

DR 78-40 - Special Permit to
Allow Operation of a Heliport -
generally located on the east
side of West Street, in an area
north of 23rd Street North. By
KAKE-TV and Radio, Inc.

ACTION

DATE

COMMITTEE _____

M.A.P.C. David Warner 2-15-79

R.C.C./B.C.C. Meet 2-2 4-17-79

BCC Deferral 4 weeks 4-24-79

BCC Approved 5-22-79

*POSTED
12-28-79
PH*

DR 78-40 - Special Permit to Allow Operation of a Heliport - generally located on the east side of West Street, in an area north of 13th Street North. By KANE-TV and Radio, Inc.

City Mgr # 2

THE CITY OF WICHITA
OFFICE OF LAW DEPARTMENT

DATE May 11, 1979



TO E. H. Denton, City Manager
FROM John Dekker, Director of Law

SUBJECT Proposed KAKE-TV Helistop

By memorandum dated April 24, 1979, we were requested to provide a report regarding the possibility of granting a conditional or revocable permit for the operation of a helistop at KAKE-TV, 1500 N. West Street. Attached to this memorandum is a proposed modification to Section 9.24.080 of the City Code which will allow the governing body to grant a temporary permit for such helicopter operations on a limited scale for the period of one year to allow assessment of the actual impact such operations will have on the surrounding neighborhood.

The ordinance modification will allow the governing body to grant a temporary permit for helistop operations under the following conditions:

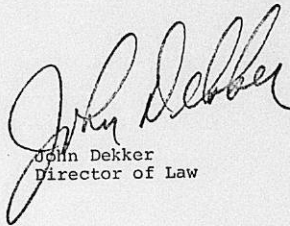
1. The permit shall be valid for one year from the date of issuance and shall not be renewable.
2. The permit shall allow no more than four landings and departures per month from the helistop and shall require the applicant to maintain a log of all take-offs and landings which shall be made available to the superintendent of central inspection on request.
3. The permit shall require compliance with the safety requirements of Section 9.24.090 of the City Code which pertains to construction of helistops.
4. The permit shall require compliance with the insurance requirements of Section 9.24.100 of the City Code.

In addition, the ordinance provides that during the last 90 days of the period for which the permit is issued, the superintendent of central inspection shall conduct an impact study and a public hearing to determine the effect the use of the helistop has had on the surrounding property. A report of the superintendent's findings and comments is to be submitted to the governing body at the conclusion of the temporary permit period to assist them in their deliberations regarding the helicopter license application.

Another change which we are suggesting in this code section is the modification from the city clerk to city treasurer as the responsible

E. H. Denton, City Manager
Page 2
May 11, 1979

person to issue the requested license. This modification is suggested since the city treasurer is responsible for issuing all other licenses required by the City. The addition of the language in the last paragraph regarding payment of the annual fee is to cover the situation where the fee submitted with the license application has been applied to a temporary permit, and a renewal fee is due at the time the license is approved.



John Dekker
Director of Law

JD:DJW:kh
Attachment

cc: ✓ Robert A. Lakin, Director of Planning
Robert Feldner, Superintendent of Central Inspection
Martin Umansky, KAKE-TV

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 9.24.080 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO APPROVAL OF APPLICATIONS FOR LICENSES TO OPERATE HELISTOPS WITHIN THE CITY OF WICHITA AND REPEALING THE ORIGINAL OF SAID SECTION AND REPEALING SAID SECTION AS CONTAINED IN ORDINANCE NO. 36-017 OF THE CITY OF WICHITA, KANSAS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Section 9.24.080 of the Code of the City of Wichita, Kansas, shall be amended to read as follows:

"Approval of application. The applicant shall submit the documentation required by Section 9.24.070 of this code to the respective agencies for approval. When the proper reviews are completed, the superintendent of central inspection shall forward the completed application, showing approval or conditions thereof, to the city manager. Upon payment of the license fee by the applicant, the city manager shall forward the completed application to the board of city commissioners.

"In the event the application is for the operation of a ground level helistop on property where such use will be auxiliary to the uses permitted by the zoning of such property as set out in Title 28 of this code, the board of city commissioners may authorize the city treasurer to issue a temporary permit for the operation of the helistop with the following conditions:

X (1) The permit shall be valid for one year from the date of issuance and shall not be renewable. The fee submitted with the license application shall be applied to the issuance of the temporary permit.

(2) The permit shall allow no more than four (4) landings and departures per month from the helistop and require applicant to maintain a log of all takeoffs and landings including dates and times and supply the same to superintendent of central inspection on request.

(3) The permit shall require compliance with the safety requirements of Section 9.24.090 of this code.

(4) The permit shall require compliance with the insurance requirements of Section 9.24.100 of this code.

"If the board of city commissioners issues a temporary permit for the operation of a ground level helistop, during the last 90 days of the effective period of the permit the superintendent of central inspection shall perform an impact study to determine the effect the use of such helistop has had on the surrounding property to include, but not be limited to, a determination of the noise generated, the safety factors involved and the frequency and time of utilization for helicopter operations. In addition, the superintendent of central inspection will conduct a public hearing to solicit comments and recommendations from the property owners whose property may be affected by use of the helistop. At the conclusion of the permit period the superintendent of central inspection shall submit a report to the board of city commissioners detailing the results of the impact study and public hearing along with a recommendation as to whether or not the license application should be approved.

?
Distax
1000'

"Issuance of a license shall be authorized by the board of city commissioners if approval is granted the application, whereupon the ^{city-clerk} city treasurer may issue the license upon the payment of the annual fee and the superintendent of central inspection may issue the necessary building permits."

The original of Section 9.24.080 of the Code of the City of Wichita, Kansas, and said section as contained in Ordinance No. 36-017 of the City of Wichita, Kansas, are hereby repealed.

This ordinance shall be included in the Code of the City of Wichita, Kansas, and shall be effective upon its passage and publication once in the official city paper.

ADOPTED at Wichita, Kansas, this _____ day of _____, 1979.

MAYOR

ATTEST:

Donald C. Gislick, City Clerk

Approved as to Form:

John Dekker, Director of Law

Item 2
CM Agenda

THE CITY OF WICHITA
OFFICE OF LAW DEPARTMENT

DATE April 13, 1979



TO E. H. Denton, City Manager
FROM John Bekker, Director of Law

SUBJECT Request for Helistop Licenses
KAKE TV and Radio, Inc.

On the April 17, 1979, City Commission Agenda item #3-CM pertains to the application of KAKE TV and Radio, Inc., for a license to operate a helistop on a portion of their premises at 1500 North West Street. Included in the materials provided on this item are several documents which make reference to the governing body being asked to waive certain requirements for such helistops as set out in Chapter 9.24 of the City Code.

A review of Chapter 9.24, as recently amended, indicates that there are no provisions in this chapter authorizing the governing body to waive any of its requirements. Without such authority, it is my opinion, the governing body may not waive any of the code requirements in this chapter. As you recall, this was one of the reasons why the governing body added Section 9.24.015 to this code chapter to provide special provisions for helistops located at hospitals to allow helicopter delivery of emergency patients.

02-01
-02 Approval
03 "
04-Sub
05-Committee
06-Adm
07 "

If the governing body desires to waive any of the requirements of Chapter 9.24, it is my opinion that this chapter should be further amended to provide this authority and also to define the precise circumstances and areas in which it may be exercised. This way the governing body will be able to treat all persons, similarly situated, in the same manner in granting such waivers.

I also note in passing that some comments were made during the proceedings on this application to the effect that the public park to the east of the KAKE studios was being considered as an emergency landing area. Under Section 9.24.040 of the City Code such an area may not include any public ways, school properties or playgrounds. Of my own personal knowledge, I am aware that the park in question contains both a playground and tennis courts and, because of its small size, the entire area may well be considered a playground. Should this be the case, then this area would not be suitable for an emergency landing area as required by the Code.

John Bekker
John Bekker
Director of Law

JD:DJW:mg

REFERENCE: ITEM #3-CM

AGENDA FOR: APR 17 1979

WICHITA-SEDGWICK COUNTY

3

10:am

DATE

April 9, 1979

METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Jack H. Galbraith, Chief Planner

SUBJECT DR 78-40 - Special Permit to allow operation of a
helistop - East side of West Street, in
an area north of 13th Street North.

03-09 gone
10 Site
11 Site
12-14-Photo
03-67+68

We have been advised by the Superintendent of Central In-
spection that the Board of City Commissioners will consider
a request for a helistop license for KAKE-TV and Radio, Inc.
in conjunction with the above captioned case at 10:00 a.m.
on April 17, 1979.

Attached are minutes from the Planning Commission meeting
of February 15, 1979, regarding this matter which should
be scheduled for hearing by the City Commission at the time
the request for the helistop license is considered.

Jack H. Galbraith
Jack H. Galbraith
Chief Planner

JHG:el

Attachment

4-17-79
Brown - Placido
Moof - move grant w/o waiver
2 - Knight
2 - Peter

EXCERPT FROM PLANNING COMMISSION MINUTES OF FEBRUARY 15, 1979:

10. Case No. DR 78-40 - KAKE-TV and Radio, Inc., requests a Special Permit for Lot 1, KAKE Addition to Wichita, Sedgwick County, Kansas. Generally located on the east side of West Street, in an area north of 13th Street North.

GALBRAITH showed slides of the area and surrounding area and reviewed the following staff report:

COMMENTS:

1. KAKE TV and Radio, Inc., has requested a special permit, under Sections 9.24.010 through 9.24.180 of the Code of the City of Wichita, in order to allow the operation of a helistop on the KAKE site on the east side of West Street in an area north of 13th Street North.

Under Section 28.08.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

2. The applicant advises that the proposed helistop shall be used to transport reporters and cameramen to the sites of news stories on an intermittent basis of perhaps a few times a month depending on the need. The station has contracted with a local helicopter company to provide such service and the helicopters will be maintained and stored at a separate site used by the helicopter company.
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the Federal Aviation Administration (FAA). Attached is a copy of a letter from the FAA regarding this project, as well as a memo from the Airport Manager of the Wichita Airport Authority, concurring in the determination of the FAA. Also attached is other information submitted by the applicant in support of this application.
4. Subject property is governed by a Commercial Community Unit Plan (DP-80), approved in 1977, limiting the permitted uses on parcel 1 (where the helistop is proposed) to "offices, broadcasting facilities, and related uses". Should the special permit and waiver of Section 28.08.100 be granted by the governing body, the approved C.U.P. shall be marked to indicate that a helistop is an accessory or related use to a broadcast facility and is a permitted use under the plan.
5. The applicant is also requesting a waiver of three provisions of Chapter 9.24 of the Code of the City of Wichita regarding helistops. The Fire Department and Office of Central Inspection are reviewing those waiver requests and will provide comments to the Board of City Commissioners at the same time as the governing body considers the request for special permit and waiver of Section 28.08.100. One of the waiver requests involves the preservation of existing trees which are located in the required lateral clearance zone and the applicant should submit copies of the zone superimposed on a site plan depicting the location of the trees in the lateral clearance zone. 4-17-79
Whitely
S. Ferris
6. A recommendation of approval of the special permit and waiver of the requirements of Section 28.08.100 should be subject to the following conditions:

1. Compliance with requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops), except for those provisions which are waived by the governing body.
2. Submission to the Office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

This plan should be submitted at least two weeks prior to the Board of City Commissioners consideration of these requests.

GALBRAITH stated that this application was essentially for a landing pad. The helicopters would be stored and fueled on another site. He said that it is within eight miles of Mid-Continent Airport reference point which necessitates the waiver of the airport zoning ordinance. GALBRAITH noted that the FAA has found no conflict in airspace and that Mid-Continent Airport staff does not object. CPO Council Area "M" stated that the evening they considered the application, they considered two motions, both of which failed resulting in no CPO recommendation. One motion was to recommend that, with the FAA advisory opinion of compliance with the regulations, the special permit be issued for one year with a review at that time of the helistop affect on the area. The other motion was to recommend that the special permit not be granted. GALBRAITH said that when the staff was first approached, they did not necessarily require or recommend that the applicants amend their Community Unit Plan because they felt that a helistop could be considered an accessory use to the primary use of a broadcast facility. GALBRAITH said that in regard to Section 9.24 on licensing, the applicants are requesting additional waivers. There is a tree in the lateral clearance zone that they are desirous of saving and the applicants also felt that the limited activity on the site did not require a ground flight attendant so they are requesting waivers on these terms.

MAY said that there was mention of a waiver of three provisions, and asked what was the third waiver.

ALLEN INLOW, Central Inspection, said that he would prefer that the applicant read the waivers that they have with them and they can explain the background at that time.

WILLARD E. WHITE, Triangle Copter Service, stated that the waivers requested were for the tree, the attendant and the requirement of a wet standpipe on the site which they felt was inappropriate because of water availability already on the site.

