NR (Exceeds Notice Slope, Maximum: 4444 ft.)

FAR 77.9(c): NNR (Not a Traverse Way)

RNO FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for

N86 FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for

FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required

NNR = Notice Not Required

PNR = Possible Notice Required (depends upon actual IFR procedure)

For new construction review Air Navigation Facilities at bottom of this report.

Notice to the FAA is required because height exceeds Notice Slope criteria.

The maximum height to avoid notice is 4444 ft AMSL.

OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL

FAR 77.17(a)(2): DNE - Airport Surface

FAR 77.19(a): DNE - Horizontal Surface

FAR 77.19(b): DNE - Conical Surface

FAR 77.19(c): DNE - Primary Surface

FAR 77.19(d): DNE - Approach Surface

FAR 77.19(e): DNE - Approach Transitional Surface

FAR 77.19(e): DNE - Abeam Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: RNO: RENO/TAHOE INTL

□

Type: A RD: 4485.748 RE: 4399.7

FAR 77.17(a)(1): DNE
FAR 77.17(a)(2): DNE - Height No Greater Than 200 feet

AGL.

VFR Horizontal Surface: DNE
VFR Conical Surface: DNE
VFR Primary Surface: DNE
VFR Approach Surface: DNE
VFR Transitional Surface: DNE

The structure is within VFR - Traffic Pattern Airspace Runway Side Area.

Structures that exceed horizontal, conical, and/or 500' AGL will receive a hazard determination from the FAA.

The structure is within VFR - Traffic Pattern Airspace Climb/Descent Area.

Structures exceeding the greater of 350' AAE, 77.17(a)(2), or VFR horizontal and conical surfaces will receive a hazard determination from the FAA.

Maximum AMSL of Climb/Descent Area is 4764 feet.

VFR TRAFFIC PATTERN AIRSPACE FOR: N86: SPANISH SPRINGS

Type: A RD: 62497.32 RE: 4600

FAR 77.17(a)(1): DNE
FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.
VFR Horizontal Surface: DNE
VFR Conical Surface: DNE
VFR Primary Surface: DNE
VFR Approach Surface: DNE
VFR Transitional Surface: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)

FAR 77.17(a)(3) Departure Surface Criteria (40:1)
DNE Departure Surface

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)

FAR 77.17(a)(4) MOCA Altitude Enroute Criteria
The Maximum Height Permitted is 9000 ft AMSL

PRIVATE LANDING FACILITIES

FACIL	BEARING	RANGE	DELTA
IDENT TYP NAME	To FACIL	IN NM	
ELEVATION IFR			
NV78 HEL REMSA/CARE FLIGHT	310.98	.86	

+69

No Impact to Private Landing Facility

□

□

Structure is beyond notice limit by 225 feet.

35 NV57 HEL RENOWN RGNL MEDICAL CENTER 305.24 3.08 -

No Impact to Private Landing Facility
Structure 35 ft below heliport.

NV69 HEL NORTHERN NEVADA MEDICAL CENT 36.56 3.35 +9
No Impact to Private Landing Facility
Structure is beyond notice limit by 15355 feet.

131 NV58 HEL ST MARY'S RGNL MEDICAL CENTE 302.33 4.23 -

No Impact to Private Landing Facility
Structure 131 ft below heliport.

AIR NAVIGATION ELECTRONIC FACILITIES

GRND ANGLE	FAC IDNT	TYPE	ST AT	FREQ	VECTOR	DIST (ft)	DELTA ELEV	ST	LOCATION
.08	RNO APCH	CO	ON	A/G	281.55	6376	+9	NV	RNO RTR 1
INTERN	RNO ATCT		ON	A/G	275.97	9260	-43	NV	RENO/TAHOE
	RNO LOCALIZER	.29 164	I	110.9	235.38	9582	+49	NV	RWY 16R
RENO/TAHO	AGY LOCALIZER	.19 344	I	109.9	314.67	11041	+36	NV	RWY 34L
RENO/TAHO	RNO RADAR		ON		279.25	11419	-14	NV	RENO/TAHOE
INTERN									

No Impact. EMI Notice is not required for this structure.
The studied location is within 5 NM of a Radar facility.
The calculated Radar Line-Of-Sight (LOS) distance is: 164 NM.
This location and height is within the Radar Line-Of-Sight.

-3.1 FMG VORTAC R 117.9 61.46 27390 -1481 NV MUSTANG

Alert! IFR Notice is not required for this structure.
Predict within Final Segment of Approach plus Fix Error Area.
Within FAR 77.9 IFR Notice Requirement Area for RNO: VOR-D
The maximum IFR No Notice Height for new construction is: 5700'

AMSL.

-3.15 RNO CO ON A/G 62.58 27515 -1512 NV RNO RTR 2

-1.83 KRGX RADAR WXL Y 39.76 122784 -3920 NV RENO WXL

-1.33 SWR VOR/DME R 113.2 232.31 188399 -4381 CA SQUAW VALLEY

□

□

HZN VORTAC R 114.1 87.67 209994 +384 NV HAZEN
.10

CFR Title 47, §1.30000-§1.30004

AM STUDY NOT REQUIRED: Structure is not near a FCC licensed AM station.

Movement Method Proof as specified in §73.151(c) is not required.

Please review 'AM Station Report' for details.

Nearest AM Station: KXEQ @ 2522 meters.

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12:20:53

□

Certificate of AM Regulator Compliance for New Build Antenna Support Structure Sites

Site Name SC14011B
Location N39-29-43.29 W119-44-28.91
Client T-Mobile
Certification Date 8/6/2018

According to the Federal Communications Commission Rules and Regulations

1. Part 1.3 of the Distance of FM Broadcast Station Antenna Patterns

1.3.1 Purpose

This rule protects the operations of FM broadcast stations from near tower construction that would distort the FM antenna patterns. Parties applying for a license or Commission authorizations that propose to construct or place a significant radiating antenna tower or support structure in the immediate vicinity of an FM antenna or propose to install an antenna on an FM tower are responsible for conducting the analysis and notice process described in this section and for taking all measures necessary to correct distances of the FM radiation pattern if such distances occur as a result of the tower construction or modification or as a result of the installation of an antenna on an FM tower in the event these processes are not completed before an antenna structure is constructed in order to avoid a significant or a Commission authorization is responsible for conducting these processes before locating or proposing to locate an antenna on the structure as described in this section.

1.3.2 Tower Construction or Modification near FM Stations

a. Construction near a nondirectional FM station prohibits construction or significant modification of a tower which is within one wavelength of a nondirectional FM station and is taller than 60 electrical degrees at the FM frequency. The station must be notified at least 30 days in advance of the commencement of construction. The prohibition shall remain in effect until the potential impact of the construction or modification as described in paragraph (b) of this section is determined. Construction or modification would distort the radiation pattern if more than 2 dB of the prohibition shall be responsible for the installation and maintenance of an antenna system as necessary to restore proper operation of the nondirectional antenna.

b. Construction near a directional FM station prohibits construction or significant modification of a tower which is within the lesser of 1 wavelength or 300 meters of a directional FM station and is taller than 36 electrical degrees at the FM frequency. The station must be notified at least 30 days in advance of the commencement of construction. The prohibition shall remain in effect until the potential impact of the construction or modification as described in paragraph (b) of this section is determined. Construction or modification would result in radiation in excess of the FM station's licensed standard pattern or authorized standard pattern values. The prohibition shall be responsible for the installation and maintenance of an antenna system as necessary to restore proper operation of the directional antenna.

The site at the above coordinates has been initially screened to 3.2 mile distance for directional antenna FM stations and 1.2 mile distance for nondirectional antenna FM stations. There are no FM broadcast stations currently licensed to operate within those sites. After first review, search distances at this site has been screened as a new build tower and antenna support site. Upon further review this proposed new build antenna support structure site with the coordinates and structure height screened screens FM negative based on the above current FCC rules in effect as of 8/6/2018. Part 1.3 of the Distance of FM Broadcast Station Antenna Patterns and Part 1.3.2 of the Distance of FM Broadcast Station Antenna Patterns. The important FM negative finding and certificate is issued according to 47 CFR 1.3.2 of the Distance of FM Broadcast Station Antenna Patterns. This certificate does not apply to existing antenna support structures, existing tower or other antenna support structures still require an engineering review. The sites are to determine the possibility that there are any existing FM determining apparatus installed on the existing structure which would require the current FCC rules and FM station notification letter and FM standard to be performed regardless of distances or structure height.

This new build antenna support structure at the above coordinates requires no further FM action per the current FCC rules.



