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April 25, 2018

BY COURIER

Ms. Marlene H. Dortch, Secretary
Federal Communications Commission
445 12th Street, S.W.
Washington, DC 20554

Attention: Audio Division, Media Bureau

Re: Citicasters Licenses, Inc., as debtor in possession; FRN: 0018273367
Surrender of Station License
KWDZ (AM), 910 kHz, Salt Lake City, UT, Facility ID No. 2445
FCC File No.: BL-19861229AK

Dear Ms. Dortch:

On behalf of Citicasters Licenses, Inc., as debtor in possession, the licensee of KWDZ (AM), 910 kHz, Salt Lake City, UT, Facility ID No. 2445, this letter hereby surrenders for cancellation the License File No. BL-19861229AK. A copy of the License to be cancelled is enclosed.

Please contact the undersigned with any communications regarding this matter.

Respectfully submitted,

Stephen G Davis
Senior Vice President, RE, Facilities, &
Corporate Development
iHeartMedia

Enclosure

FCC Form 352
June 1984

UNITED STATES OF AMERICA
FEDERAL COMMUNICATIONS COMMISSION

File No.: BL-861229AK

Call Sign: KALL

AM BROADCAST STATION LICENSE

Subject to the provisions of the Communications Act of 1934, as amended, subsequent Acts, Treaties, and Commission Rules made thereunder, and further subject to conditions set forth in this license,[1] the LICENSEE

COMMUNICATIONS INVESTMENT CORP.

is hereby authorized to use and operate the radio transmitting apparatus hereinafter described for the purpose of broadcasting for the term ending 3 a.m. Local Time OCTOBER 1, 1990 in accordance with the following:

1. Station location: Salt Lake City, Utah

2. Main Studio location: (Listed only if not at transmitter site or not within boundaries of principal community)

3. Remote control location:

4. Transmitter location: 4811 West 12600 South
1.4 miles E. of Herriman
Salt Lake City, Utah

North latitude: 40 ° 30 ' 48 "
West longitude: 112 ° 00 ' 23 "

5. Transmitter(s): Type Accepted. (See Sections 73.1660, 73.1665 and 73.1670 of the Commission's Rules.)

6. Antenna and ground system: Attached

7. Obstruction marking and lighting specifications — FCC Form 715, paragraphs: 1, 3, 11, 21 & 22.

8. Frequency (kHz.): 910

9. Nominal power (kW): 5.0 Day
1.0 Night

Antenna input power (kW):

5.4 Day

☐ Non-directional antenna: current _____ amperes; resistance _____ ohms.
☒ Directional antenna : current 10.5 amperes; resistance 49 ohms.

1.08 Night

☐ Non-directional antenna: current _____ amperes; resistance _____ ohms.
☒ Directional antenna : current 4.65 amperes; resistance 50 ohms.

10. Hours of operation: Specified in construction permit (BP -851112AG & BMP-860822AA
11. Conditions: - -

The Commission reserves the right during said license period of terminating this license or making effective any change or modification of this license which may be necessary to comply with any decision of the Commission rendered as a result of any hearing held under the rules of the Commission prior to the commencement of this license period or any decision rendered as a result of any such hearing which has been designated but not held, prior to the commencement of this license period.

This license is issued on the licensee's representation that the statements contained in licensee's application are true and that the undertakings therein contained so far as they are consistent herewith, will be carried out in good faith. The licensee shall, during the term of this license, render such broadcasting service as will serve public interest, convenience, or necessity to the full extent of the privileges herein conferred.

This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequency designated in the license beyond the term hereof, nor in any other manner than authorized herein. Neither the license nor the right granted hereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. This license is subject to the right of use or control by the Government of the United States conferred by Section 606 of the Communications Act of 1934, as amended.

[1] This license consists of this page and pages 2, 3, & 4

Dated: APR 23 1987 ajs

FEDERAL COMMUNICATIONS COMMISSION

MAY 1 1987

FCC Form 353-A
June 1980

File NO.: BL-861229AK **Call Sign:** KALL **Date:** 1/8/87

DA- 2

1. DESCRIPTION OF DIRECTIONAL ANTENNA SYSTEM

No. and Type of Elements: Four (4) vertical, steel guyed, series excited towers of uniform cross section. Theoretical RMS day: 737.5 mV/m/Km; Std RMS: 774.7 mV/m/Km, Theo night: 306.9 mV/m/Km; Std RMS: 322.5 mV/m/km night. Q factor: Day 22.4; night 10.