MAY asked why the wet standpipe was inappropriate.

WHITE stated that water was not appropriate for any kind of helicopter emergency. He said they did offer to provide two twenty pound chemical fire extinguishers.

BAYOUTH asked what was the purpose of the helicopter at KAKE.

PAUL THRELFALL, News Manager of KAKE, stated that this request was being made based on a need to better serve the public. It is basically for news use, covering those events they feel that are important to get out to the general public. He cited that 73 percent of the people get their news information from television, and for this reason television has found helicopters useful. They are now faced with an occasional emergency situation that they feel they could better serve the public if this occasional opportunity was granted. He said that they would be coming in four or five times a month. Based on experiences of this past year, they had a number of instances where they used the helicopter on another site where they could

have saved time by landing at the studio and maybe have provided the public with visual information a little sooner. They were thinking in terms of bringing in a photographer, film camera or tape camera, and getting this processed quickly for use on the air. THRELFALL said there was quite a bit of time loss going to Mid-Continent Airport that they feel the loss of time could mean 30 minutes. He mentioned the gas leak at Medicine Lodge, Kansas that necessitated the possible evacuation, and if those people could have been convinced and shown that this was serious, maybe it would have helped people get out of the way a little sooner. They don't anticipate using this for personal use.

MAY stated that in one of the letters the suggestion was made that the ingress-egress route was most favorable over the playground. She asked if that was the one the applicants were proposing.

WHITE said that there was no playground under the ingress-egress route. WHITE showed drawings of the routes, and stated there were two routes required in and out of the area and they are contingent on the wind.

MAY noted that one approach was over Sycamore Park located to the east of the helistop and the Park did contain a playground.

HENNESSY asked how could the Commission approve this request and deny anyone else in business at any other location. He said that although this was a public service, it is still a business. The better the ratings, the more money they can charge for their time, so how could they deny KARD or a business office downtown the same right to also have a helistop.

GALBRAITH remarked that the helicopter licensing procedure would minimize the number of applicants. There are many instances where they simply could not comply with the FAA and City regulations. There would have to be a larger open space area such as this and reasonable flight paths to get into the area. In this instance FAA says there is no conflict with airspace.

N. J. WESTMORELAND, 1626 North West Street, speaking in opposition, said that he did not attend the CPO Council meeting and has read the comment by Elizabeth Brown. He assumed that she quoted Mr. White and others directly, but he found it difficult understanding why it was dangerous to fly over a school ground, but it was not dangerous to fly over apartment buildings and residences. He said that Mr. White was quoted as saying that the risk of a crash was infinitesimal, and that operating a helicopter was safer than driving to work. WESTMORELAND also read from the National Transportation Safety Board and the review of aircraft accident rate data for 1977, stating that there were 274 helicopter accidents in the United States. There were 77 destroyed, 193 with substantial damage, 41 were damaged in takeoff, 86 were damaged in flight, making a total 127 in the actual flight factor. He said that we were dealing with people's lives, and it seemed to him, that though the claim was that they could save a few minutes, it looked pretty sick beside the fact that they have taken somebody's life, or destroyed somebody's home.

EILEEN JONES, 1413 Lynnhurst, speaking in opposition, stated that she had a personal interest in this application because the helicopter would be pretty low when they fly over her home, but that she was concerned for other reasons. She said that she used to teach school and that OK Elementary School and playground were located to the northwest of the KAKE site and that there is also a playground in the Park just east of KAKE which they intend to use for an alternate emergency landing. South of the Park playground was a highrise home for the elderly, and some of those people might be using the Park for walks. She also pointed out that there were three apartment complexes and a nursing home in the vicinity. She said that she objected mainly on the safety part. She felt the noise might be a factor in the summertime when they are out in their yards. It was brought up in the CPO meeting that the helicopter pilot said that he was

concerned that some of them had a view of helicopters being a glorified motorcycle. She did not feel that way because her brother was a helicopter pilot for the navy, and a pilot for United Airlines now. She had no objections to KAKE, they have been good neighbors, but she did not think this particular congested area was the place for a helistop.

H. H. WHATLEY, 1551 N. Illinois, speaking in opposition, stated that KAKE was a good neighbor, and he appreciates what they were doing, but he was opposed to the helistop being placed there. He felt it was just so much talk about the helistop being used 3 or 4 times a month. Once the helistop is there, there would be no way to keep them from landing 3 or 4 times a day if they wanted to. He said that this is a high density area, and nothing had been said about OK Elementary School across the street from KAKE, or Sycamore Park next to his home. His feeling was that he did not like to oppose progress, but did not believe that this would be of enough value to KAKE, considering the time element, to risk the lives of people in that area. He mentioned the property value in the area. His fear was that the more of this kind of thing that they allow in the area, the more their property value would drop. He asked that this proposal be denied.

GEORGE F. FERRIS, 1418 Lynnhurst, stated that when KAKE wanted to expand their operation at one time, Mr. Umansky called and asked him if he had any objections, and he certainly did not, but he certainly does object to the proposed helistop. The noise factor is to be considered for those who work nights and when the helicopter comes down, dust flies everywhere. He mentioned that West Street was a very busy street, and the helicopter coming in could cause a dangerous situation with people looking up while driving and crashing into other cars. He felt their homes would devalue.

TIMOTHY R. CAIN, 1606 N. Illinois, speaking in opposition, stated that he was opposed to helicopters in the area providing additional risk to his property, home and family.

COLE stated that after hearing all of the people in opposition caused him to reconsider his opposition, mainly on the basis of safety. He said that statistics says that it would be safer for the people in the neighborhood if the films could be brought in every time by helicopter rather than bring them in by auto because there are more accidents per passenger mile in automobiles than there are in a helicopter.

SAVINA said that he remembered when the Police Department was going to do away with their helicopter and the whole city got up in arms about it which indicates that a helicopter was very important. He said that he didn't know of any drastic accidents that the Police have had at their heliport or whether any people driving automobiles have had wrecks at the City heliport. He said that we would probably see a lot of these requests. Helicopters are very important today especially in the energy crisis, and felt it was important for people to get news quickly. He has sympathy for the people living in the area, but felt the commercial flights going over the area on the way Mid-Continent was more treacherous than a helicopter. He felt it was safer to bring the film in by air than it would be to bring it in by a speeding car.

TAYLOR stated that after she viewed the helicopters around the area of North Michigan Avenue and Michigan Boulevard in Chicago from 64th and 99th Floor of the John Hancock Center, the density can't be compared with ours. She said that she did have mixed emotions on the basis in which the request was made with the stated limitations. She was interested in the administrative limitations that would be imposed. She felt it was a bit misleading to state unequivocally that the helicopter would be used only once a week, four times a month. If its available and the permit is allowed, there probably would be more emergency cases arise than one might anticipate at this point.

CHAIRMAN GREIDER said that as far as safety, and being in the insurance business, there are two factors that they look at, frequency and severity. He was thinking of the severity in case of an incident or accident. The severity in an automobile crash was definitely less than the severity in an aircraft because of the fuels involved. With the senior citizen housing and the playgrounds around it, the potential danger was in his mind.

BAYOUTH said he was sure they would not be using the helicopter as a toy. The cost of operating and the cost per trip has got to be a 1,000 dollars or more, so he did not feel there would be any wasted trips.

MARTIN UMANSKY, Manager of KAKE-TV and Radio, stated that the limitation that they set was much in excess the amount of time that they would use the helicopter. It is based on experience. All of last year they did not use the helicopter more than 4 or 5 times. He said the use of once a month would be closer to fact, but he did not want to mislead the Commission into saying once or five times a year, and then have it come more often than that. The only time they do need a helicopter was during emergencies where it would do a much better job for them. He was most concerned about maintaining a good relationship with their neighbors.

BARRIER was concerned about the frequency these helistop requests would come in, and how many permits eventually would be asked for in the City.

MOTION: That the Planning Commission recommend to the City Commission that the special permit be approved, and the waiver of the requirements of Section 28.08.100 subject to the following two conditions:

1. Compliance with requirements of Chapter 9.24 of the Code of the City of Wichita (helicopters and helistops), except for those provisions which are waived by the governing body.
2. Submission to the Office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

Savina moved, Bayouth seconded.

BELL said that he was little bothered by the public policy question that has been raised. He said that this is certainly a substantial different category than a hospital usage where it is a matter of life or death in perhaps a few extra seconds. He said that he found it difficult to conceive the situation where getting a piece of film to its destination a few seconds earlier was ever going to be a matter of life and death.

VOTE ON THE MOTION: It failed with a vote of 4 in favor (Savina, Bayouth, Taylor and Cole), and 5 opposed (Barrier, May, Greider, Bell and Hennessy). Jones was absent.

Map.
5250
1.
275
1W

KAKE-TV

television 10

Post Office Box 1010 / 1500 North West Street
Wichita, Kansas 67201
(316) 943-4221

RECEIVED
OCT 19 1978
Central Inspection Division

September 28, 1978

Superintendent of Central Inspection
City of Wichita
455 N. Main
Wichita, Ks. 67202

DR 78-40

East side of West St, in an area
north of 13th St North

Dear Sir:

We propose to install a Class I heliport at 1500 N. West Street, Wichita, Kansas on property which belongs to KAKE-TV and Radio, Inc. The center of the proposed heliport will be located 108' south and 80' east of the southeast corner of KAKE TV's office building.

The proposed heliport will be entirely covered by Sod, the 100' x 100' area will be surrounded by a 3' single strand fence initially, and eventually be a 3' high hedge. A 1' x 2' sign will be posted by the entrance gate as shown in the enclosed diagram. Two 20 lb. dry powder type fire extinguishers will be provided on opposite sides of the heliport when it is in use. Two tie downs will be provided.

The heliport meets all of the city's approach criterion. We request a waiver for a tree which is on the south side of the heliport and which penetrates the lateral clearance zone required by paragraph 9.24.040. Night operations are not planned for the near future. The approach zones will be as follows:

Centered on a line 017 degrees true from the center of the heliport and centered on a line 257 degrees true from the center of the heliport.

The required insurance will be provided by KAKE TV and Radio, Inc. FAA form 7480 was submitted on 6 September, 1978. We request waivers from the requirements of ordinance 9.24.090 sub paragraphs a and d.

The enclosed plans show our intentions in more detail. If you need more information, please call. A check for \$50 for the required annual license fee is enclosed.

Sincerely,

Harold Newby
KAKE TV and Radio, Inc.
Harold Newby
Vice President and Chief Engineer

ROUTE TO:	DATE:
<input checked="" type="checkbox"/> JR	RBT 10-19
TRIANGLE COPTER-SERVICE	
Willard White	

The KAKEland Stations: KAKE-TV / KAKE - Wichita KUP-K TV / KUP-K - Garden City

WICHITA AIRPORT AUTHORITY
MID-CONTINENT AIRPORT WICHITA, KANSAS

RECEIVED
DEC 6 1978
Central Inspection Division


TO: Robert B. Feldner, Supt. of Central
Inspection

FROM: Bailis F. Bell, Airport Manager

SUBJECT: KAKE HELIPORT

DATE: December 5, 1978

The staff of The Wichita Airport Authority has received and reviewed the determination of Airspace Case No. 78-ACE-135-NRA as conducted by the FAA. We concur with the results of the study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.


Bailis F. Bell
Airport Manager

Attach: Letter from FAA to Mr. White -
dated November 29, 1978

cc: H. Jay Setter, Director of Aviation
Floyd J. Roedell, Director of Airport
Engineering and Planning

RECEIVED
D. 11
R67-12-7
/ AJ 12-7
SEARCHED
SERIALIZED
INDEXED
FILED

NOV 29 1978

Mr. Willard E. White
KAKE Radio and TV
1500 N. West Street
Wichita, Kansas 67212 67203

Subject: KAKE Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-135-WRA

Dear Mr. White:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 244' x 320' landing/takeoff area, and a 20' x 20' sod touchdown area. The heliport is located within the city limits of Wichita, Kansas, at latitude 37° 42' 37" and longitude 97° 23' 17".

Two on-site inspections of subject heliport have been made. From information submitted for our review, the heliport site is located on the private property of KAKE Radio and TV. The area to the south of the site is composed of commercial buildings (shopping and office buildings). The area to the north is composed of private family dwellings. Adjoining the proposed site to the east is a public park and playground. To the west of the site are open fields and scattered buildings.

The airborne inspection of the site revealed that there are available emergency landing sites which would be available in case of emergency landings. The most favorable ingress/egress route would be to the east over the public park and playground.

Our aeronautical study concludes that the fulfillment of your proposal will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are adhered to:

RECEIVED

DEC 5 1978

Mid-Cont. Airport

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach-departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 8 feet horizontally to one foot vertically (8:1).
2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach-departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is a determination that refers only to safe and efficient use of airspace by aircraft, and does not preempt or waive ordinances, laws, or regulations of other governmental bodies or agencies. In making this determination, FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic of neighboring airports, effects it would have on existing airspace structure and projected programs of FAA, and effects that existing or proposed man-made objects and natural objects within affected area would have on this proposal.