8618 Westwood Center Drive Suite 315
Vienna VA 22182
302-611-1111
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GENERAL NOTES

- DRAWINGS ARE NOT TO BE SCALED, WRITTEN DIMENSIONS TAKE PRECEDENCE, AND THIS SET OF PLANS IS INTENDED TO BE USED FOR DIAGRAMMATIC PURPOSES ONLY, UNLESS NOTED OTHERWISE. THE GENERAL CONTRACTOR'S SCOPE OF WORK SHALL INCLUDE FURNISHING ALL MATERIALS, EQUIPMENT, LABOR AND ANYTHING ELSE DEEMED NECESSARY TO COMPLETE INSTALLATIONS AS DESCRIBED HEREIN.
- PRIOR TO THE SUBMISSION OF BIDS, THE CONTRACTORS INVOLVED SHALL VISIT THE JOB SITE AND FAMILIARIZE THEMSELVES WITH ALL CONDITIONS AFFECTING THE PROPOSED PROJECT, WITH THE CONSTRUCTION AND CONTRACT DOCUMENTS, FIELD CONDITIONS AND CONFIRM THAT THE PROJECT MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY ERRORS, OMISSIONS, OR DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ ENGINEER.
- THE GENERAL CONTRACTOR SHALL RECEIVE WRITTEN AUTHORIZATION TO PROCEED WITH CONSTRUCTION PRIOR TO STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED BY THE CONSTRUCTION DRAWINGS/CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE PROJECT DESCRIBED HEREIN. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.
- THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS ACCORDING TO MANUFACTURER'S/VENDOR'S SPECIFICATIONS UNLESS NOTED OTHERWISE OR WHERE LOCAL CODES OR ORDINANCES TAKE PRECEDENCE.
- ALL WORK PERFORMED ON PROJECT AND MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY, MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS, AND LOCAL AND STATE JURISDICTIONAL CODES BEARING ON THE PERFORMANCE OF THE WORK.
- GENERAL CONTRACTOR SHALL PROVIDE AT THE PROJECT SITE A FULL SET OF CONSTRUCTION DOCUMENTS UPDATED WITH THE LATEST REVISIONS AND ADDENDUMS OR CLARIFICATIONS FOR THE USE BY ALL PERSONNEL INVOLVED WITH THE PROJECT.
- THE STRUCTURAL COMPONENTS OF THIS PROJECT SITE/FACILITY ARE NOT TO BE ALTERED BY THIS CONSTRUCTION PROJECT UNLESS NOTED OTHERWISE.
- DETAILS HEREIN ARE INTENDED TO SHOW END RESULT OF DESIGN. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB CONDITIONS OR SITUATIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE SCOPE OF WORK.
- SEAL PENETRATIONS THROUGH FIRE-RATED AREAS WITH U.L. LISTED OR FIRE MARSHALL APPROVED MATERIALS IF APPLICABLE TO THIS FACILITY AND OR PROJECT SITE.
- THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, EASEMENTS, PAVING, CURBING, ETC. DURING CONSTRUCTION. UPON COMPLETION OF WORK, CONTRACTOR SHALL REPAIR ANY DAMAGE THAT MAY HAVE OCCURRED DUE TO THE CONSTRUCTION ON OR ABOUT THE PROPERTY.
- CONTRACTOR SHALL SEE TO IT THAT GENERAL WORK AREA IS KEPT CLEAN AND HAZARD FREE DURING CONSTRUCTION AND DISPOSE OF ALL DIRT, DEBRIS, RUBBISH AND REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY. PREMISES SHALL BE LEFT IN CLEAN CONDITION AND FREE FROM PAINT SPOTS, DUST, OR SMUDGES OF ANY NATURE.
- THE ARCHITECTS/ENGINEERS HAVE MADE EVERY EFFORT TO SET FORTH IN THE CONSTRUCTION AND CONTRACT DOCUMENTS THE COMPLETE SCOPE OF WORK. CONTRACTORS BIDDING THE JOB ARE NEVERTHELESS CAUTIONED THAT MINOR OMISSIONS OR ERRORS IN THE DRAWINGS AND OR SPECIFICATIONS SHALL NOT EXCUSE SAID CONTRACTOR FROM COMPLETING THE PROJECT AND IMPROVEMENTS IN ACCORDANCE WITH THE INTENT OF THESE DOCUMENTS. THE BIDDER SHALL BEAR THE RESPONSIBILITY OF NOTIFYING (IN WRITING) THE ARCHITECT/ENGINEER OF ANY CONFLICTS, ERRORS, OR OMISSIONS PRIOR TO THE SUBMISSION OF CONTRACTOR'S PROPOSAL. IN THE EVENT OF DISCREPANCIES THE CONTRACTOR SHALL PRICE THE MORE COSTLY OR EXTENSIVE WORK, UNLESS DIRECTED OTHERWISE.

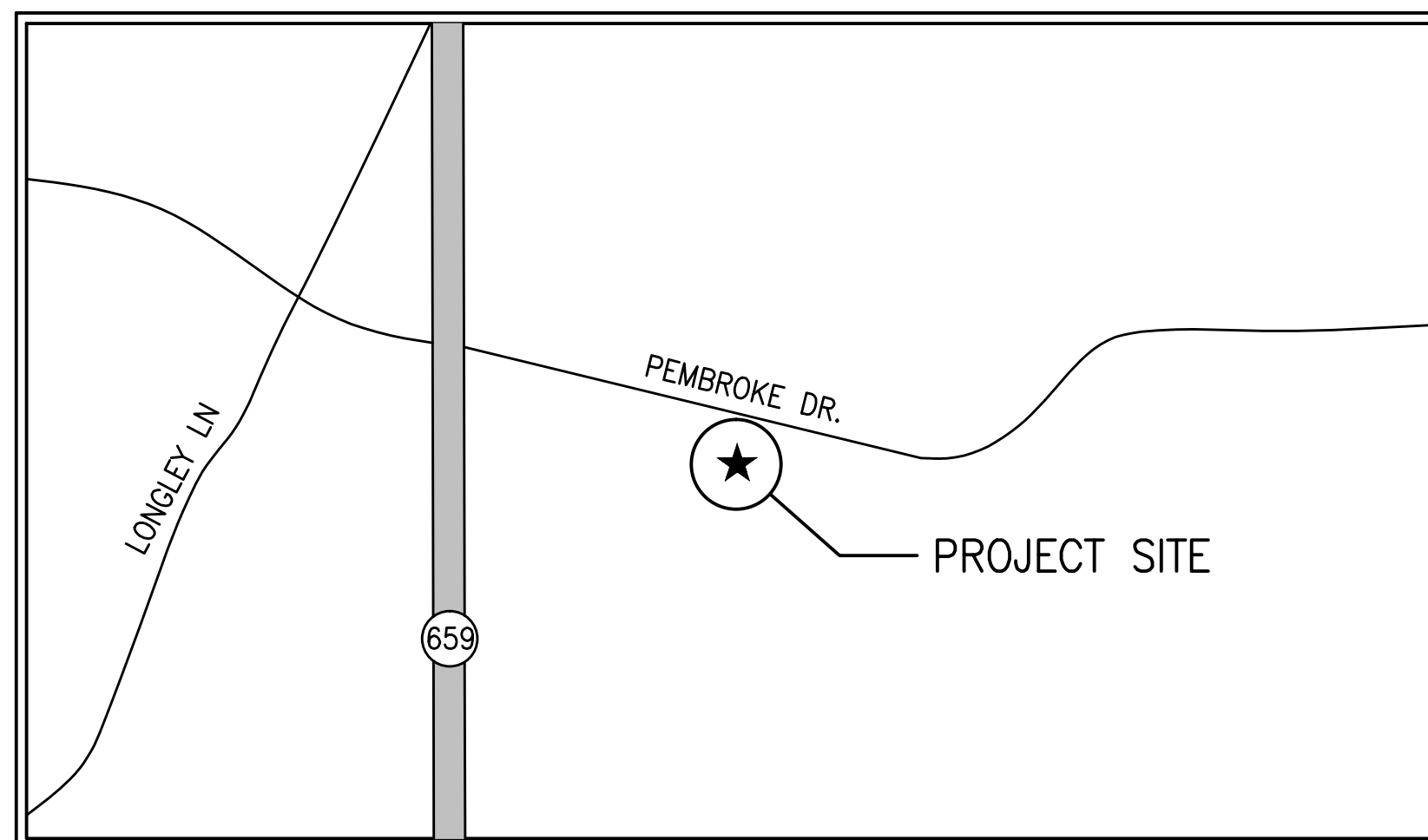
T-Mobile

WEST LLC.