Height above Insulators: Tower #1 - #4: 238' (79.3° toploaded to 92.6°)

Overall Height: Tower #1 - #4: 244'

Spacing and Orientation: With tower #1 as reference tower #2(SW) is spaced 88.5° on a line bearing 240° T. Tower #3(NE) is spaced 220.2° bearing 348.5° T: Tower #4(NW) is spaced 225.5° on a line bearing 316°.

Non-Directional Antenna: N/A

Ground System consists of 120 equally spaced buried radials about the base of each tower and extending to the property or to intersection with transverse copper strap.

2. THEORETICAL SPECIFICATIONS

	Tower	#1(SE)	#2(SW)	#3(NE)	#4(NW)
Phasing:	Night:	0°	108.0°	-91.7°	-3.5°
	Day:	0°	144.5°	-138.5°	+20°
Field Ratio:	Night:	1.0	1.124	0.798	0.998
	Day:	1.0	1.01	0.54	0.3

3. OPERATING SPECIFICATIONS

Phase Indication*:	Night:	123.5°	169.6°	0°	-72.9°
	Day:	0°	79.6°	-174.4°	-154.9°
Antenna Base Current Ratio:	Night:	1.00	1.155	1.00	1.018
	Day:	1.00	1.263	0.681	0.388
Antenna Monitor Sample Current Ratio:	Night:	0.504	0.579	0.500	0.493
	Day:	1.00	1.3	0.675	0.363

*** As indicated by** Potomac Instruments AM-19(210) Antenna Monitor.

ANTENNA SAMPLING SYSTEM APPROVED UNDER SECTION 73.68(b) OF THE RULES.

DESCRIPTION OF AND FIELD STRENGTH OF MONITORING POINTS:

Direction of 85 degree true North. From the transmitter driveway turn right on 12600 South and travel 4.15 miles eastward to stoplight at Redwood Road. Turn right at stoplight and proceed .25 mile to Jr. High School on right side of road. Turn right and continue past parking lot .1 mile and park ajacent to ball park on right side of drive. Toward the left (south side) is found a "No U-Turn" sign. From this sign, walk 10 paces west, thence 30 paces south to middle of grass field. This is Point #42 on the 85 degree Radials, at at distance of 3.51 miles from the transmitter. The field intensity measured at this point should not exceed 89.3 mV/m, Daytime.

Direction of 171 degree true North. From MP #1, return to Redwood Road and turn right. Travel southward 0.6 mile and turn right on 13400 South. Proceed 0.95 mile to stop sign at 2700 West. Turn left and travel southward 1.25 miles to 14400 South. Turn right and travel 0.55 mile to 3200 West. Turn left and continue for 1.15 miles to dirt road on right, 50 feet north of big brown water tank. Follow this dirt road 0.5 mile to fence line. Go through fence and immediately turn right and follow dirt road around all bends for a distance of 1.2 miles. Turn right at the junction and go 0.6 mile to bend in road. Just past this bend there will be an orange painted post. Measurement is taken just south of this post. This is point #41 on the 171 degree radials at a distance of 2.42 miles from the transmitter. The field intensity measured at this point should not exceed 43.9 mV/m, Daytime.

Direction of 206 degree true North. From MP #2, back track to 3200 West. Turn left and continue northward 1.2 miles to 14400 South. Turn left and travel west 0.5 mile to 3600 West. Turn right and go 1.25 miles to 13400 South. Turn left and travel 2.4 miles westward and turn left on dirt road. Travel 1.35 miles to orange-painted post on left. Measurement is made next to the post. This is point #41 at a distance of 1.93 miles from the transmitter. The field intensity measured at this point should not exceed 173 mV/m, Daytime.

Direction of 237 degree true North. From MP #3, return to 13400 south and turn left. Travel west 1 mile to 6400 West, turn left and go 0.85 mile to orange fence post at botton of draw ajacent to brown house. Measurement is made on the east side of the road across from orange fence post. This is point #34 on the 237 degree radial, at a distance of 2.27 miles from the transmitter. Expect reading of 37.6 mV/m at this point. The field intensity measured at this point should not exceed 43.1 mV/m, Daytime.