We wish to advise that this agency does not have the statutory authority to prevent construction of any structure near the heliport. Protection of heliport environs can be accomplished most effectively through such means as local zoning ordinances and acquisition of property rights.

This airspace determination does not indicate the proposed development is environmentally acceptable in accordance with Public Laws 91-190, 91-250, and 90-495. An environmental review and finding is a prerequisite to FAA approval for a heliport site for future Federal participation in the development of an existing heliport.

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Enclosed is a copy of FAA Form 5010-5 which is self-addressed and postage paid. As soon as your heliport becomes operational, please complete this form and drop it in the mail. The form will be submitted to Washington, where it will be data-processed and a site number assigned.

3

If we can be of any further assistance to you, please contact us at
(816) 374-2181.

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

cc: Ray Arvin, Kansas DOT
Chief, FSS, Wichita, Kansas
ACE-220 (2)
ACE-530
AAP-730 (w/enclosures)

Ms. Jean Ross Howard
Assistant Director
Public Affairs
Aerospace Ind. Associates of America, Inc.
1725 DeSales St., NW
Washington, D.C. 20036

CITY OF WICHITA

APPLICATION FOR LICENSE TO OPERATE A HELISTOP OR
SPECIAL PERMIT FOR HELICOPTER CONSTRUCTION WORKWichita, Kansas 5 Oct, 19 78

TO THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Gentlemen: I hereby apply for a license to operate a Helistop or special permit for Helicopter Construction Work in conformity with the ordinances of the City of Wichita, Kansas. I hereby certify that the statements made on this application and the attached exhibits are true and correct to the best of my knowledge.

- A. Business Name KAKE TV & RADIO, INC.
- B. Business Address 1500 N. West Street, Wichita, Kansas 67203
- C. Helistop Location
1. Legal Description 8 Acres West Half of West Half of Southwest quarter of Section 12 Township 27 Range 1 W.
6th P.M.: (Lot Numbers, Addition or Notes and Bounds)
 2. Address 1500 N. West Street
- D. Class (I, II or III) Helistop being applied for I
- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Waiver requested
- F. Is this application accompanied by:
1. Proposed plans and specifications for Helistop? Yes
 2. Intended routes or ingress and egress? Yes
 3. Intended emergency landing areas? Yes
- G. Does this conform to FAA requirements? Yes
- H. Where will list of authorized pilots be kept? Triangle Copter Service
- I. Are you applying for a Special Permit for construction work as defined in Section 16 of Ordinance No. 27-904? No, see attached letter
- J. Has the required insurance policy for Helistop or Special Permit been filed with the City Clerk? No, pending approval of heliport.

FOR OFFICIAL USE ONLY

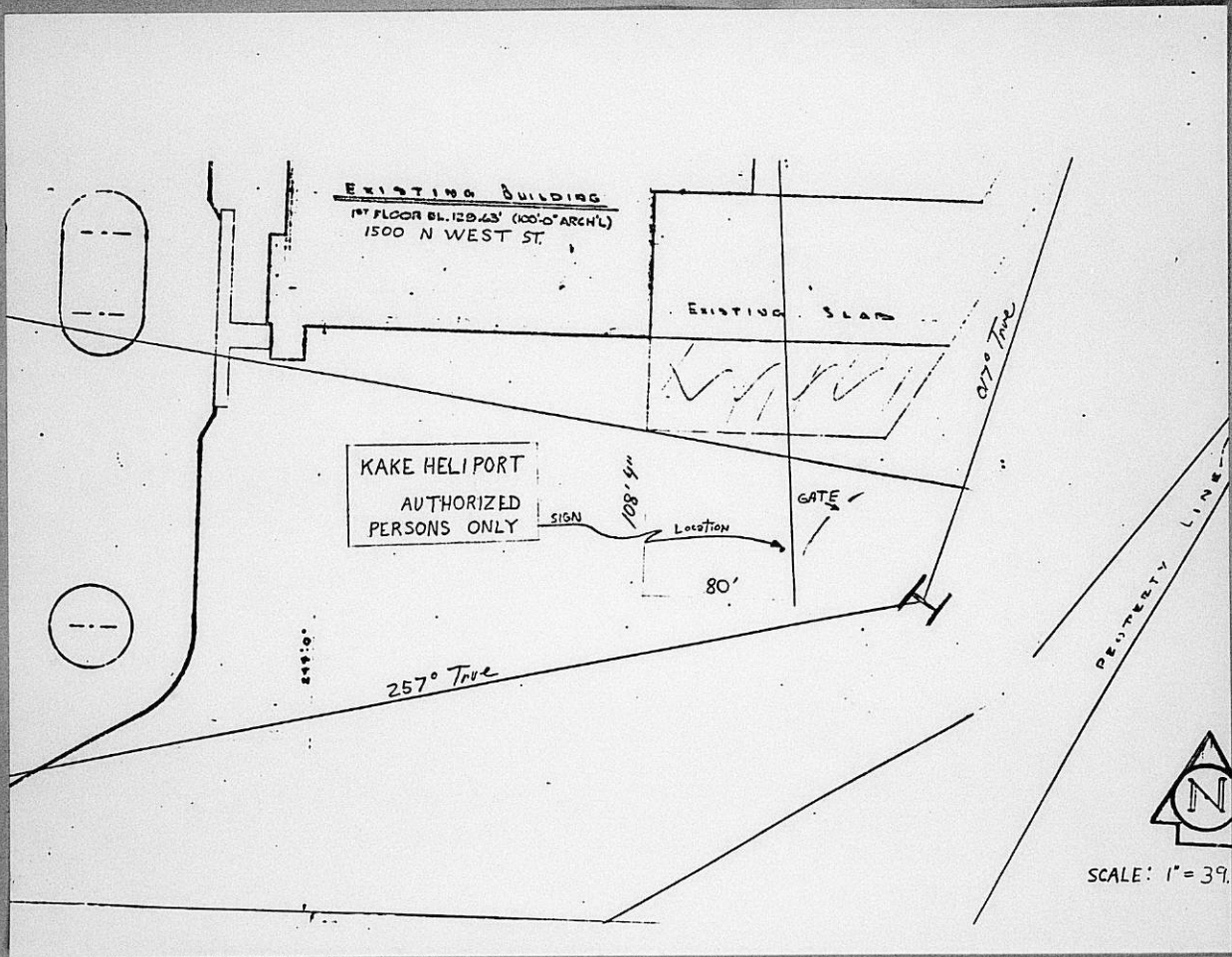
I have examined this application, it is complete and meets the requirements of the Code of the City of Wichita, Kansas.

APPROVED BY

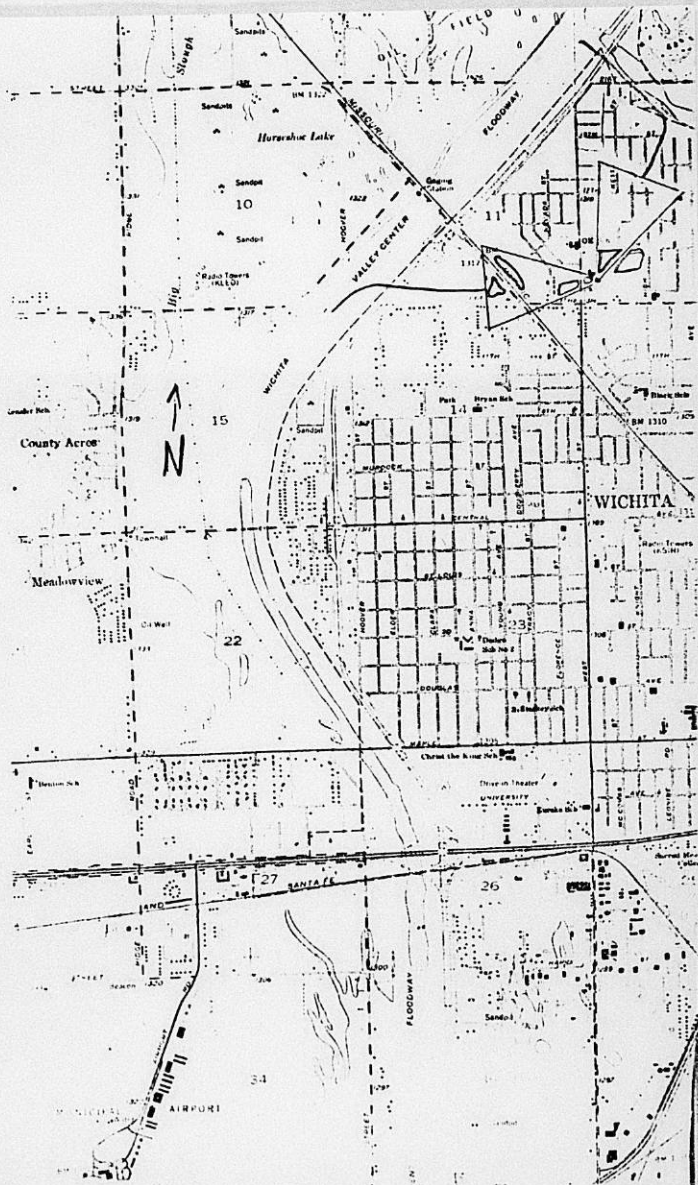
DISAPPROVED

_____	Central Inspection Dept.	_____
_____	Director of Public Works	_____
_____	Chief of Fire Department	_____
_____	City Commission	_____

License No. _____ Issued _____ Day of _____, 19 _____ by _____



MICROFILMED
FROM THE BEST
AVAILABLE COPY



LAMBERTZ COMPANY

Established 1955
812 N. Waco / Wichita, Kansas 67203 / (316) 265-8537

REAL ESTATE

Shopping Centers
Investments
Management
Commercial
Counseling
Industrial
Offices

February 6, 1979

Wichita Planning Commission
City Hall, 10th Floor
455 North Main
Wichita, Kansas 67202



Gentlemen:

We have your form letter dated February 2, 1979 which we received Monday.

We have no objection to the change requested by KAKE TV provided KAKE will do the following:

(1) Handle the water situation relative to 13th and West Street in a manner to be approved by the proper governing bodies and the others to be affected by the run-off caused by their parking lot, building, etc.

You will recall on a recent date that Mr. Van Buskirk and Agile Addition were required to install storm sewers, etc., at their expense and to be taxed against the property.

While it is my feeling that the commercial does no more to cause water problems than does residential. The burden was assessed against the light commercial in this instance as I recall it and I believe it should be continued on up West Street.

Be assured of our permissive vote.

By carbon copy of this letter, Mr. Umansky is being informed of my attitude.

By carbon copy of this letter to the CPD office for the area, the CPD is being informed of my attitude which reflects that of the other partners.

Cordially yours,

LAMBERTZ COMPANY

Vern Lambertz: jw
cc: Martin Umansky
CPD Office

AGENDA ITEM NO. 10
WICHITA - SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: 2-15-79

Case No. DR 78-40	Request: Special Permit to allow operation of a helistop
-------------------	--

Location: East side of West Street in an area north of 13th Street North

Acres: 0.0	Size: 600' x 625'
------------	-------------------

	<u>Land Use</u>	<u>Zoning</u>
Existing	KAKE Radio & Television Studio & Offices	"LC" (governed by C.U.P.)
North	Single Family	"AA"
East	Undeveloped & Park	"B" & "AA"
South	Shopping Center, Bank & General Business	"LC"
West	Single Family, Multi-Family & Undeveloped	"AA", "R-6", & "LC"

Existing street rights-of-way are adequate.

Platted: Yes

History: Z-1898 "AA" to "LC"
 BP-80 Commercial C.U.P.
 MAPC: 2-17-77 approve
 BCC: 3-8-77 approve

COMMENTS:

1. KAKE TV and Radio, Inc., has requested a special permit, under Sections 9.24.010 through 9.24.130 of the Code of the City of Wichita, in order to allow the operation of a helistop on the KAKE site on the east side of West Street in an area north of 13th Street North.

