

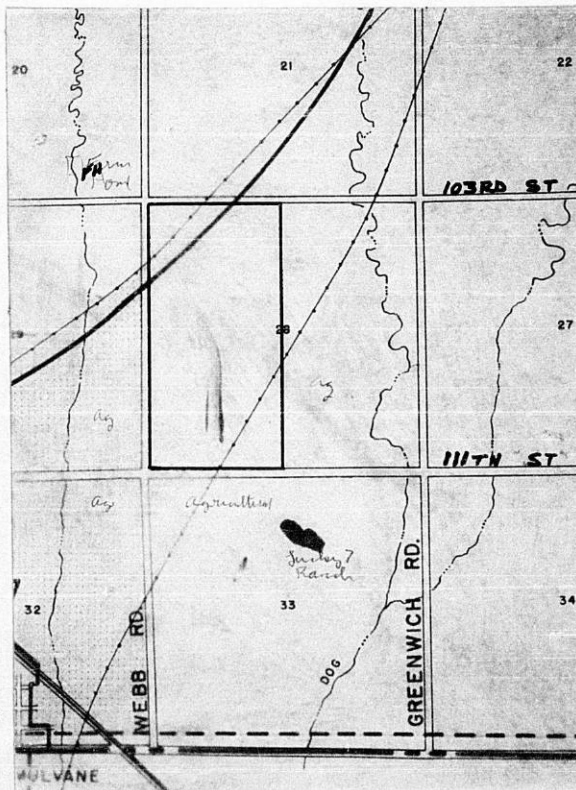
Map No. S-11-C & D
Sec. 28
Twp. 29S
Range 2E

1/2-
80%-
CU- 105
Filed 2-21-68

APPLICATION DATA: From _____ to _____
1. Applicant: Delmar D. Jones and Dale H. Folsom
Address R.R.#1, Mulvane & 501 Springlake Rd. Phone SU 8-1311
2. Agent: _____ Wichita, Ks Re 3-1626
Address _____ Phone _____
3. General Location: Northeast corner of 111th St. South & Webb Rd.
Address _____
4. Proposed Use: Airport

AREA DATA:
1. Acres: 320 (2640 ft. by 5280 ft.)
2. Adjoining Zoning: E _____ S _____ W _____ N _____
3. Land Use: East _____ South _____
West _____ North _____
4. Sketch Plan Land Use is for: _____
5. Present Land Use is for: _____
6. Area (is) (is not) platted.

PHOTO DATA:
Taken by _____ Date _____ Time _____



T21-214-1

() (Published in The Wichita Beacon on 10-24, 1968)

R E S O L U T I O N

A RESOLUTION PERMITTING Establishing an airport
in "R" Residential zoning as a Conditional Use

ON CERTAIN LANDS LOCATED WITHIN THE UNINCORPORATED
TERRITORY LYING WITHIN THREE MILES OF EITHER THE
CITY OF WICHITA, THE CITY OF HAYSVILLE, THE CITY OF
DERBY, OR THE CITY OF MULVANE, ALL IN SEDGWICK COUNTY,
KANSAS, UNDER THE AUTHORITY GRANTED BY SECTION
3.A.9(a) AND SECTION 11.E OF THE ZONING RESOLUTION
ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF SEDG-
WICK COUNTY, KANSAS, ON MARCH 3, 1958, AND SUBSE-
QUENT AMENDMENTS THERETO.

CU105

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF
SEDGWICK COUNTY, KANSAS:

SECTION I. That after receiving a recommendation from the
Wichita-Sedgwick County Metropolitan Area Planning Commission and
after said Planning Commission has given proper notice and held a
public hearing as provided by law, and under authority granted by
Section 3.A.9(a) and Section 11.E of the Zoning Resolution, as
amended, a Conditional Use Permit to allow establishment of
an airport in "R" Residential zoning
is hereby approved on the lands legally described, subject to the
following conditions:

CASE NO. CU-105
Establishment of an Airport in the
"R" Rural Residential District

The west one-half of Section 28, Township 29 South,
Range 2 East, Sedgwick County, Kansas. Generally
located on the northeast corner of 11th Street
South and Webb Road.

CONDITIONS

1. The applicant shall dedicate, by separate instrument, the 50 and 75 feet of half-street right-of-way required for all section line roads.
 2. No building shall be erected closer than 100 feet to any street right-of-way line.
 3. Uses permitted shall be only those associated with the normal operations of the airport itself.
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SECTION II. That upon the taking effect of this Resolution, the notation of such conditional use approval shall be entered and shown on the particular sectional zoning map contained in the official zoning atlas on file in the Office of the County Zoning Administrator and in the Office of the Wichita-Sedgwick County Metropolitan Area Planning Department.

SECTION III. That this Resolution shall take effect and be in force from and after its adoption and publication in the official County paper.

PASSED AND ADOPTED at Sedgwick County, Kansas, this 7th day of August, 1966.