1755 CREEKSIDE OAKS DRIVE # 190, SACRAMENTO, CA 95833

SC14011B - LIGHTHOUSE BAPTIST CHURCH NSD PROJECT

5350 PEMBROKE DRIVE
RENO, NV 89502
APN: 021-140-20



RENO, NV

LOCATION PLAN

DIRECTIONS

FROM T-MOBILE OFFICE @ 1755 CREEKSIDE OAKS DRIVE, SACRAMENTO, CA 95833:

- HEAD EAST ON CREEKSIDE OAKS DR TOWARD MILLCREEK DR
- TURN RIGHT ONTO MILLCREEK DR
- TAKE THE 1ST LEFT ONTO TRUXEL RD
- MERGE ONTO I-80 E VIA THE RAMP TO RENO ENTERING NEVADA
- TAKE EXIT 19 FOR MCCARRAN BLVD E
- TURN RIGHT ONTO NV-659/S MCCARRAN BLVD
- TURN LEFT ONTO PEMBROKE DR

DESTINATION WILL BE ON THE RIGHT

APPROVALS

LEASING: _____ DATE: _____

ZONING: _____ DATE: _____

RF ENGINEER: _____ DATE: _____

CONSTRUCTION: _____ DATE: _____

EQUIPMENT ENGINEER: _____ DATE: _____

OWNER: _____ DATE: _____

PROJECT MILESTONES

04/24/2018	90% ZONING DOCUMENTS
04/27/2018	90% ZONING DOCUMENTS REV 1
05/08/2018	100% ZONING DOCUMENTS
06/13/2018	100% ZONING DOCUMENTS REV 1
XX/XX/XXXX	90% CONSTRUCTION DOCUMENTS
XX/XX/XXXX	100% CONSTRUCTION DOCUMENTS

PROJECT DIRECTORY

LANDLORD:
LIGHTHOUSE BAPTIST CHURCH RENO
5350 PEMBROKE DRIVE
RENO, NV 89502

OWNER/APPLICANT:
T-MOBILE WEST LLC.
1755 CREEKSIDE OAKS DR. #190
SACRAMENTO, CA 95833

CONSTRUCTION MANAGER:
BUDD WUELFING
T-MOBILE WEST LLC.
1755 CREEKSIDE OAKS DR. #190
SACRAMENTO, CA 95833
530-863-7342

ARCHITECT:
MANUEL S TSIHLAS
1520 RIVER PARK DRIVE
SACRAMENTO, CA 95815
916-505-3811 PH

PROJECT SUMMARY

PROPERTY INFORMATION:
LATITUDE: N39° 29' 43.29" NAD 83
LONGITUDE: W119° 44' 28.91" NAD 83
ASSESSOR'S PARCEL NUMBER: 021-140-20

JURISDICTION: CITY OF RENO

OCCUPANCY: U (UNMANNED TELECOMMUNICATIONS FACILITY)

TYPE OF CONSTRUCTION: V-B

ZONING: NOT PROVIDED

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

2012 INTERNATIONAL BUILDING CODE
2012 INTERNATIONAL MECHANICAL CODE
2012 INTERNATIONAL ENERGY CONSERVATION CODE
2012 AIR BARRIER INSPECTION FORM
2012 PRESCRIPTIVE FORM WITHOUT AIR BARRIER PUBLIC CODES
2012 INTERNATIONAL FUEL GAS CODE
2012 INTERNATIONAL EXISTING BUILDING CODE
2011 NATIONAL ELECTRICAL CODE

2012 NORTHERN NEVADA AMENDMENTS

ACCESSIBILITY REQUIREMENTS:
THIS FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH THE 2012 INTERNATIONAL BUILDING CODE.

PROJECT DESCRIPTION

PROPOSED TELECOMMUNICATIONS FACILITY, INCLUDING:

- * INSTALL NEW 7'-0" TALL CMU ENCLOSURE W/ STUCCO FINISH, PAINT & TOP CAP TO MATCH EXISTING CHURCH BUILDING
- * INSTALL NEW 55'-0" TALL MONOPINE.
- * INSTALL (6) NEW T-MOBILE PANEL ANTENNAS (3) AIR32 KRD901146-1_B66A_B2A AND (3) APXVF24-C-A20), (2) PER SECTOR, ON NEW PIPE MOUNTS.
- * INSTALL (3) NEW T-MOBILE RRUS11 B12, (1) PER SECTOR.
- * INSTALL (1) NEW T-MOBILE EQUIPMENT CABINET ON NEW CONCRETE PAD.
- * INSTALL (2) NEW T-MOBILE 6X12 HYBRID CABLES.
- * POWER AND TELCO UTILITIES BROUGHT TO FACILITY.
- * INSTALL (1) NEW T-MOBILE 6'-0"x11'-0" CONCRETE EQUIPMENT PAD.
- * INSTALL NEW LANDSCAPING AROUND ENCLOSURE.

INDEX OF DRAWINGS

1.	T1.1	TITLE SHEET, LOCATION PLAN, PROJECT DATA
2.	C-1	CIVIL SURVEY SHEET
3.	A1.1	OVERALL SITE PLAN
4.	A2.1	EQUIPMENT LAYOUT PLAN
5.	A2.2	ANTENNA LAYOUT PLAN
6.	A3.1	PROJECT ELEVATIONS

Manuel S. Tsihlas, Architect
1520 River Park Drive, Sacramento, CA 95815
916-505-3811

SC14011B - LIGHTHOUSE BAPTIST CHURCH - NSD PROJECT
5350 PEMBROKE DRIVE
RENO, NV 89502

T-Mobile WEST LLC.

SHEET TITLE: TITLE SHEET, LOCATION PLAN, PROJECT DATA

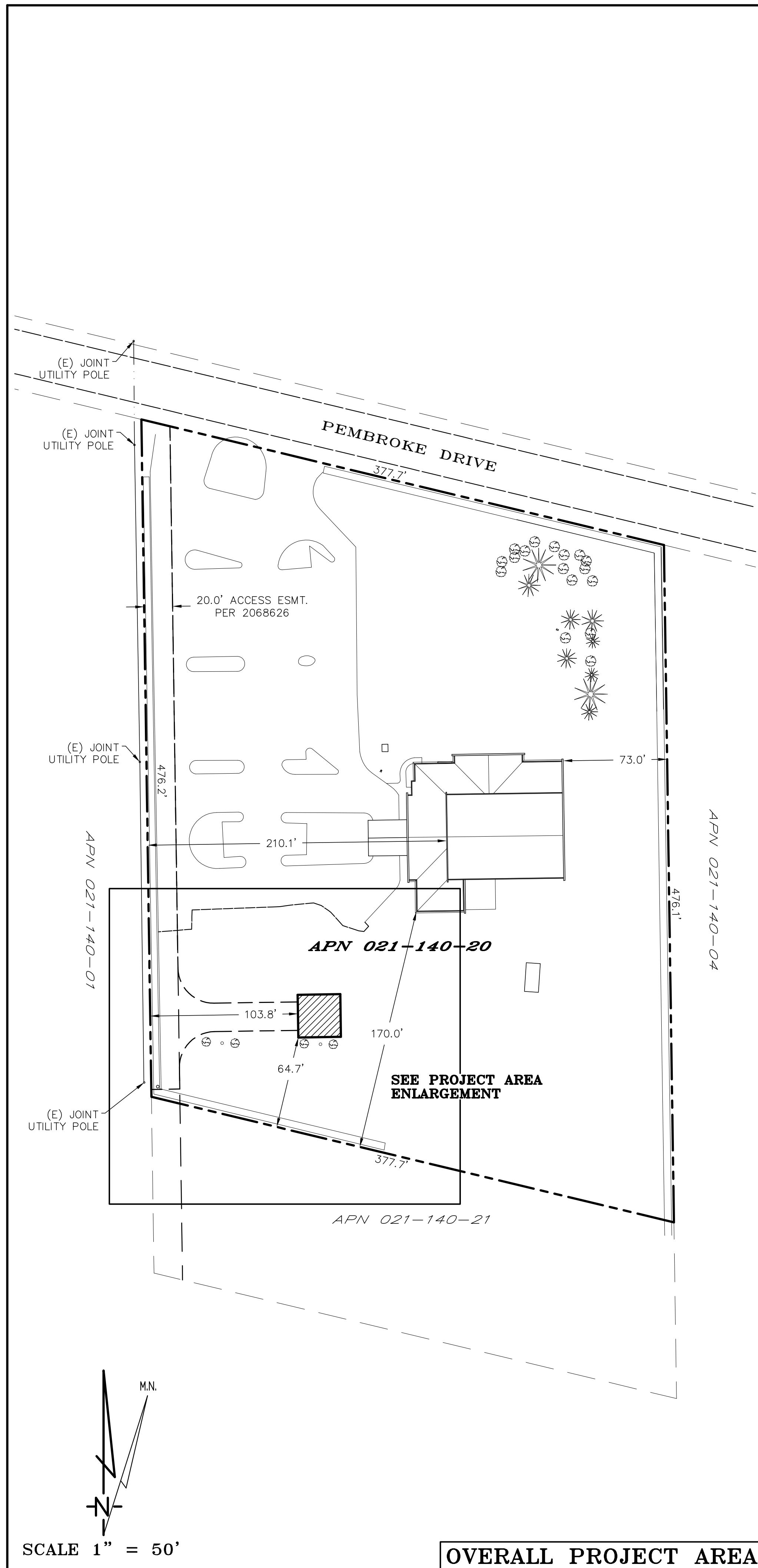
Revisions:

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File:214.0762_T11.dwg
Drawn By: LX
Checked By: ALB
Scale: AS NOTED
Date: 06/13/18

Job No. 214.0762

T1.1



T-MOBILE
SC14011B LIGHTHOUSE BAPTIST CHURCH
LEASE AREA DESCRIPTION

ALL THAT CERTAIN LEASE AREA BEING A PORTION OF PARCEL A AS DELINEATED ON RECORD OF SURVEY 3178 FILED FOR RECORD IN FILE NO. 2068924, WASHOE COUNTY, NEVADA RECORDS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

EQUIPMENT LEASE AREA
BEGINNING AT A POINT ON WHICH BEARS NORTH 0°50'50" WEST 40.20 FEET AND NORTH 89°09'10" EAST 103.84 FEET FROM THE SOUTHWEST CORNER OF SAID PARCEL A; THENCE FROM SAID POINT OF BEGINNING NORTH 00°50'50" WEST 30.00 FEET; THENCE NORTH 89°09'10" EAST 30.00 FEET; THENCE SOUTH 00°50'50" EAST 30.00 FEET; THENCE SOUTH 89°09'10" WEST 30.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR ACCESS AND UTILITY PURPOSES, OVER AND ACROSS THE WEST 20.00 FEET OF THE AFOREMENTIONED PARCEL A.

ALSO TOGETHER WITH AN EASEMENT FOR ACCESS AND UTILITY PURPOSES, TWENTY FEET IN WIDTH, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE WEST BOUNDARY OF THE ABOVE DESCRIBED LEASE AREA WHICH BEARS SOUTH 00°50'50" EAST 25.0 FEET FROM THE NORTHWEST CORNER THEREOF; THENCE FROM SAID POINT OF BEGINNING SOUTH 89°09'10" WEST 93.8 FEET MORE OR LESS AND AS NECESSARY FOR FIRE SAFE TURNAROUND.

Date of Observation: 07-20-17

Site No./Name: SC14011B Lighthouse Baptist Church

Equipment/Procedure Used to Obtain Coordinates: Trimble GeoXT post processed with Pathfinder Office software.

Type of Antenna Mount: Proposed Monopole

NAD 83 Coordinates NAD 27 Coordinates

Latitude: N 39°29'43.29" Latitude: N 39°29'43.61"

Longitude: W 119°44'28.91" Longitude: W 119°44'25.23"

ELEVATION at Base of Structure (NAVD88) 4394.8' AMSL

DATE OF SURVEY: 12-15-14

SURVEYED BY OR UNDER DIRECTION OF: KENNETH D. GEIL, PLS 13385

LOCATED IN THE COUNTY OF WASHOE, NEVADA

BEARINGS SHOWN ARE BASED UPON MONUMENTS FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY.

ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON U.S.G.S. N.A.V.D. 88 DATUM, ABOVE MEAN SEA LEVEL UNLESS OTHERWISE NOTED.

N.G.V.D. 1929 CORRECTION: SUBTRACT 3.47' FROM ELEVATIONS SHOWN.

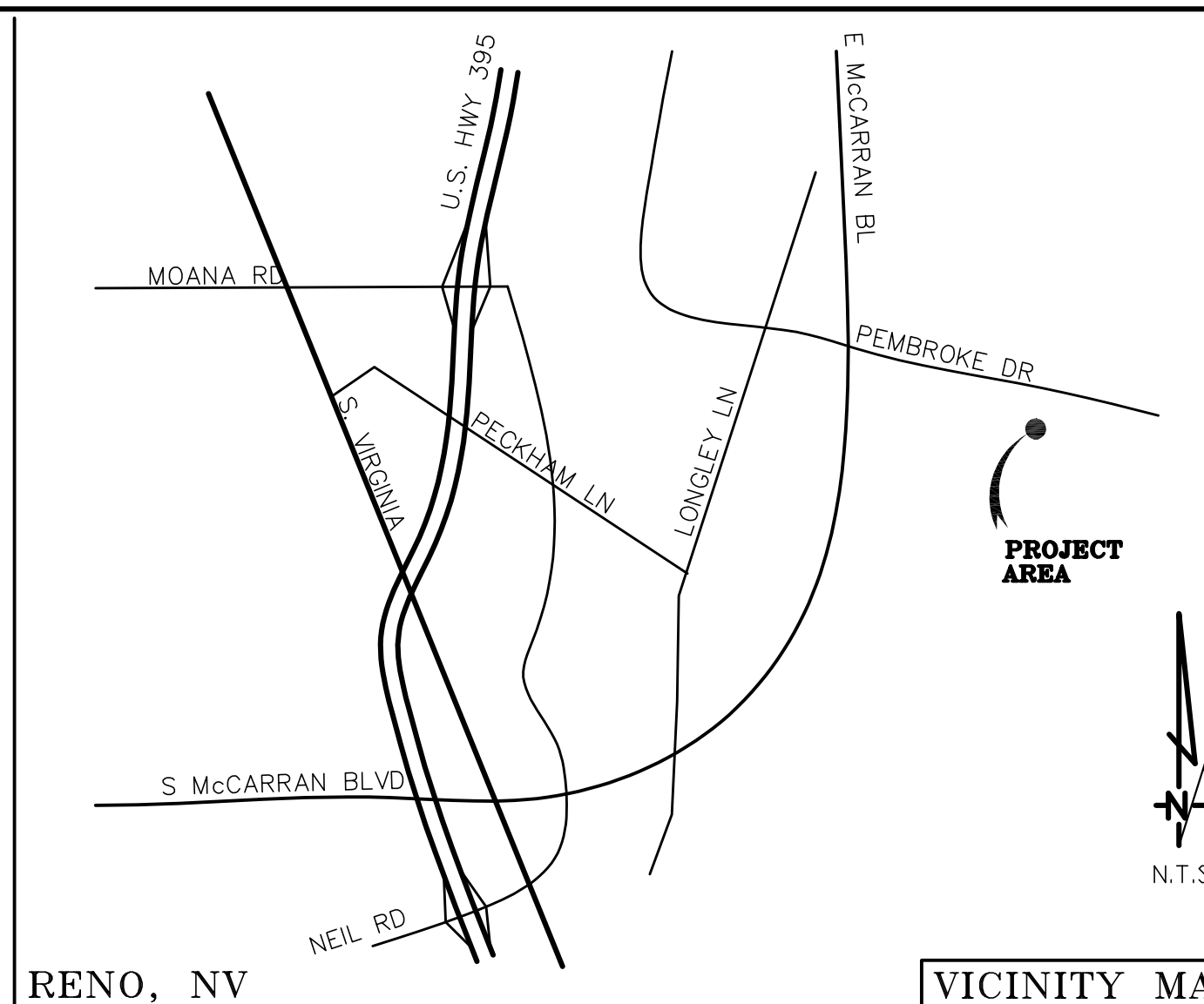
CONTOUR INTERVAL: n.a.

THE LATITUDE AND LONGITUDE WERE DETERMINED USING TRIMBLE PATHFINDER GEO XT G.P.S AND UTILIZING PFINDER OFFICE DIFFERENTIAL CORRECTION SOFTWARE AT THE LOCATION SHOWN HEREON.

THIS SURVEY MEETS OR EXCEEDS FAA 1A ACCURACY TOLERANCES.