Under Section 28.03.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

2. The applicant advises that the proposed helistop shall be used to transport reporters and cameramen to the sites of news stories on an intermittent basis of perhaps a few times a month depending on the need. The station has contracted with a local helicopter company to provide such service and the helicopters will be maintained and stored at a separate site used by the helicopter company.
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the Federal Aviation Administration (FAA). Attached is a copy of a letter from the FAA regarding this project, as well as a memo from the Airport Manager of the Wichita Airport Authority, concurring in the determination of the FAA. Also attached is other information submitted by the applicant in support of this application.
4. Subject property is governed by a Commercial Community Unit Plan (DP-30), approved in 1977, limiting the permitted uses on parcel 1 (where the helistop is proposed) to "offices, broadcasting facilities, and related uses". Should the special permit and waiver of Section 28.08.100 be granted by the governing body, the approved C.U.P. shall be marked to indicate that a helistop is an accessory or related use to a broadcast facility and is a permitted use under the plan.
5. The applicant is also requesting a waiver of three provisions of Chapter 9.24 of the Code of the City of Wichita regarding helistops. The Fire Department and Office of Central Inspection are reviewing those waiver requests and will provide comments to the Board of City Commissioners at the same time as the governing body considers the request for special permit and waiver of Section 28.08.100. One of the waiver requests involves the preservation of existing trees which are located in the required lateral clearance zone and the applicant should submit copies of the zone superimposed on a site plan depicting the location of the trees in the lateral clearance zone.
6. A recommendation of approval of the special permit and waiver of the requirements of Section 28.08.100 should be subject to the following conditions:

Case No. DR 78-40
MAPC AGENDA
2-15-79
Page 3

1. Compliance with requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops), except for those provisions which are waived by the governing body.
2. Submission to the Office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

This plan should be submitted at least two weeks prior to the Board of City Commissioners consideration of these requests.

Map
5250.
1.
275
1W

KAKE-TV

television 10

Post Office Box 1010 / 1500 North West Street
Wichita, Kansas 67201
(316) 943-4221

RECEIVED
OCT 19 1978
Central Inspection Division

September 28, 1978

Superintendent of Central Inspection
City of Wichita
455 N. Main
Wichita, Ks. 67202

DR 78-40

East side of West St, in an area
north of 13th St North

Dear Sir:

We propose to install a Class I heliport at 1500 N. West Street, Wichita, Kansas on property which belongs to KAKE-TV and Radio, Inc. The center of the proposed heliport will be located 108' south and 80' east of the southeast corner of KAKE TV's office building.

The proposed heliport will be entirely covered by Sod, the 100' x 100' area will be surrounded by a 3' single strand fence initially, and eventually be a 3' high hedge. A 1' x 2' sign will be posted by the entrance gate as shown in the enclosed diagram. Two 20 lb. dry powder type fire extinguishers will be provided on opposite sides of the heliport when it is in use. Two tie downs will be provided.

The heliport meets all of the city's approach criterion. We request a waiver for a tree which is on the south side of the heliport and which penetrates the lateral clearance zone required by paragraph 9.24.040. Night operations are not planned for the near future. The approach zones will be as follows:

Centered on a line 017 degrees true from the center of the heliport and centered on a line 257 degrees true from the center of the heliport.

The required insurance will be provided by KAKE TV and Radio, Inc.. FAA form 7480 was submitted on 6 September, 1978. We request waivers from the requirements of ordinance 9.24.090 sub paragraphs a and d.

The enclosed plans show our intentions in more detail. If you need more information, please call. A check for \$50 for the required annual license fee is enclosed.

Sincerely,

Harold Newby
KAKE TV and Radio, Inc.
Harold Newby
Vice President and Chief Engineer

The KAKEland Stations: KAKE-TV / KAKE - Wichita

KUP-K TV / KUP-K - Garden City

ROUTE TO:	DATE:
<input checked="" type="checkbox"/> JR	RBZ 10-19
TRIANGLE COPTER SERVICE	
Willard White	

NOV 29 1978

Mr. Willard E. White
KAKE Radio and TV
1500 N. West Street
Wichita, Kansas 67212

67203

Subject: KAKE Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-135-NRA

Dear Mr. White:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 244' x 320' landing/takeoff area, and a 20' x 20' sod touchdown area. The heliport is located within the city limits of Wichita, Kansas, at latitude 37° 42' 37" and longitude 97° 23' 17".

Two on-site inspections of subject heliport have been made. From information submitted for our review, the heliport site is located on the private property of KAKE Radio and TV. The area to the south of the site is composed of commercial buildings (shopping and office buildings). The area to the north is composed of private family dwellings. Adjoining the proposed site to the east is a public park and playground. To the west of the site are open fields and scattered buildings.

The airborne inspection of the site revealed that there are available emergency landing sites which would be available in case of emergency landings. The most favorable ingress/egress route would be to the east over the public park and playground.

Our aeronautical study concludes that the fulfillment of your proposal will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are adhered to:

RECEIVED

DEC 5 1978

Mil-Cont. Airport

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach-departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 3 feet horizontally to one foot vertically (3:1).
2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach-departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is a determination that refers only to safe and efficient use of airspace by aircraft, and does not preempt or waive ordinances, laws, or regulations of other governmental bodies or agencies. In making this determination, FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic of neighboring airports, effects it would have on existing airspace structure and projected programs of FAA, and effects that existing or proposed man-made objects and natural objects within affected area would have on this proposal.

We wish to advise that this agency does not have the statutory authority to prevent construction of any structure near the heliport. Protection of heliport environs can be accomplished most effectively through such means as local zoning ordinances and acquisition of property rights.

This airspace determination does not indicate the proposed development is environmentally acceptable in accordance with Public Laws 91-190, 91-250, and 90-495. An environmental review and finding is a prerequisite to FAA approval for a heliport site for future Federal participation in the development of an existing heliport.

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Enclosed is a copy of FAA Form 5010-5 which is self-addressed and postage paid. As soon as your heliport becomes operational, please complete this form and drop it in the mail. The form will be submitted to Washington, where it will be data-processed and a site number assigned.

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If we can be of any further assistance to you, please contact us at
(816) 374-2181.

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

cc: Ray Arvin, Kansas DOT
Chief, FSS, Wichita, Kansas
ACE-220 (2)
ACE-530
AAP-730 (u/enclosures)

Ms. Jean Ross Howard
Assistant Director
Public Affairs
Aerospace Ind. Associates of America, Inc.
1725 DeSales St., NW
Washington, D.C. 20036

CITY OF WICHITA

APPLICATION FOR LICENSE TO OPERATE A HELISTOP OR
SPECIAL PERMIT FOR HELICOPTER CONSTRUCTION WORK

Wichita, Kansas 5 Oct, 19 78

TO THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Gentlemen: I hereby apply for a license to operate a Helistop or special permit for Helicopter Construction Work in conformity with the ordinances of the City of Wichita, Kansas. I hereby certify that the statements made on this application and the attached exhibits are true and correct to the best of my knowledge.

- A. Business Name KAKE TV & RADIO, INC.
- B. Business Address 1500 N. West Street, Wichita, Kansas 67203
- C. Helistop Location
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- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Waiver requested
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- H. Where will list of authorized pilots be kept? Triangle Copter Service
- I. Are you applying for a Special Permit for construction work as defined in Section 16 of Ordinance No. 27-904? No, see attached letter
- J. Has the required insurance policy for Helistop or Special Permit been filed with the City Clerk? No pending approval of heliport.

FOR OFFICIAL USE ONLY

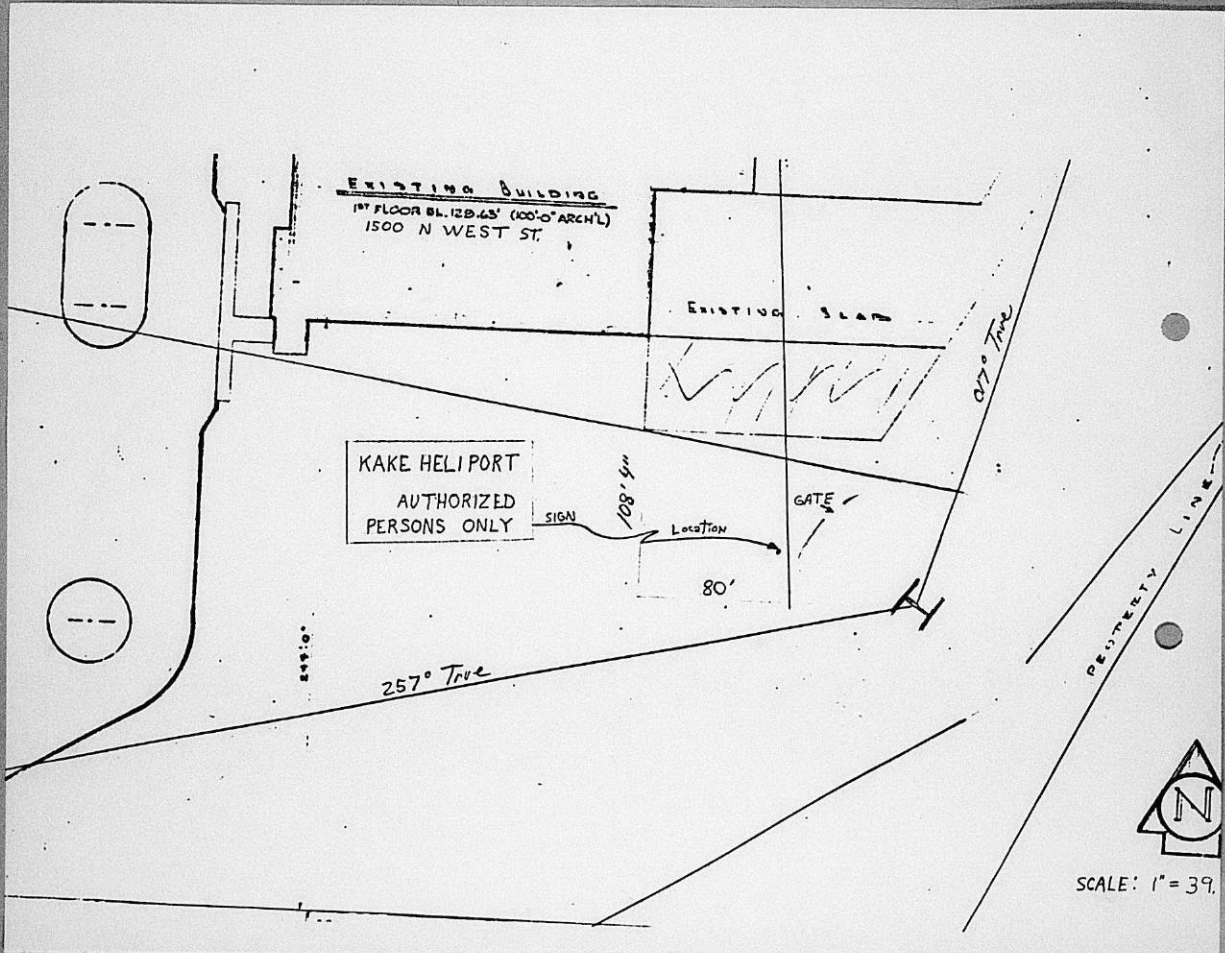
I have examined this application, it is complete and meets the requirements of the Code of the City of Wichita, Kansas.

APPROVED BY

DISAPPROVED

_____	Central Inspection Dept.	_____
_____	Director of Public Works	_____
_____	Chief of Fire Department	_____
_____	City Commission	_____

License No. _____ Issued _____ Day of _____, 19 _____ by _____



EXISTING BUILDING
1ST FLOOR 61.128.63' (100'-0" ARCH'L)
1500 N WEST ST.