Elmer Peters Chairman

Tom Loss Commissioner

Earl B. Rush Commissioner

ATTEST

Thelma Wardlaw
By Thelma Wardlaw Deputy
County Clerk

(SEAL)

Copy

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY AREA OFFICE
4747 TROOST AVENUE
KANSAS CITY, MISSOURI 64110

June 21, 1968

IN REPLY
REFER TO MKC-641

Mr. Delmar D. Jones
Route 1, Box 80
Mulvane, Kansas 67110

Subject: Mulvane, Kansas
Suburban Airpark
Airspace Determination
Case No. 68-MKC-32NR



Dear Mr. Jones:

Your proposal to establish an airport $1\frac{1}{2}$ miles northeast of Mulvane at latitude $37^{\circ}29'50''$ and longitude $97^{\circ}13'20''$ has been reviewed from an airspace use standpoint. The review was, and our determination is, for a single paved runway 4000' x 60' aligned in a north-south direction.

This proposal was circularized for aeronautical comment on May 27, 1968. The Air Transport Association responded in their letter dated April 22, 1968, and stated that they had no objection to the proposed airport, provided the airport was classified for VFR use and if IFR operations would ever be anticipated a new study be initiated. A letter dated April 18, 1968, from the Department of the Air Force transmitted a letter from the HQ 835th Air Division, McConnell Air Force Base, Kansas, commenting on the problems associated with the operation of the high performance jet fighter aircraft operating from the McConnell Air Force Base. This letter transmitted copies of the operation procedures for VFR entry/departure to and from McConnell runways 18L-18R and 36L-36R. The letter emphasized that the present light aircraft, civil, and military air traffic within Central Kansas, particularly within 15 nautical miles of McConnell Air Force Base, presented a significant mid-air collision hazard; however, through extensive military-civilian cooperation and mutual understanding, they have avoided any serious accident.

An informal airspace meeting was held by the FAA at Wichita on May 16, 1968, with representatives of the proponent, Air Force representatives, and other local Wichita civilian operators and industry representatives. A general discussion of the problem, including the procedures utilized by the Air Force, was described. In response to discussion concerning the possibility of developing nonstandard traffic patterns including possible altitude restrictions, you indicated that you would cooperate and establish whatever operating procedures were specified to ensure a safe operation.

Our study indicates that cooperative procedures can be developed which will provide adequate altitude separation between the traffic pattern altitude at Mulvane and arriving and departing Air Force traffic at McConnell Air Force Base. It appears that a minimum of 800 feet altitude separation can be provided between traffic operating in the Mulvane traffic pattern at an altitude of 700' AGL and Air Force traffic departing and arriving to and from McConnell at a minimum altitude of 1500' AGL. It may be possible to provide as much as 1700' altitude separation between a Mulvane traffic pattern altitude of 500' AGL/1800' MSL and Air Force aircraft arriving at 3500' MSL; and 1200' altitude separation with Air Force aircraft at GCA altitude at 3000' MSL.

The Air Force recommended in their letter that should the proposed airpark be approved that complete coordination between the proponent of the airpark and McConnell Air Force Base be effected to ensure a full understanding of present military operations and to establish operating procedures which would be of mutual benefit. They stated that the success for a continued safe operation is contingent upon the cooperation between the operators of the proposed airpark and the McConnell Air Force Base, and they offered their full cooperation in this respect.

Our review disclosed that the operational use of this airpark will not adversely affect the safe and efficient use of airspace by aircraft, provided:

1. Mutually agreeable traffic patterns are developed for the Mulvane Airpark. The FAA Wichita Tower Chief has been delegated the responsibility to meet with representatives of the proponent, the U. S. Air Force, and any other adjacent civil airport operators who may be directly involved or affected by the Mulvane traffic for the development of adequate traffic patterns and safe operating procedures.
2. Operations are restricted to VFR only.

This airspace determination expires 18 months from this date, unless the sponsor notifies this agency that construction has started or a request for an extension is submitted to this office prior to the expiration date.

The following comments are offered as advisory service and with the intent of assisting you in developing your airport to meet recommended FAA design standards:

1. The approach surfaces for your proposed runway should clear adjacent roads by 15 feet and railroads by 25 feet. This vertical clearance is computed on the following basis:
 - a. The approach surface begins 200 feet outward from the end of a paved runway, and the elevation of the approach

surface at its point of beginning is the same elevation as the end of paved runway.

- b. The approach surface begins 250 feet wide and extends outward and upward at a slope of 20:1, expanding to a width of 2250 feet at a horizontal distance of 10,000 feet. The enclosed drawing, identified as Figure 4-4, illustrates the recommended road clearances.

Our recommendations for other design features, such as lateral clearance dimensions, are illustrated on the other enclosed drawings. We recommend that you use the dimensions in Column A under "General Utility" on the sheet entitled "Figure 3. Utility Airport Dimensions".

Sincerely yours,

Robert O. Brown
Chief, Airports Branch

Enclosures

cc:
Wichita-Sedgwick County Metropolitan Area Planning Department, Attn: Duane Bock
MKC-560