ASSESSOR'S PARCEL NUMBER: 021-140-20

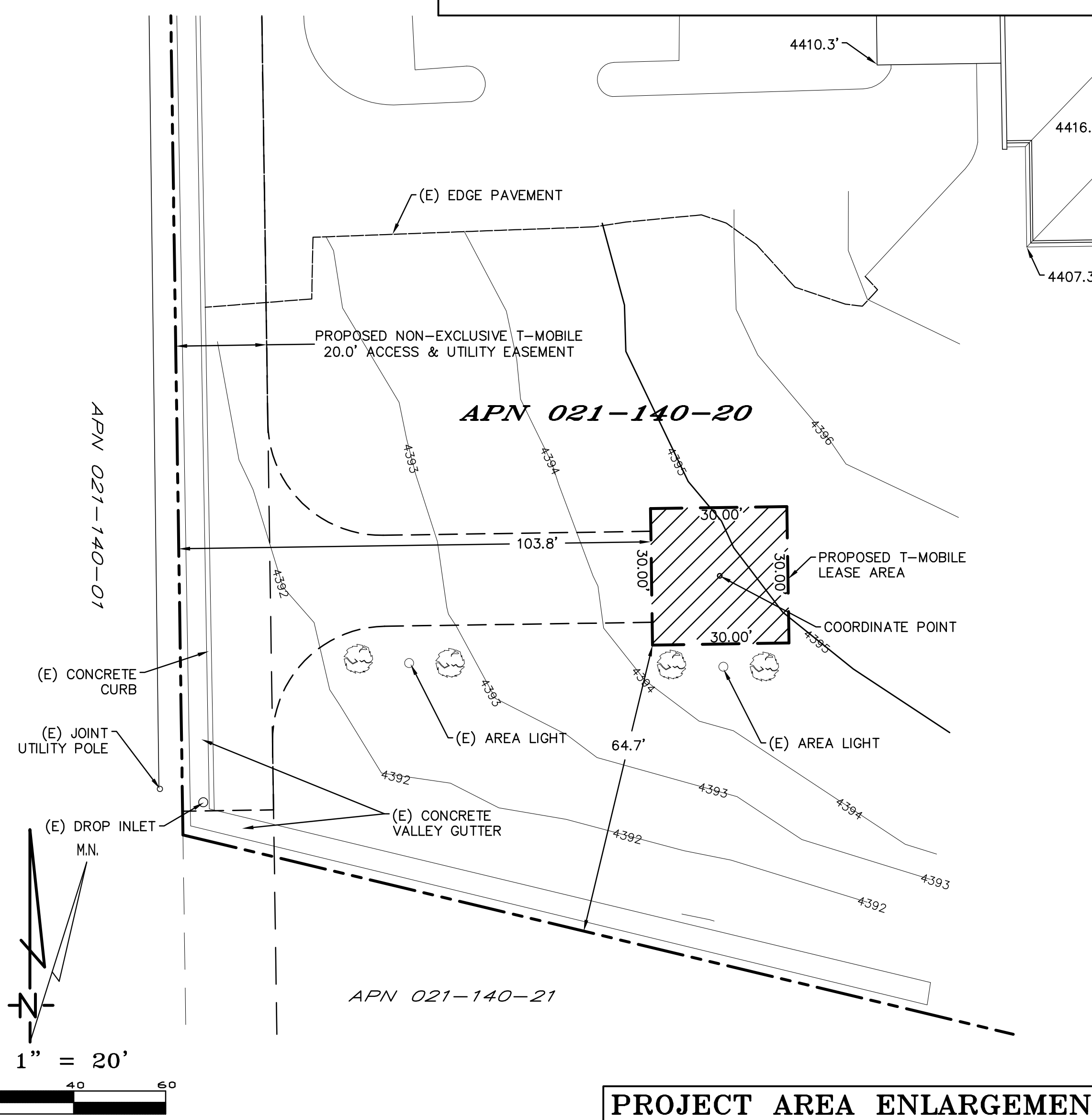
LANDLORD(S): LIGHTHOUSE BAPTIST CHURCH RENO
5350 PEMBROKE DRIVE
RENO, NV 89502



BOUNDARY SHOWN IS BASED ON MONUMENTATION FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP WITH PROPERTY LINES AND EASEMENTS BEING A GRAPHIC DEPICTION BASED ON INFORMATION GATHERED FROM VARIOUS SOURCES OF RECORD AND AVAILABLE MONUMENTATION FOUND DURING THE FIELD SURVEY. PROPERTY LINES AND LINES OF TITLE WERE NOT INVESTIGATED NOR SURVEYED. NO PROPERTY MONUMENTS WERE SET.

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Geil Engineering and Surveying Inc.
1226 High Street
Auburn, California 95603-5015
phone: 530-885-0426
fax: 530-885-5611

DATE: 12-20-14

SURVEYOR: D. GEIL

DRAWN BY: D. GEIL

REVISIONS:

DATE	DESCRIPTION	INITIAL
12-20-14	DRAWING SUBMITTAL	DG
07-31-17	REV. LEASE AREA	DG
08-08-17	REV. LEASE AREA	DG
03-14-18	REV. LEASE AREA	DG
06-07-18	REV. LEASE AREA	DG

T-Mobile

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SACRAMENTO, CALIFORNIA 95833

RF ENGINEERING

T-Mobile
1755 Creekside Oaks #190
Sacramento, CA 95833
Phone: (530) 863-7342

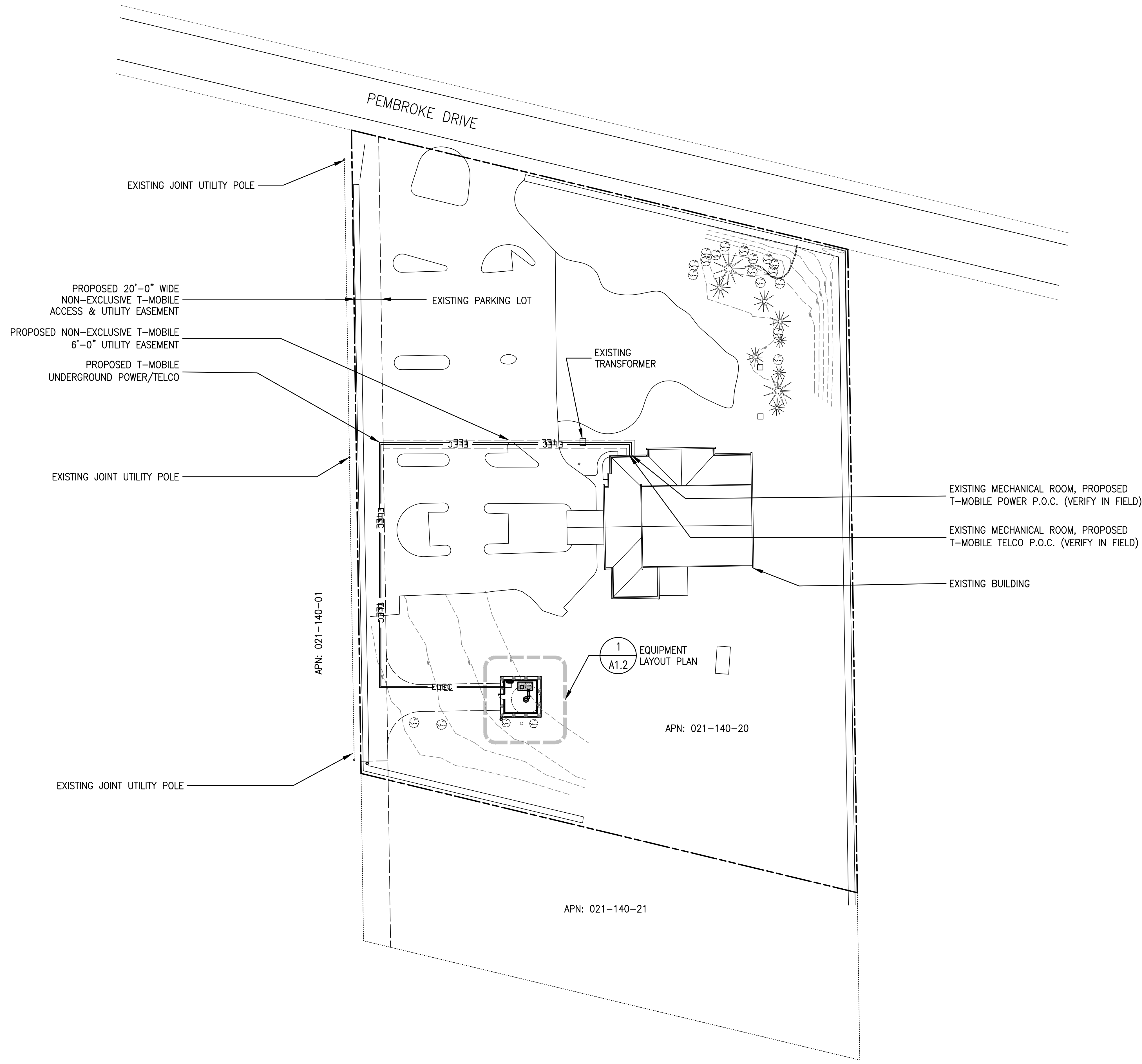
INDEPENDENT CONTRACTOR

T-Mobile
1755 Creekside Oaks #190
Sacramento, CA 95833
Phone: (530) 863-7342
BUDD WUELFING