EXISTING SLAB

KAKE HELI PORT
AUTHORIZED
PERSONS ONLY

SIGN

Location

GATE

108'-4 1/2"

80'

257° Tree

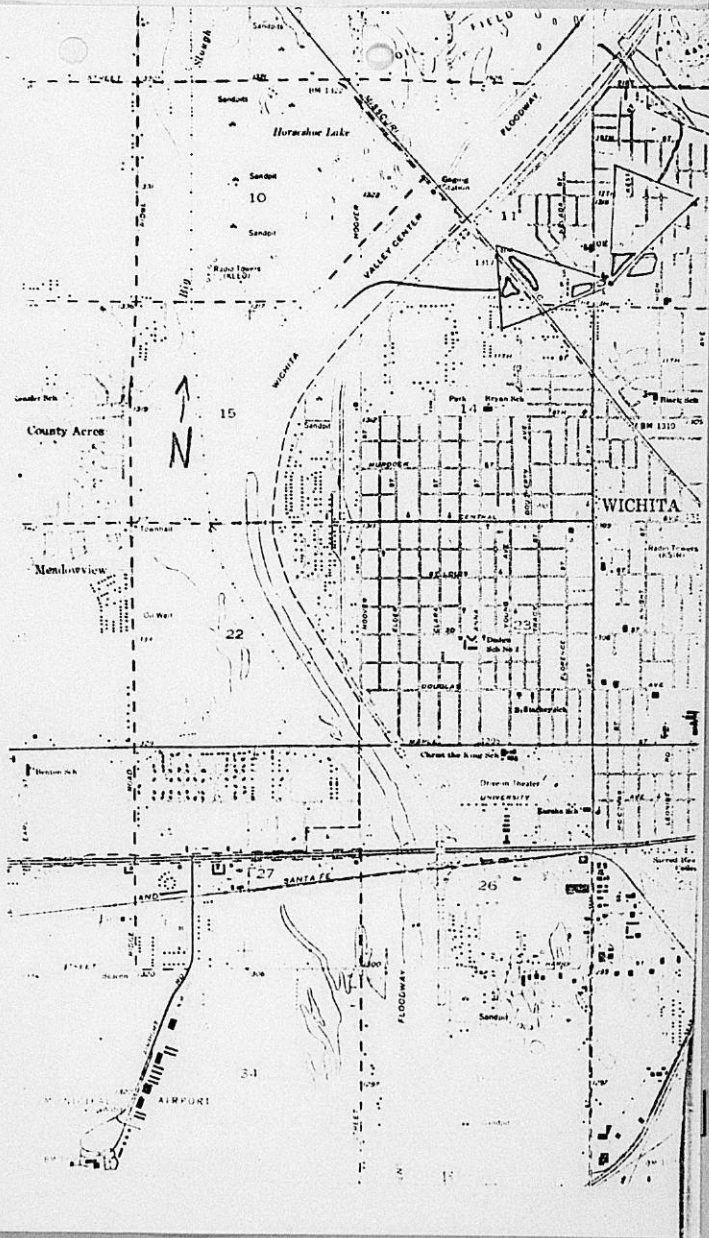
245°

PROPERTY LINE



SCALE: 1" = 39'

MICROFILMED
FROM THE BEST
AVAILABLE COPY



LAMBERTZ COMPANY

Established 1955
812 N. Waco / Wichita, Kansas 67203 / (316) 265-8537

REAL ESTATE

Shopping Centers
Investments
Management
Commercial
Counseling
Industrial
Offices

February 6, 1979

Wichita Planning Commission
City Hall, 10th Floor
455 North Main
Wichita, Kansas 67202



Gentlemen:

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By carbon copy of this letter to the CPD office for the area, the CPD is being informed of my attitude which reflects that of the other partners.

Cordially yours,

LAMBERTZ COMPANY

A handwritten signature in cursive script, appearing to read "Vern Lambertz".

Vern Lambertz: jw
cc: Martin Umansky
CPD Office

Map
5250
1
275
1W

KAKE-TV

television 10

Post Office Box 1010 / 1500 North West Street
Wichita, Kansas 67201
(316) 943-4221

RECEIVED
OCT 19 1978
Central Inspection Division

September 28, 1978

Superintendent of Central INSpection
City of Wichita
455 N. Main
Wichita, Ks. 67202

DR 78-40

East side of West St. in an area
north of 13th St North

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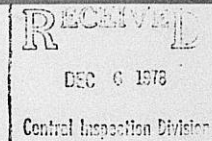
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Harold Newby
Vice President and Chief Engineer

The KAKEland Stations: KAKE-TV / KAKE - Wichita KUP-K TV / KUP-K - Garden City

ROUTE TO:	DATE
	R67 10-19
<input checked="" type="checkbox"/> JR	
TRIANGLE COPTER-SERVICE	
Willard White	

WICHITA AIRPORT AUTHORITY
MID-CONTINENT AIRPORT WICHITA, KANSAS



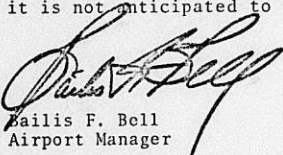
DATE: December 5, 1978

TO: Robert B. Feldner, Supt. of Central
Inspection

FROM: Bailis F. Bell, Airport Manager

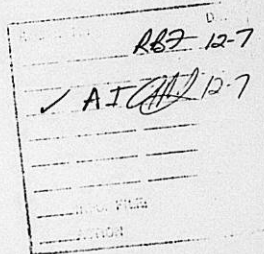
SUBJECT: KAKE HELIPORT

The staff of The Wichita Airport Authority has received and reviewed the determination of Airspace Case No. 78-ACE-135-NRA as conducted by the FAA. We concur with the results of the study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.


Bailis F. Bell
Airport Manager

Attach: Letter from FAA to Mr. White -
dated November 29, 1978

cc: H. Jay Setter, Director of Aviation
Floyd J. Roedell, Director of Airport
Engineering and Planning



NOV 29 1978

Mr. Willard E. White
KAKE Radio and TV
1500 N. West Street
Wichita, Kansas 67212

67203

Subject: KAKE Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-135-NRA

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RECEIVED

DEC 5 1978

Mil-Cont. Airport

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(816) 374-2181.

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

cc: Ray Arvin, Kansas DOT
Chief, FSS, Wichita, Kansas
ACE-220 (2)
ACE-530
AAP-730 (w/enclosures)

Ms. Jean Ross Howard
Assistant Director
Public Affairs
Aerospace Ind. Associates of America, Inc.
1725 DeSales St., NW
Washington, D.C. 20036

CITY OF WICHITA
APPLICATION FOR LICENSE TO OPERATE A HELISTOP OR
SPECIAL PERMIT FOR HELICOPTER CONSTRUCTION WORK

Wichita, Kansas 5 Oct, 19 78

TO THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

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- I. Are you applying for a Special Permit for construction work as defined in Section 16 of Ordinance No. 27-904? No, see attached letter
- J. Has the required insurance policy for Helistop or Special Permit been filed with the City Clerk? No, pending approval of heliport.

FOR OFFICIAL USE ONLY

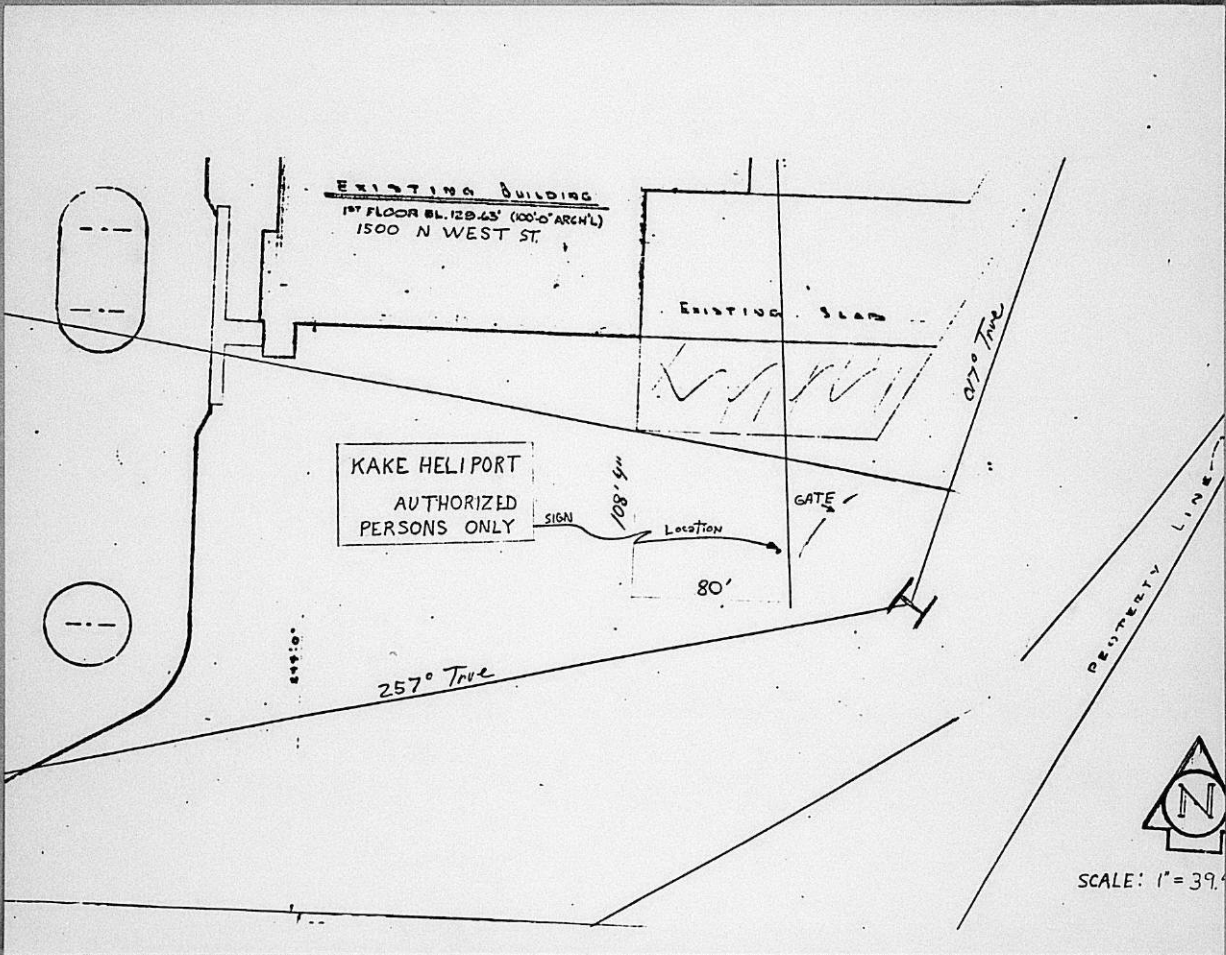
I have examined this application, it is complete and meets the requirements of the Code of the City of Wichita, Kansas.

APPROVED BY

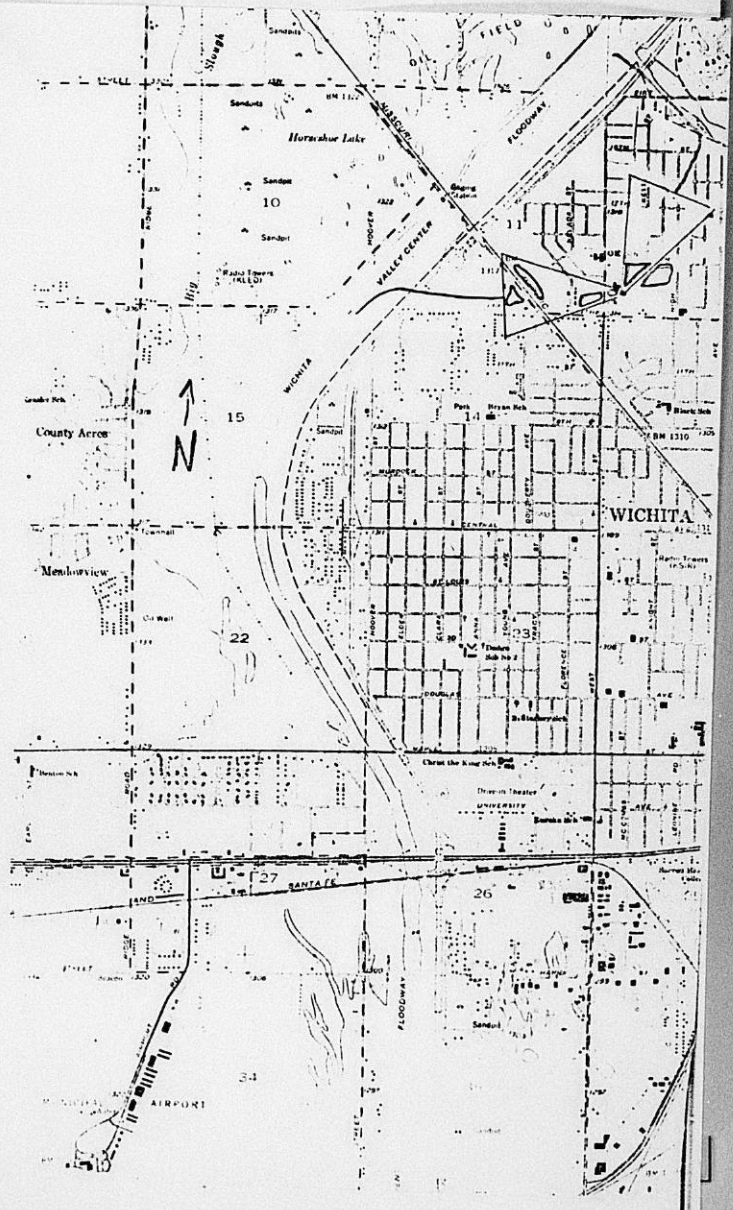
DISAPPROVED

Central Inspection Dept.	
Director of Public Works	
Chief of Fire Department	
City Commission	

License No. _____ Issued _____ Day of _____, 19 _____ by _____



MICROFILMED
FROM THE BEST
AVAILABLE COPY



LAMBERTZ COMPANY

Established 1955
812 N. Waco / Wichita, Kansas 67203 / (316) 265-8537

REAL ESTATE

Shopping Centers
Investments
Management
Commercial
Counseling
Industrial
Offices

February 6, 1979

Wichita Planning Commission
City Hall, 10th Floor
455 North Main
Wichita, Kansas 67202



Gentlemen:

We have your form letter dated February 2, 1979 which we received Monday.