Direction of 308.5 degree true North. From MP #4 turn around and proceed north on 6400 West to 13100 South in the town of Herriman. Turn right and go 0.55 miles to 6000 West, turn left and travel to 11800 South. Turn left and travel 2 miles to state highway U111 and turn right. Proceed 0.8 mile to orange post near right side of road. Measurement is taken near this post. This is point #41 on the radial, at a distance of 3.87 miles from the transmitter. The field intensity measured at this point should not exceed 32.1 mV/m, Daytime.

Direction of 94 degree true North. From the transmitter driveway, turn right on 12600 South and travel eastward 6.1 miles to East. Frontage Road. Turn right and go 1.8 miles to 13800 South and turn left. Proceed 1.9 miles eastward. Look for orange stake on left side of road just past the bend in the road. Measurement is made near this stake. This is point #51 on the radial, at a distance of 8.08 miles from the transmitter. The field intensity measured at this point should not exceed 3.1 mV/m, Nighttime.

Direction of 203.5 degree true North. From MP #1, back track to 12300 South and turn left. Continue westward through Riverton to the second stoplight, which is 2700 West. Turn left and travel 1 mile south to 13400 South. Turn right and go 2.4 miles and turn left on dirt road. Travel 1.37 miles to orange stake on right side of road. Measurement is made by this stake. This is point #42 on the radial, at a distance of 2.09 miles from the transmitter. Expect reading of 11 mV/m. The field intensity measured at this point should not exceed 13.7 mV/m, Nighttime.

Direction of 216.5 degree true North. From MP #2, turn round and travel northward for 0.7 mile to orange post on left side of road. This is point #31 on the radial at a distance of 1.52 miles from the transmitter. The field intensity measured at this point should not exceed 19.8 mV/m, Nighttime.

Direction of 231.5 degree true North. From MP #3, continue north on dirt road 0.33 mile and turn left on intersecting dirt road. Travel westward 0.2 mile to orange post on left (south) side of road. This is point #28-A on the radial at a distance of 1.44 miles from the transmitter. The field intensity measured at this point should not exceed 13.5 mV/m, Nighttime.

Direciton of 283.5 degree true North. From MP #4, continue westward on dirt road 0.8 mile and turn right on 6400 West. Travel northward 1 mile to Herriman and turn left on 13100 South. Follow this road as it curves for a distance of 3.67 miles. Just past the bridge is the measurement location, across from mile marker 14. This is point #34 on the radial at a distance of 4.45 miles form the transmitter. The field intensity measured at this point should not exceed 6.5 mV/m, Nighttime.

OBSTRUCTION MARKING AND LIGHTING SPECIFICATIONS FOR ANTENNA STRUCTURES

It is to be expressly understood that the issuance of these specifications is in no way to be considered as precluding additional or modified marking or lighting as may hereafter be required under the provisions of Section 303(q) of the Communications Act of 1934, as amended.

PAINTING

1 Antenna structures shall be painted throughout their height with alternate bands of aviation surface orange and white, terminating with aviation surface orange bands at both top and bottom. The width of the bands shall be equal and approximately one-seventh the height of the structure, provided however, that the bands shall not be more than 100 feet nor less than 1½ feet in width. All towers shall be cleaned or repainted as often as necessary to maintain good visibility.

TOP LIGHTING

2 There shall be installed at the top of the tower at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. The two lights shall burn simultaneously from sunset to sunrise and shall be positioned so as to insure unobstructed visibility of at least one of the lights from aircraft at any normal angle of approach. A light sensitive control device or an astronomic dial clock and time switch may be used to control the obstruction lighting in lieu of manual control. When a light sensitive device is used it should be adjusted so that the lights will be turned on at a north sky light intensity level of about thirty-five foot candles and turned off at a north sky light intensity level of about fifty-eight foot candles.