SC14011B
Lighthouse Baptist Church
5350 Pembroke Drive
Reno, NV 89502

SURVEY

C-1



PROPOSED 20'-0" WIDE
NON-EXCLUSIVE T-MOBILE
ACCESS & UTILITY EASEMENT

PROPOSED NON-EXCLUSIVE T-MOBILE
6'-0" UTILITY EASEMENT

PROPOSED T-MOBILE
UNDERGROUND POWER/TELCO

EXISTING JOINT UTILITY POLE

EXISTING JOINT UTILITY POLE

PEMBROKE DRIVE

EXISTING PARKING LOT

EXISTING TRANSFORMER

EXISTING MECHANICAL ROOM, PROPOSED
T-MOBILE POWER P.O.C. (VERIFY IN FIELD)

EXISTING MECHANICAL ROOM, PROPOSED
T-MOBILE TELCO P.O.C. (VERIFY IN FIELD)

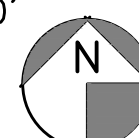
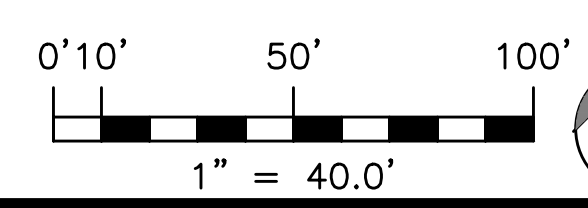
EXISTING BUILDING

APN: 021-140-01

1
A1.2
EQUIPMENT
LAYOUT PLAN

APN: 021-140-20

APN: 021-140-21



1
A1.1
OVERALL SITE PLAN
SCALE: 1" = 40.0'

Manuel S. Tshlas, Architect
3320 River Park Drive, Sacramento, CA 95815
916-505-5811

SC14011B - LIGHTHOUSE BAPTIST
CHURCH - NSD PROJECT
5350 PEMBROKE DRIVE
RENO, NV 85902

T-Mobile
WEST L.L.C.

OVERALL SITE PLAN

SHEET TITLE:

Revisions:

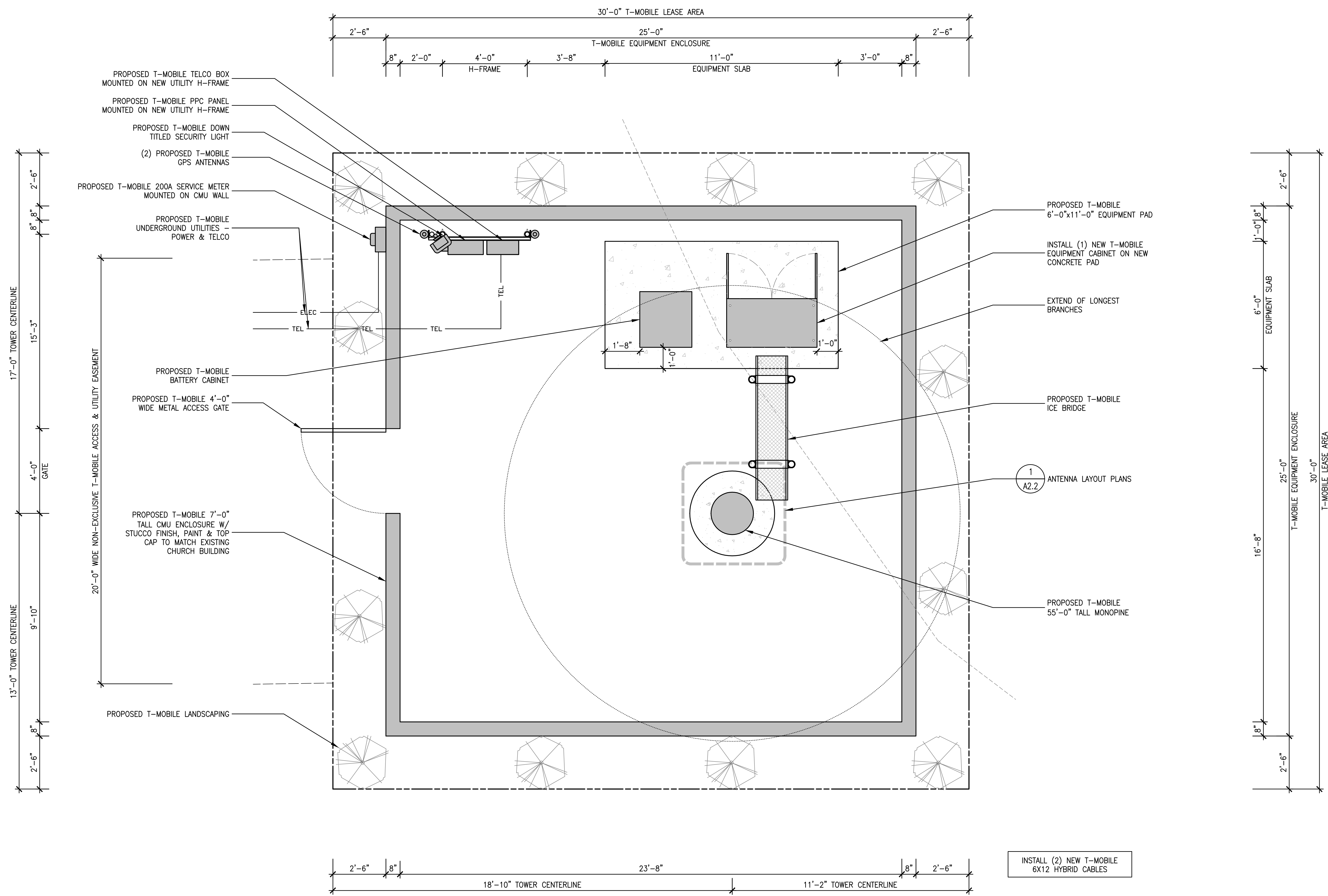
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Scale: AS NOTED
Date: 06/13/18

Job No. 214.0762

A1.1

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- PROPOSED T-MOBILE TELCO BOX MOUNTED ON NEW UTILITY H-FRAME
- PROPOSED T-MOBILE PPC PANEL MOUNTED ON NEW UTILITY H-FRAME
- PROPOSED T-MOBILE DOWN TITLED SECURITY LIGHT
- (2) PROPOSED T-MOBILE GPS ANTENNAS
- PROPOSED T-MOBILE 200A SERVICE METER MOUNTED ON CMU WALL
- PROPOSED T-MOBILE UNDERGROUND UTILITIES - POWER & TELCO

- PROPOSED T-MOBILE BATTERY CABINET
- PROPOSED T-MOBILE 4'-0" WIDE METAL ACCESS GATE

- PROPOSED T-MOBILE 7'-0" TALL CMU ENCLOSURE W/ STUCCO FINISH, PAINT & TOP CAP TO MATCH EXISTING CHURCH BUILDING

- PROPOSED T-MOBILE LANDSCAPING

- PROPOSED T-MOBILE 6'-0"x11'-0" EQUIPMENT PAD
- INSTALL (1) NEW T-MOBILE EQUIPMENT CABINET ON NEW CONCRETE PAD
- EXTEND OF LONGEST BRANCHES

- PROPOSED T-MOBILE ICE BRIDGE

- 1 ANTENNA LAYOUT PLANS

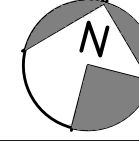
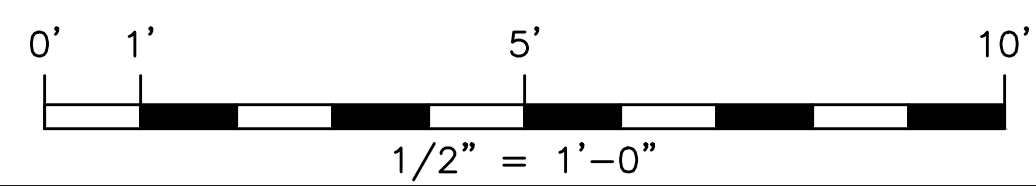
- PROPOSED T-MOBILE 55'-0" TALL MONOPINE