We have no objection to the change requested by KAKE TV provided KAKE will do the following:

(1) Handle the water situation relative to 13th and West Street in a manner to be approved by the proper governing bodies and the others to be affected by the run-off caused by their parking lot, building, etc.

You will recall on a recent date that Mr. Van Buskirk and Agile Addition were required to install storm sewers, etc., at their expense and to be taxed against the property.

While it is my feeling that the commercial does no more to cause water problems than does residential. The burden was assessed against the light commercial in this instance as I recall it and I believe it should be continued on up West Street.

Be assured of our permissive vote.

By carbon copy of this letter, Mr. Umansky is being informed of my attitude.

By carbon copy of this letter to the CPO office for the area, the CPO is being informed of my attitude which reflects that of the other partners.

Cordially yours,

LAMBERTZ COMPANY

A handwritten signature in dark ink, appearing to read "Vern Lambertz". The signature is written in a cursive style and is positioned above the typed name and contact information.

Vern Lambertz: ju
cc: Martin Umansky
CPO Office

Map
5250
1
275
1W

KAKE-TV television 10

Post Office Box 1010 / 1500 North West Street
Wichita, Kansas 67201
(316) 943-4221

RECEIVED
OCT 19 1978
Central Inspection Division

September 28, 1978

Superintendent of Central Inspection
City of Wichita
455 N. Main
Wichita, Ks. 67202

DR 78-40

East side of West St, in an area
north of 13th St North

Dear Sir:

We propose to install a Class I heliport at 1500 N. West Street, Wichita, Kansas on property which belongs to KAKE-TV and Radio, Inc. The center of the proposed heliport will be located 108' south and 80' east of the southeast corner of KAKE TV's office building.

The proposed heliport will be entirely covered by Sod, the 100' x 100' area will be surrounded by a 3' single strand fence initially, and eventually be a 3' high hedge. A 1' x 2' sign will be posted by the entrance gate as shown in the enclosed diagram. Two 20 lb. dry powder type fire extinguishers will be provided on opposite sides of the heliport when it is in use. Two tie downs will be provided.

The heliport meets all of the city's approach criterion. We request a waiver for a tree which is on the south side of the heliport and which penetrates the lateral clearance zone required by paragraph 9.24.040. Night operations are not planned for the near future. The approach zones will be as follows:

Centered on a line 017 degrees true from the center of the heliport and centered on a line 257 degrees true from the center of the heliport.

The required insurance will be provided by KAKE TV and Radio, Inc.. FAA form 7480 was submitted on 6 September, 1978. We request waivers from the requirements of ordinance 9.24.090 sub paragraphs a and d.

The enclosed plans show our intentions in more detail. If you need more information, please call. A check for \$50 for the required annual license fee is enclosed.

Sincerely,

Harold Newby
KAKE TV and Radio, Inc.
Harold Newby
Vice President and Chief Engineer

The KAKEland Stations: KAKE-TV / KAKE - Wichita KUP-K TV / KUP-K - Garden City

ROUTE TO: _____ DATE: RBZ 10-19

 JR _____
TRIANGLE COPTER-SERVICE _____
Willard White _____

WICHITA AIRPORT AUTHORITY
MID-CONTINENT AIRPORT WICHITA, KANSAS

RECEIVED

DEC 6 1978

Central Inspection Division

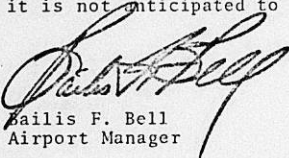
DATE: December 5, 1978

TO: Robert B. Feldner, Supt. of Central
Inspection

FROM: Bailis F. Bell, Airport Manager

SUBJECT: KAKE HELIPORT

The staff of The Wichita Airport Authority has received and reviewed the determination of Airspace Case No. 78-ACE-135-NRA as conducted by the FAA. We concur with the results of the study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.


Bailis F. Bell
Airport Manager

Attach: Letter from FAA to Mr. White -
dated November 29, 1978

cc: H. Jay Setter, Director of Aviation
Floyd J. Roedell, Director of Airport
Engineering and Planning

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 12 1978	
AIA	
12-7	

NOV 29 1978

Hr. Willard E. White
KAKE Radio and TV
1560 N. West Street
Wichita, Kansas 67212 67203

Subject: KAKE Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-135-NRA

Dear Mr. White:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 244' x 320' landing/takeoff area, and a 20' x 20' sod touchdown area. The heliport is located within the city limits of Wichita, Kansas, at latitude 37° 42' 37" and longitude 97° 23' 17".

Two on-site inspections of subject heliport have been made. From information submitted for our review, the heliport site is located on the private property of KAKE Radio and TV. The area to the south of the site is composed of commercial buildings (shopping and office buildings). The area to the north is composed of private family dwellings. Adjoining the proposed site to the east is a public park and playground. To the west of the site are open fields and scattered buildings.

The airborne inspection of the site revealed that there are available emergency landing sites which would be available in case of emergency landings. The most favorable ingress/egress route would be to the east over the public park and playground.

Our aeronautical study concludes that the fulfillment of your proposal will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are adhered to:

RECEIVED

DEC 5 1978

Mid-Cont. Airport

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach-departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 3 feet horizontally to one foot vertically (3:1).
2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach-departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is a determination that refers only to safe and efficient use of airspace by aircraft, and does not preempt or waive ordinances, laws, or regulations of other governmental bodies or agencies. In making this determination, FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic of neighboring airports, effects it would have on existing airspace structure and projected programs of FAA, and effects that existing or proposed man-made objects and natural objects within affected area would have on this proposal.

We wish to advise that this agency does not have the statutory authority to prevent construction of any structure near the heliport. Protection of heliport environs can be accomplished most effectively through such means as local zoning ordinances and acquisition of property rights.

This airspace determination does not indicate the proposed development is environmentally acceptable in accordance with Public Laws 91-190, 91-250, and 90-495. An environmental review and finding is a prerequisite to FAA approval for a heliport site for future Federal participation in the development of an existing heliport.

This airspace determination does not constitute endorsement of heliport sites or approval of heliport development plans. Approval of development plans and endorsement of sites are necessary when development of the heliport will be accomplished with Federal assistance under the Airport Development Aid Program.

Enclosed is a copy of FAA Form 5010-5 which is self-addressed and postage paid. As soon as your heliport becomes operational, please complete this form and drop it in the mail. The form will be submitted to Washington, where it will be data-processed and a site number assigned.

3

If we can be of any further assistance to you, please contact us at
(816) 374-2181.

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

cc: Ray Arvin, Kansas DOT
Chief, FSS, Wichita, Kansas
ACE-220 (2)
ACE-530
AAP-730 (w/enclosures)

Ms. Jean Ross Howard
Assistant Director
Public Affairs
Aerospace Ind. Associates of America, Inc.
1725 DeSales St., NW
Washington, D.C. 20036

CITY OF WICHITA

APPLICATION FOR LICENSE TO OPERATE A HELISTOP OR
SPECIAL PERMIT FOR HELICOPTER CONSTRUCTION WORKWichita, Kansas 5 Oct, 19 78

TO THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Gentlemen: I heroby apply for a license to operate a Helistop or special permit for Helicopter Construction Work in conformity with the ordinances of the City of Wichita, Kansas. I heroby certify that the statements made on this application and the attached exhibits are true and correct to the best of my knowledge.

- A. Business Name KAKE TV & RADIO, INC.
- B. Business Address 1500 N. West Street, Wichita, Kansas 67203
- C. Helistop Location
1. Legal Description 8 Acres West Half of West Half of Southwest quarter of Section 12 Township 27 Range 1 W.
(Lot Numbers, Addition or Metes and Bounds)
 2. Address 1500 N. West Street
- D. Class (I, II or III) Helistop being applied for I
- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Waiver requested
- F. Is this application accompanied by:
1. Proposed plans and specifications for Helistop? Yes
 2. Intended routes or ingress and egress? Yes
 3. Intended emergency landing areas? Yes
- G. Does this conform to FAA requirements? Yes
- H. Where will list of authorized pilots be kept? Triangle Copter Service
- I. Are you applying for a Special Permit for construction work as defined in Section 16 of Ordinance No. 27-904? No, see attached letter
- J. Has the required insurance policy for Helistop or Special Permit been filed with the City Clerk? No, pending approval of heliport.

FOR OFFICAL USE ONLY

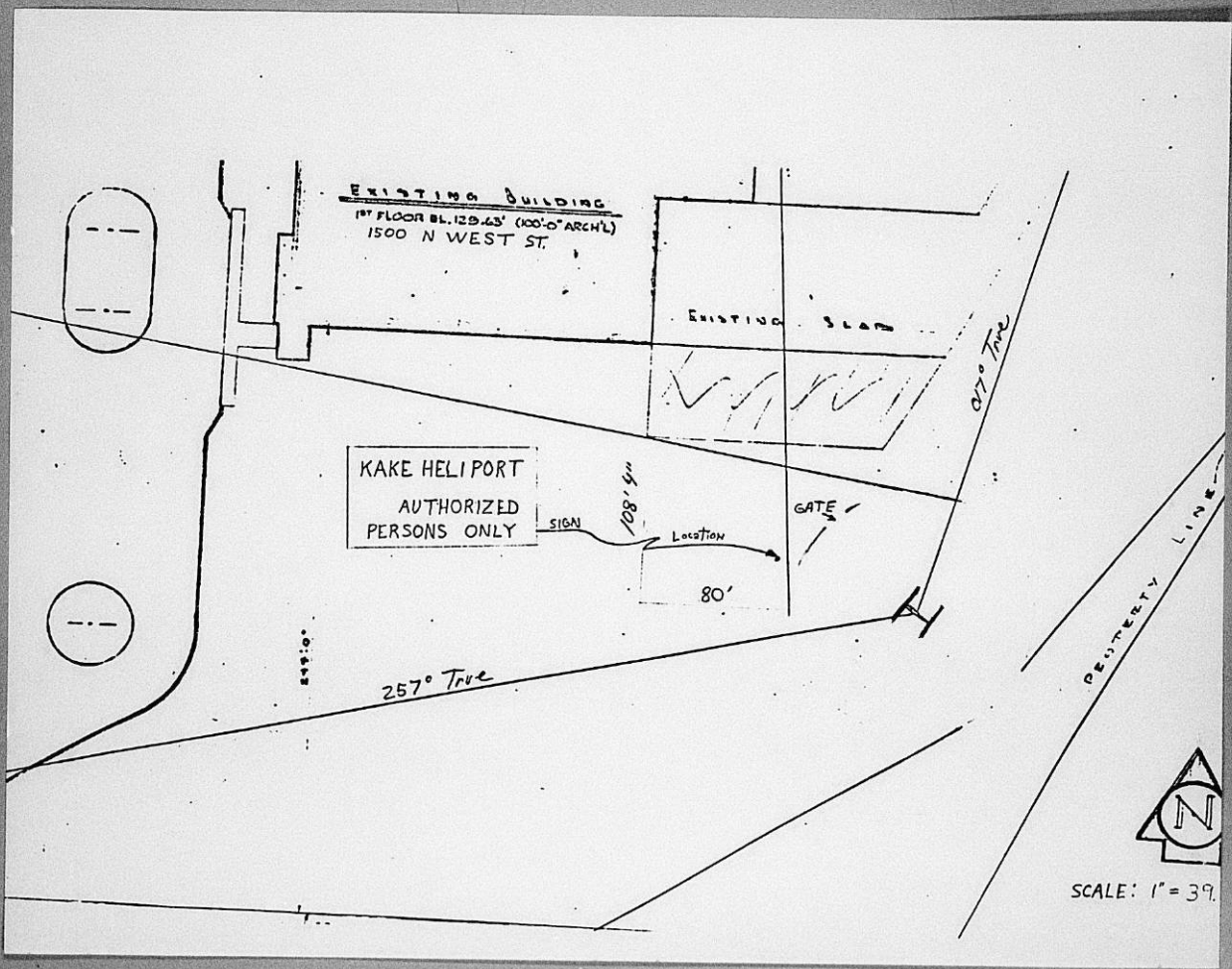
I have examined this application, it is complete and meets the requirements of the Code of the City of Wichita, Kansas.