3 There shall be installed at the top of the structure one 300 m/m electric code beacon equipped with two 620- or 700-watt lamps (PS-40, Code Beacon type), both lamps to burn simultaneously, and equipped with aviation red color filters. Where a rod or other construction of not more than 20 feet in height and incapable of supporting this beacon is mounted on top of the structure and it is determined that this additional construction does not permit unobstructed visibility of the code beacon from aircraft at any normal angle of approach, there shall be installed two such beacons positioned so as to insure unobstructed visibility of at least one of the beacons from aircraft at any normal angle of approach. The beacons shall be equipped with a flashing mechanism producing not more than 40 flashes per minute nor less than 12 flashes per minute with a period of darkness equal to approximately one-half of the luminous period.

INTERMEDIATE LIGHTING (BEACONS)

4 At approximately one-half of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of the tower at the prescribed height.

5 At approximately two-fifths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

6 On levels at approximately two-thirds and one-third of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

7 On levels at approximately four-sevenths and two-sevenths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

8 On levels at approximately three-fourths, one-half and one-fourth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of the beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

9 On levels at approximately two-thirds, four-ninths and two-ninths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10 On levels at approximately four-fifths, three-fifths, two-fifths and one-fifth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be

THIS FORM IS A PART OF AND SHALL BE ATTACHED TO THE CURRENT INSTRUMENT OF AUTHORIZATION

(All previous editions should be destroyed.)

installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.1 On levels at approximately eight-elevenths, six-elevenths, four-elevenths and two elevenths of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.2 On levels at approximately five-sixths, two-thirds, one-half, one-third and one-sixth of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.3 On levels at approximately ten-thirteenths, eight-thirteenths, six thirteenths, four-thirteenths and two-thirteenths of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

10.4 On levels at approximately six-sevenths, five-sevenths, four-sevenths, three-sevenths two-sevenths and one-seventh of the over-all height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

(SIDE LIGHTS)

11 At the approximate mid point of the over-all height of the tower there shall be installed at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. Each light shall be mounted so as to insure unobstructed visibility of at least one light at each level from aircraft at any normal angle of approach.

12 On levels at approximately two-thirds and one-third of the over-all height of the tower, there shall be installed at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes. Each light shall be mounted so as to insure unobstructed visibility of at least one light at each level from aircraft at any normal angle of approach.

13 On levels at approximately three-fourths and one-fourth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in aviation red obstruction light globe shall be installed on each outside corner of the structure.

14 On levels at approximately four-fifths, three-fifths and one-fifth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

15 On levels at approximately five-sixths, one-half, and one-sixth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of structure.

16 On levels at approximately six-sevenths, five-sevenths, three-sevenths and one-seventh of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

17 On levels at approximately seven-eighths, five-eighths, three-eighths and one-eighth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

18 On levels at approximately eight-ninths, seven-ninths, five-ninths, one-third and one-ninth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19 On levels at approximately nine-tenths, seven-tenths, one-half, three-tenths and one-tenth of the over-all height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.1 On levels at approximately ten-elevenths, nine-elevenths, seven-elevenths, five-elevenths, three-elevenths and one-eleventh of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.2 On levels at approximately eleven-twelfths, three-fourths, seven-twelfths, five-twelfths, one-fourth and one-twelfth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.3 On levels at approximately twelve-thirteenths, eleven-thirteenths, nine-thirteenths, seven-thirteenths, five-thirteenths, three-thirteenths and one-thirteenth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

19.4 On levels at approximately thirteen-fourteenths, eleven-fourteenths, nine-fourteenths, one-half, five-fourteenths three-fourteenths and one-fourteenth of the over-all height of the tower at least one 116- or 125-watt lamp (A21/TS) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

20 All lighting shall be exhibited from sunset to sunrise unless otherwise specified.

21 All lights shall burn continuously or shall be controlled by a light sensitive device adjusted so that the lights will be turned on at a north sky light intensity level of about 35 foot candles and turned off at a north sky light intensity level of about 58 foot candles.

22 During construction of an antenna structure, for which obstruction lighting is required, at least two 116- or 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes, shall be installed at the uppermost point of the structure. In addition, as the height of the structure exceeds each level at which permanent obstruction lights will be required, two similar lights shall be displayed nightly from sunset to sunrise until the permanent obstruction lights have been installed and placed in operation, and shall be positioned so as to insure unobstructed visibility of at least one of the lights at any normal angle of approach. In lieu of the above temporary warning lights, the permanent obstruction lighting fixtures may be installed and operated at each required level as each such level is exceeded in height during construction.