INSTALL (2) NEW T-MOBILE 6X12 HYBRID CABLES

13'-0" TOWER CENTERLINE
2'-6"
8"
9'-10"
4'-0" GATE
15'-3"
8"
2'-6"
17'-0" TOWER CENTERLINE

16'-8"
8"
2'-6"
6'-0"
1'-0" 8"
2'-6"
EQUIPMENT SLAB
25'-0"
T-MOBILE EQUIPMENT ENCLOSURE
30'-0"
T-MOBILE LEASE AREA

2'-6" 8" 23'-8" 18'-10" TOWER CENTERLINE 11'-2" TOWER CENTERLINE 8" 2'-6"



1 EQUIPMENT LAYOUT PLAN
A2.1 SCALE: 1/2" = 1'-0"

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916-505-5811

T-Mobile
WEST L.L.C.
SC14011B - LIGHTHOUSE BAPTIST CHURCH - NSD PROJECT
5350 PEMBROKE DRIVE
RENO, NV 85902

SHEET TITLE:
EQUIPMENT LAYOUT PLAN

Revisions:

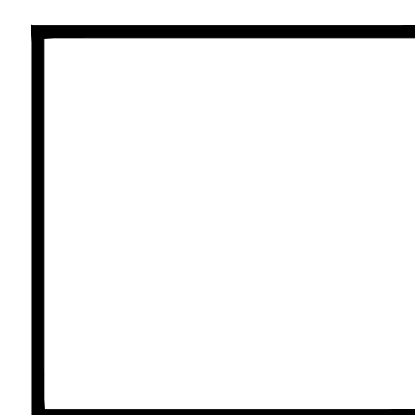
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A2.1

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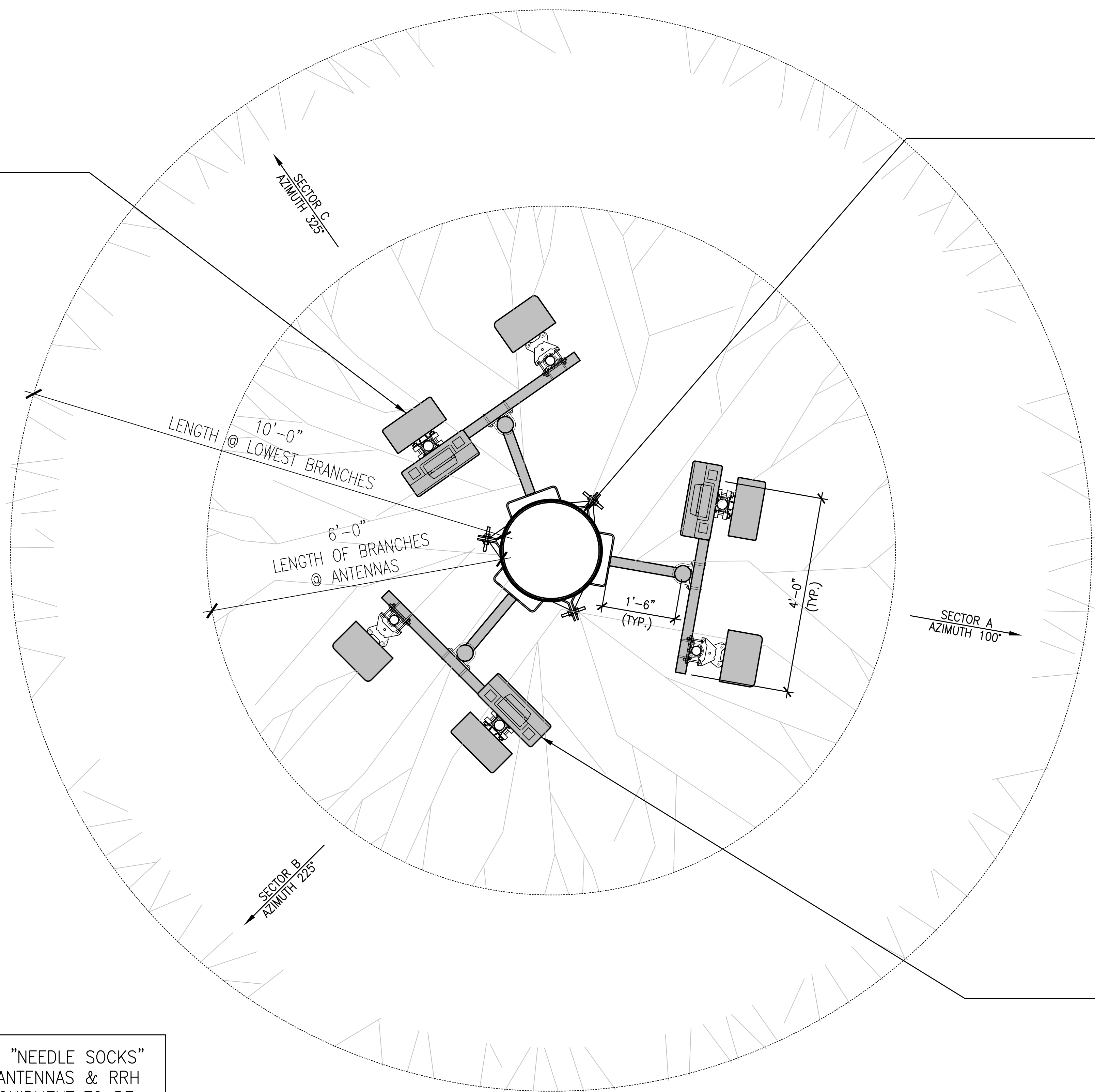


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Date: 06/13/18

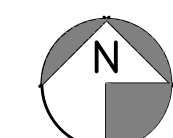
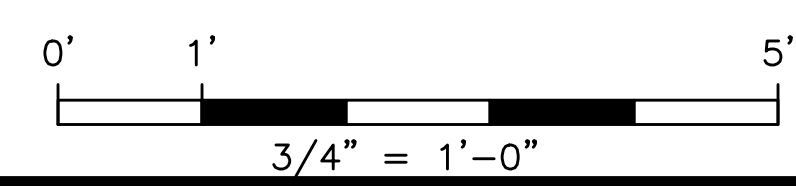
INSTALL (6) NEW T-MOBILE PANEL ANTENNAS
 (3) AIR32 KRD901146-1_B66A_B2A AND (3)
 APXVF24-C-A20), (2) PER SECTOR, ON NEW
 PIPE MOUNTS