APPROVED BY

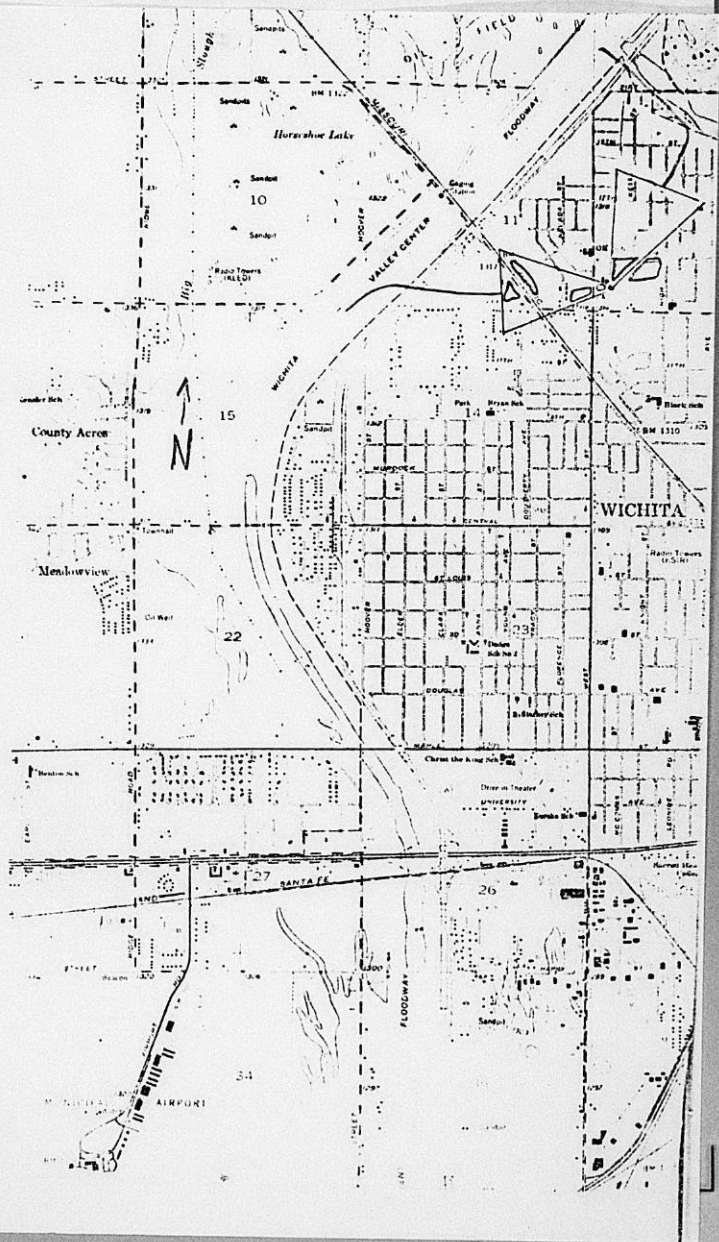
DISAPPROVED

_____	Central Inspection Dept.	_____
_____	Director of Public Works	_____
_____	Chief of Fire Department	_____
_____	City Commission	_____

License No. _____ Issued _____ Day of _____, 19 _____ by _____



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FROM THE BEST
AVAILABLE COPY**



LAMBERTZ COMPANY

Established 1955
812 N. Waco / Wichita, Kansas 67203 / (316) 265-8537

REAL ESTATE

Shopping Centers
Investments
Management
Commercial
Counseling
Industrial
Offices

February 6, 1979

Wichita Planning Commission
City Hall, 10th Floor
455 North Main
Wichita, Kansas 67202



Gentlemen:

We have your form letter dated February 2, 1979 which we received Monday.

We have no objection to the change requested by KAKE TV provided KAKE will do the following:

(1) Handle the water situation relative to 13th and West Street in a manner to be approved by the proper governing bodies and the others to be affected by the run-off caused by their parking lot, building, etc.

You will recall on a recent date that Mr. Van Buskirk and Agile Addition were required to install storm sewers, etc., at their expense and to be taxed against the property.

While it is my feeling that the commercial does no more to cause water problems than does residential. The burden was assessed against the light commercial in this instance as I recall it and I believe it should be continued on up West Street.

Be assured of our permissive vote.

By carbon copy of this letter, Mr. Umansky is being informed of my attitude.

By carbon copy of this letter to the CPD office for the area, the CPD is being informed of my attitude which reflects that of the other partners.

Cordially yours,

LAMBERTZ COMPANY

A handwritten signature in dark ink, appearing to read "Vern Lambertz". The signature is written in a cursive, flowing style and is positioned above the typed name.

Vern Lambertz: jw
cc: Martin Umansky
CPD Office

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202

February 2, 1979

NOTICE TO ADJOINING PROPERTY OWNERS:

The Wichita-Sedgwick County Metropolitan Area Planning Commission will consider the following item in the City Commission Meeting Room, City Hall, First Floor, 455 North Main Street, Wichita, Kansas, at its meeting on February 15, 1979, which will commence at 1:30 p.m. You may appear either in person or by agent or attorney, if you so desire.

CASE NO. DR 78-40

Special Permit to Allow the Construction of
a Heliport for KAKE TV and Radio, Inc.

Lot 1, KAKE Addition to Wichita, Sedgwick County,
Kansas. Generally located on the east side of
West Street, in an area north of 13th Street
North.

KAKE TV and Radio, Inc. has applied for a permit to allow a heliport to be constructed on their existing site to the southeast of their main building.

Under Section 28.08.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

NOTE: You are also informed that the Citizen Participation Organization Area Council may consider this case at its next meeting. Additional information about such a meeting may be obtained by calling the CPO Office, 263-4516.

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METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202

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April 2, 1980

Robert Feldner, Superintendent of Central Inspection

Arthur D. Chambers, Junior Planner, Current Plans Division

DR78-40 - Special Permit to allow operation of a Heliport - KAKE TV

Attached is a copy of the ownership list and certified extensions with changes furnished by KAKE-TV. According to Section 9.24.080 of the City Code, a public hearing is to be held prior to the expiration of a temporary heliport license. It is my understanding that the temporary permit for the KAKE-TV heliport will expire within 90 days.

Arthur D. Chambers, Junior Planner

ADC:vn
Attachment

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

April 9, 1979

TO E. H. Denton, City Manager
FROM Jack H. Galbraith, Chief Planner

SUBJECT DR 78-40 - Special Permit to allow operation of a
helistop - East side of West Street, in
an area north of 13th Street North.

We have been advised by the Superintendent of Central In-
spection that the Board of City Commissioners will consider
a request for a helistop license for KAKE-TV and Radio, Inc.
in conjunction with the above captioned case at 10:00 a.m.
on April 17, 1979.

Attached are minutes from the Planning Commission meeting
of February 15, 1979, regarding this matter which should
be scheduled for hearing by the City Commission at the time
the request for the helistop license is considered.


Jack H. Galbraith
Chief Planner

JHG:el

Attachment

EXCERPT FROM PLANNING COMMISSION MINUTES OF FEBRUARY 15, 1979:

10. Case No. DR 78-40 - KAKE-TV and Radio, Inc., requests a Special Permit for Lot 1, KAKE Addition to Wichita, Sedgwick County, Kansas. Generally located on the east side of West Street, in an area north of 13th Street North.

GALBRAITH showed slides of the area and surrounding area and reviewed the following staff report:

COMMENTS:

1. KAKE TV and Radio, Inc., has requested a special permit, under Sections 9.24.010 through 9.24.180 of the Code of the City of Wichita, in order to allow the operation of a helistop on the KAKE site on the east side of West Street in an area north of 13th Street North.

Under Section 28.08.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

2. The applicant advises that the proposed helistop shall be used to transport reporters and cameramen to the sites of news stories on an intermittent basis of perhaps a few times a month depending on the need. The station has contracted with a local helicopter company to provide such service and the helicopters will be maintained and stored at a separate site used by the helicopter company.
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the Federal Aviation Administration (FAA). Attached is a copy of a letter from the FAA regarding this project, as well as a memo from the Airport Manager of the Wichita Airport Authority, concurring in the determination of the FAA. Also attached is other information submitted by the applicant in support of this application.
4. Subject property is governed by a Commercial Community Unit Plan (DP-80), approved in 1977, limiting the permitted uses on parcel 1 (where the helistop is proposed) to "offices, broadcasting facilities, and related uses". Should the special permit and waiver of Section 28.08.100 be granted by the governing body, the approved C.U.P. shall be marked to indicate that a helistop is an accessory or related use to a broadcast facility and is a permitted use under the plan.
5. The applicant is also requesting a waiver of three provisions of Chapter 9.24 of the Code of the City of Wichita regarding helistops. The Fire Department and Office of Central Inspection are reviewing those waiver requests and will provide comments to the Board of City Commissioners at the same time as the governing body considers the request for special permit and waiver of Section 28.08.100. One of the waiver requests involves the preservation of existing trees which are located in the required lateral clearance zone and the applicant should submit copies of the zone superimposed on a site plan depicting the location of the trees in the lateral clearance zone.
6. A recommendation of approval of the special permit and waiver of the requirements of Section 28.08.100 should be subject to the following conditions:

1. Compliance with requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops), except for those provisions which are waived by the governing body.
2. Submission to the Office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

This plan should be submitted at least two weeks prior to the Board of City Commissioners consideration of these requests.

GALBRAITH stated that this application was essentially for a landing pad. The helicopters would be stored and fueled on another site. He said that it is within eight miles of Mid-Continent Airport reference point which necessitates the waiver of the airport zoning ordinance. GALBRAITH noted that the FAA has found no conflict in airspace and that Mid-Continent Airport staff does not object. CPO Council Area "M" stated that the evening they considered the application, they considered two motions, both of which failed resulting in no CPO recommendation. One motion was to recommend that, with the FAA advisory opinion of compliance with the regulations, the special permit be issued for one year with a review at that time of the helistop affect on the area. The other motion was to recommend that the special permit not be granted. GALBRAITH said that when the staff was first approached, they did not necessarily require or recommend that the applicants amend their Community Unit Plan because they felt that a helistop could be considered an accessory use to the primary use of a broadcast facility. GALBRAITH said that in regard to Section 9.24 on licensing, the applicants are requesting additional waivers. There is a tree in the lateral clearance zone that they are desirous of saving and the applicants also felt that the limited activity on the site did not require a ground flight attendant so they are requesting waivers on these terms.

MAY said that there was mention of a waiver of three provisions, and asked what was the third waiver.

ALLEN INLOW, Central Inspection, said that he would prefer that the applicant read the waivers that they have with them and they can explain the background at that time.

WILLARD E. WHITE, Triangle Copter Service, stated that the waivers requested were for the tree, the attendant and the requirement of a wet standpipe on the site which they felt was inappropriate because of water availability already on the site.

MAY asked why the wet standpipe was inappropriate.

WHITE stated that water was not appropriate for any kind of helicopter emergency. He said they did offer to provide two twenty pound chemical fire extinguishers.

BAYOUTH asked what was the purpose of the helicopter at KAKE.

PAUL THRELFALL, News Manager of KAKE, stated that this request was being made based on a need to better serve the public. It is basically for news use, covering those events they feel that are important to get out to the general public. He cited that 73 percent of the people get their news information from television, and for this reason television has found helicopters useful. They are now faced with an occasional emergency situation that they feel they could better serve the public if this occasional opportunity was granted. He said that they would be coming in four or five times a month. Based on experiences of this past year, they had a number of instances where they used the helicopter on another site where they could

have saved time by landing at the studio and maybe have provided the public with visual information a little sooner. They were thinking in terms of bringing in a photographer, film camera or tape camera, and getting this processed quickly for use on the air. THRELFALL said there was quite a bit of time loss going to Mid-Continent Airport that they feel the loss of time could mean 30 minutes. He mentioned the gas leak at Medicine Lodge, Kansas that necessitated the possible evacuation, and if those people could have been convinced and shown that this was serious, maybe it would have helped people get out of the way a little sooner. They don't anticipate using this for personal use.

MAY stated that in one of the letters the suggestion was made that the ingress-egress route was most favorable over the playground. She asked if that was the one the applicants were proposing.

WHITE said that there was no playground under the ingress-egress route. WHITE showed drawings of the routes, and stated there were two routes required in and out of the area and they are contingent on the wind.

MAY noted that one approach was over Sycamore Park located to the east of the helistop and the Park did contain a playground.

HENNESSY asked how could the Commission approve this request and deny anyone else in business at any other location. He said that although this was a public service, it is still a business. The better the ratings, the more money they can charge for their time, so how could they deny KARD or a business office downtown the same right to also have a helistop.

GALBRAITH remarked that the helicopter licensing procedure would minimize the number of applicants. There are many instances where they simply could not comply with the FAA and City regulations. There would have to be a larger open space area such as this and reasonable flight paths to get into the area. In this instance FAA says there is no conflict with airspace.

N. J. WESTMORELAND, 1626 North West Street, speaking in opposition, said that he did not attend the CPO Council meeting and has read the comment by Elizabeth Brown. He assumed that she quoted Mr. White and others directly, but he found it difficult understanding why it was dangerous to fly over a school ground, but it was not dangerous to fly over apartment buildings and residences. He said that Mr. White was quoted as saying that the risk of a crash was infinitesimal, and that operating a helicopter was safer than driving to work. WESTMORELAND also read from the National Transportation Safety Board and the review of aircraft accident rate data for 1977, stating that there were 274 helicopter accidents in the United States. There were 77 destroyed, 193 with substantial damage, 41 were damaged in takeoff, 86 were damaged in flight, making a total 127 in the actual flight factor. He said that we were dealing with people's lives, and it seemed to him, that though the claim was that they could save a few minutes, it looked pretty sick beside the fact that they have taken somebody's life, or destroyed somebody's home.