PROPOSED T-MOBILE MONOPINE
 PAINTED FLAT BROWN

INSTALL (3) NEW T-MOBILE RRUS11 B12, (1)
 PER SECTOR ON NEW PIPE MOUNTS

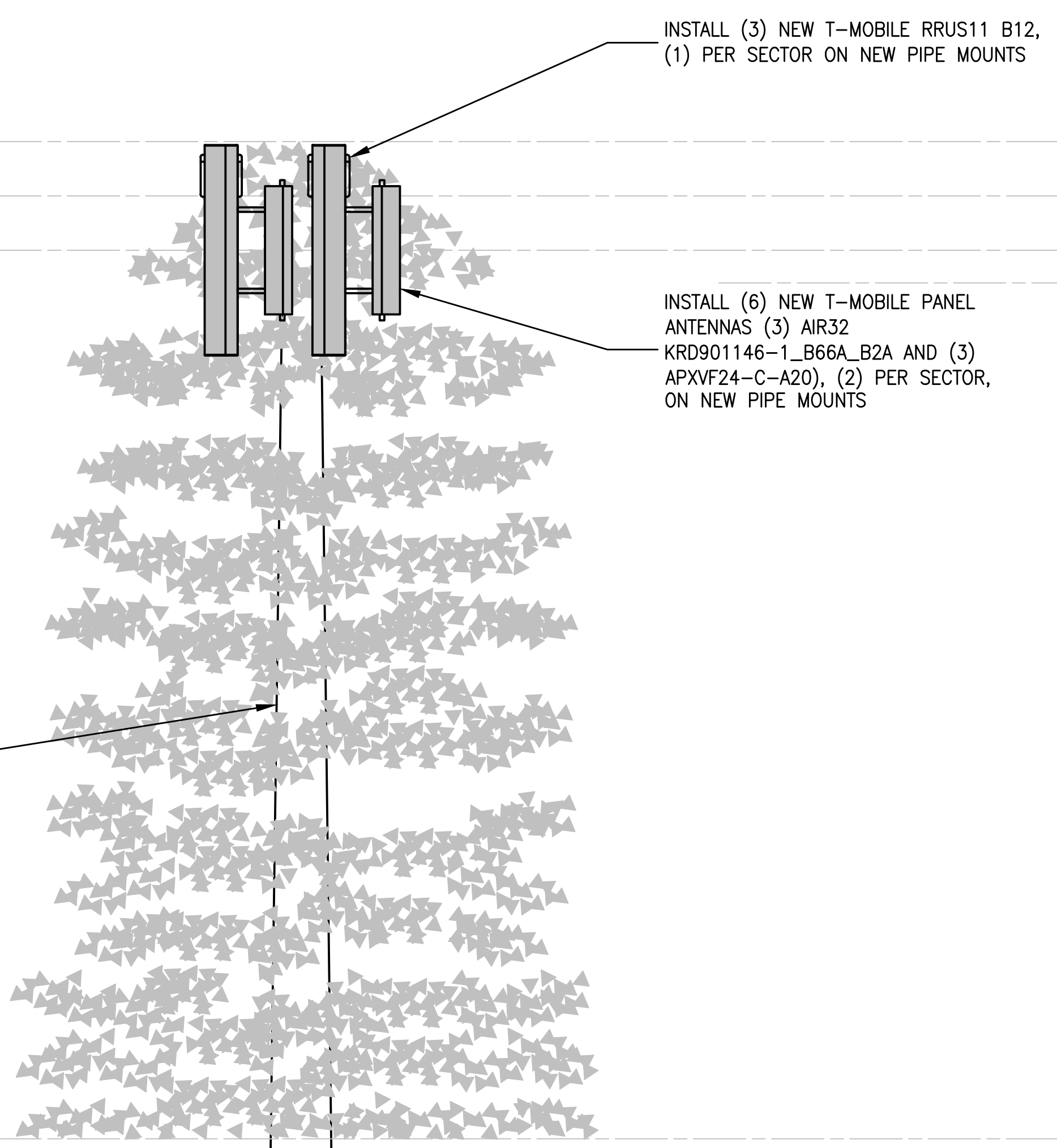
NOTE: T-MOBILE TO INSTALL "NEEDLE SOCKS"
 ON ALL PROPOSED PANEL ANTENNAS & RRH
 UNITS. ALL ANTENNAS & EQUIPMENT TO BE
 PAINTED FLAT GREEN



NOTE: T-MOBILE TO INSTALL "NEEDLE SOCKS" ON ALL PROPOSED PANEL ANTENNAS & RRH UNITS. ALL ANTENNAS & EQUIPMENT TO BE PAINTED FLAT GREEN

NOTE: BRANCHES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. NOT TO SCALE

TOP OF PROPOSED MONOPINE
55'-0" A.G.L.
TOP OF STEEL
53'-0" A.G.L.
CL OF PROPOSED T-MOBILE ANTENNAS
51'-0" A.G.L.



PROPOSED T-MOBILE 7'-0" TALL CMU ENCLOSURE W/ STUCCO FINISH, PAINT & TOP CAP TO MATCH EXISTING CHURCH BUILDING

2 WEST ELEVATION
A3.1 SCALE: 1/4" = 1'-0"

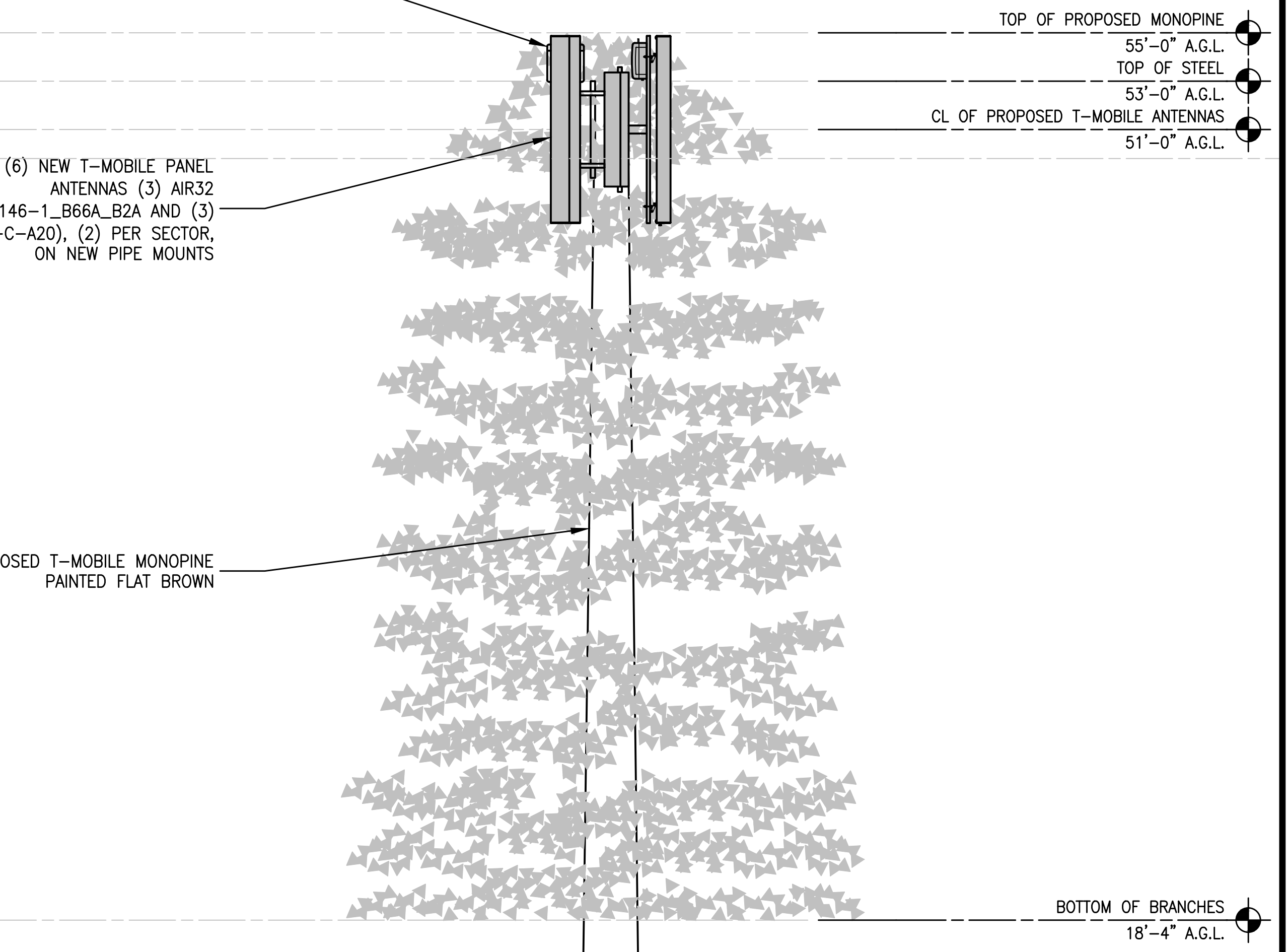
INSTALL (3) NEW T-MOBILE RRUS11 B12, (1) PER SECTOR ON NEW PIPE MOUNTS

INSTALL (6) NEW T-MOBILE PANEL ANTENNAS (3) AIR32 KRD901146-1_B66A_B2A AND (3) APXVF24-C-A20, (2) PER SECTOR, ON NEW PIPE MOUNTS

PROPOSED T-MOBILE MONOPINE PAINTED FLAT BROWN

PROPOSED T-MOBILE LANDSCAPING

PROPOSED T-MOBILE 7'-0" TALL CMU ENCLOSURE W/ STUCCO FINISH, PAINT & TOP CAP TO MATCH EXISTING CHURCH BUILDING



1 SOUTH ELEVATION
A3.1 SCALE: 1/4" = 1'-0"

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916-505-5811

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5350 PEMBROKE DRIVE
RENO, NV 85902

T-Mobile
WEST L.L.C.

PROJECT ELEVATIONS

SHEET TITLE:

Revisions:

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Scale: AS NOTED
Date: 06/13/18

Job No. 214.0762

A3.1

Existing



Proposed



Proposed T-Mobile
Installation

view from Pembroke Drive looking southeast at site



SC14011B Lighthouse Baptist Church

5350 Pembroke Drive Reno, NV

Photosims Produced on 8-14-2018

Existing



Proposed



view from Craviasco Lane looking west at site

Existing



Proposed



view from *Derbish Way* looking northeast at site

Existing



Proposed



Proposed T-Mobile
Installation

view from S. McCarran Boulevard looking southeast at site



SC14011B Lighthouse Baptist Church
5350 Pembroke Drive Reno, NV
Photosims Produced on 8-14-2018