EILEEN JONES, 1413 Lynnhurst, speaking in opposition, stated that she had a personal interest in this application because the helicopter would be pretty low when they fly over her home, but that she was concerned for other reasons. She said that she used to teach school and that OK Elementary School and playground were located to the northwest of the KAKE site and that there is also a playground in the Park just east of KAKE which they intend to use for an alternate emergency landing. South of the Park playground was a highrise home for the elderly, and some of those people might be using the Park for walks. She also pointed out that there were three apartment complexes and a nursing home in the vicinity. She said that she objected mainly on the safety part. She felt the noise might be a factor in the summertime when they are out in their yards. It was brought up in the CPO meeting that the helicopter pilot said that he was

concerned that some of them had a view of helicopters being a glorified motorcycle. She did not feel that way because her brother was a helicopter pilot for the navy, and a pilot for United Airlines now. She had no objections to KAKE, they have been good neighbors, but she did not think this particular congested area was the place for a helistop.

H. H. WHATLEY, 1551 N. Illinois, speaking in opposition, stated that KAKE was a good neighbor, and he appreciates what they were doing, but he was opposed to the helistop being placed there. He felt it was just so much talk about the helistop being used 3 or 4 times a month. Once the helistop is there, there would be no way to keep them from landing 3 or 4 times a day if they wanted to. He said that this is a high density area, and nothing had been said about OK Elementary School across the street from KAKE, or Sycamore Park next to his home. His feeling was that he did not like to oppose progress, but did not believe that this would be of enough value to KAKE, considering the time element, to risk the lives of people in that area. He mentioned the property value in the area. His fear was that the more of this kind of thing that they allow in the area, the more their property value would drop. He asked that this proposal be denied.

GEORGE F. FERRIS, 1418 Lynnhurst, stated that when KAKE wanted to expand their operation at one time, Mr. Umansky called and asked him if he had any objections, and he certainly did not, but he certainly does object to the proposed helistop. The noise factor is to be considered for those who work nights and when the helicopter comes down, dust flies everywhere. He mentioned that West Street was a very busy street, and the helicopter coming in could cause a dangerous situation with people looking up while driving and crashing into other cars. He felt their homes would devalue.

TIMOTHY R. CAIN, 1606 N. Illinois, speaking in opposition, stated that he was opposed to helicopters in the area providing additional risk to his property, home and family.

COLE stated that after hearing all of the people in opposition caused him to reconsider his opposition, mainly on the basis of safety. He said that statistics says that it would be safer for the people in the neighborhood if the films could be brought in every time by helicopter rather than bring them in by auto because there are more accidents per passenger mile in automobiles than there are in a helicopter.

SAVINA said that he remembered when the Police Department was going to do away with their helicopter and the whole city got up in arms about it which indicates that a helicopter was very important. He said that he didn't know of any drastic accidents that the Police have had at their heliport or whether any people driving automobiles have had wrecks at the City heliport. He said that we would probably see a lot of these requests. Helicopters are very important today especially in the energy crisis, and felt it was important for people to get news quickly. He has sympathy for the people living in the area, but felt the commercial flights going over the area on the way Mid-Continent was more treacherous than a helicopter. He felt it was safer to bring the film in by air than it would be to bring it in by a speeding car.

TAYLOR stated that after she viewed the helicopters around the area of North Michigan Avenue and Michigan Boulevard in Chicago from 64th and 99th Floor of the John Hancock Center, the density can't be compared with ours. She said that she did have mixed emotions on the basis in which the request was made with the stated limitations. She was interested in the administrative limitations that would be imposed. She felt it was a bit misleading to state unequivocally that the helicopter would be used only once a week, four times a month. If its available and the permit is allowed, there probably would be more emergency cases arise than one might anticipate at this point.

CHAIRMAN GREIDER said that as far as safety, and being in the insurance business, there are two factors that they look at, frequency and severity. He was thinking of the severity in case of an incident or accident. The severity in an automobile crash was definitely less than the severity in an aircraft because of the fuels involved. With the senior citizen housing and the playgrounds around it, the potential danger was in his mind.

BAYOUTH said he was sure they would not be using the helicopter as a toy. The cost of operating and the cost per trip has got to be a 1,000 dollars or more, so he did not feel there would be any wasted trips.

MARTIN UMANSKY, Manager of KAKE-TV and Radio, stated that the limitation that they set was much in excess the amount of time that they would use the helicopter. It is based on experience. All of last year they did not use the helicopter more than 4 or 5 times. He said the use of once a month would be closer to fact, but he did not want to mislead the Commission into saying once or five times a year, and then have it come more often than that. The only time they do need a helicopter was during emergencies where it would do a much better job for them. He was most concerned about maintaining a good relationship with their neighbors.

BARRIER was concerned about the frequency these helistop requests would come in, and how many permits eventually would be asked for in the City.

MOTION: That the Planning Commission recommend to the City Commission that the special permit be approved, and the waiver of the requirements of Section 28.08.100 subject to the following two conditions:

1. Compliance with requirements of Chapter 9.24 of the Code of the City of Wichita (helicopters and helistops), except for those provisions which are waived by the governing body.
2. Submission to the Office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

Savina moved, Bayouth seconded.

BELL said that he was little bothered by the public policy question that has been raised. He said that this is certainly a substantial different category than a hospital usage where it is a matter of life or death in perhaps a few extra seconds. He said that he found it difficult to conceive the situation where getting a piece of film to its destination a few seconds earlier was ever going to be a matter of life and death.

VOTE ON THE MOTION: It failed with a vote of 4 in favor (Savina, Bayouth, Taylor and Cole), and 5 opposed (Barrier, May, Greider, Bell and Hennessy). Jones was absent.

April 9, 1979

E. H. Denton, City Manager

Jack H. Galbraith, Chief Planner

DR 78-40 - Special Permit to allow operation of a
helistop - East side of West Street, in
an area north of 13th Street North.

We have been advised by the Superintendent of Central In-
spection that the Board of City Commissioners will consider
a request for a helistop license for KAKE-TV and Radio, Inc.
in conjunction with the above captioned case at 10:00 a.m.
on April 17, 1979.

Attached are minutes from the Planning Commission meeting
of February 15, 1979, regarding this matter which should
be scheduled for hearing by the City Commission at the time
the request for the helistop license is considered.

Jack H. Galbraith
Chief Planner

JHG:el

Attachment

THE CITY OF WICHITA

OFFICE OF Central Inspection Division

DATE March 20, 1979



TO E. H. Denton, City Manager

FROM Robert B. Feldner, Superintendent of Central Inspection

SUBJECT Request for Helistop License:
KAKE TV and Radio, Inc.

Attached hereto is an application for a license to operate a helistop, as submitted by KAKE TV and Radio, Inc., 1500 N. West Street. The proposed helistop would operate at that site. A graphic depiction of the site, the location of the helistop and the lateral clearance zones will be available, in slide form, for the City Commissioners consideration.

At the time this matter was considered by the Metropolitan Area Planning Commission, the applicant advised that the proposed helistop would be used to transport reporters and camera operators to the sites of news stories on an intermittent basis of perhaps a few times a month depending on the need. The station has indicated it will contract with a local helicopter company to provide such service and the helicopters will be maintained and stored at a separate site used by the helicopter company.

A synopsis of the proposal's review by City functions and other organizations, including pertinent comments, follows:

Federal Aviation Administration:

Reports that they have reviewed, from an airspace-use standpoint, the establishment the subject private use heliport. The FAA study concludes that the fulfillment of the proposal will not adversely affect the safe and efficient use of airspace.

Wichita Airport Authority:

Concurs with the results of the FAA study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.

Citizen Participation Organization Council "M":

Considered this matter on February 7, 1979, with representatives of the applicant and five area residents in attendance. The residents expressed concern about noise, safety, alternative sites for emergency landing, the attraction the site would have for children and the effect on property values.

The following motions were both defeated by 3-4 votes:

Recommend that, with the FAA advisory opinion of compliance with regulations, the special permit be issued for one year with a review at that time of the helistop's effect on the area.

To: E. H. Denton, City Manager
From: Robert B. Feldner, Superintendent of Central Inspection
Request for Helistop License:
KAKE TV and Radio, Inc.
Page 2

Recommend that the special permit not be granted.

Metropolitan Area Planning Commission:

Considered this matter February 15, 1979, with representatives of the applicant and five area residents (each of whom spoke in opposition) in attendance.

After indepth consideration, MAPC voted upon the following motion:

That the Planning Commission recommend to the City Commission that the special permit be approved, and the waiver of the requirements of Section 28.08.100 be subject to the following two conditions:

1. Compliance with the requirements of Chapter 9.24 of the Code of the City of Wichita (helicopters and helistops), except for these provisions which are waived by the governing body.
2. Submission to the office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

The motion failed with a vote of 4 in favor and 5 opposed.

It should be noted that the applicant did supply Central Inspection with the plan referenced in number 2 of the motion as it was available at this hearing.

Central Inspection Division and Wichita Fire Department:

Have reviewed the application and the construction plans and find that the proposal meets the requirements of the Code of the City of Wichita, Kansas.

Under Section 28.08.100 of the Code of the City of Wichita, no airport shall be established within-eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission. The FAA report states that the development of this proposal will not adversely affect the safe and efficient use of airspace. Although MAPC defeated the motion, their consideration constitutes the required public hearing and meets the ordinance requirements. Thus, if the City Commission's decision is to act favorably upon the application, the waiver of Section 28.08.100 should accompany that action.

In addition, the applicant has requested that the Board of City Commissioners consider waivers of the following three code provisions:

- 9.24.040 - Requires that the approach zones be cleared of obstructions. A mature tree exists on the extreme limit of the west approach zone, which is reflected on the graphic slide provided.

To: E. H. Denton, City Manager
From: Robert B. Feldner, Superintendent of Central Inspection
Request for Helistop License:
KAKE TV and Radio, Inc.
Page 3

The applicant desires to maintain the tree. Throughout the review process no one indicated an objection to this waiver.

9.24.090(a) - Requires a wet stand pipe, equipped with fire hose at the site.

The applicant states that water is readily accessible to the site and requests a waiver.

The Wichita Fire Department recommends that this provision not be waived, due to the location of the helistop in respect to existing buildings.

9.24.090(d) - Requires a ground attendant to be present during all landing and take off operations.


The applicant requests a waiver, stating that the operation is not for public use and the area will be fenced.

Based upon the 24-hour operation of the main structure, no objection was indicated to this waiver.

The applicant has stated that the request is not dependent upon approval of the three above waivers, and the proposed helistop will comply with all requirements.

By prior agreement with your office, this matter has been scheduled for City Commissioners consideration at 10:00 A.M., on April 17, 1979, in order to provide adequate time for public notification.

If further information or clarification is desired, it will be expeditiously supplied upon request.


Robert B. Feldner
Superintendent of Central Inspection

RBF:bg

Approval:


Don E. Anderson
Director of Housing and Economic Development

cc: Metropolitan Area Planning Department
Department of Public Works
Citizen Participation Organization Council "M"
Wichita Airport Authority
Wichita Fire Department

March 2, 1979

Mr. Willard E. White
Triangle Copter Service
4421 West Harry
Wichita, Kansas 67209

Re: DR 78-40 - Special Permit to allow
Operation of a Heliport - on the
east side of West St., in an area
north of 13th St. North.

Dear Mr. White:

Our letter to you of February 27, 1979 advised that the above captioned case was being scheduled for the City Commission meeting of March 13, 1979. At your request, this is to advise you and those receiving a copy of this letter that subject case will not be scheduled until the City Commission meeting of April 17, 1979. The Manager's Office has advised that this item will be scheduled at 10:00 a.m. in the City Commission Meeting Room, First Floor, City Hall, 455 North Main Street, Wichita, Kansas.

Should you or those receiving a copy of this letter have any questions regarding this matter, please call.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:el

cc: Martin Umansky, President, KAKE-TV, Box 1010, 67201
Harold Newby, Vice. Pres. & Chief Engineer, Box 1010, 67201
Paul Threlfall, News Manager, KAKE Box 1010, 67201
Newton J. Westmoreland, 1626 N. West St., 67203
Clinton B. Jones, 1413 Lynnhurst, 67212
H. H. Whatley, 1551 N. Illinois, 67203
Timothy R. Cain, 1606 N. Illinois, 67203
George F. Ferris, 1418 Lynnhurst, 67212
Allen Inlow, Central Inspection

February 27, 1979

Mr. Willard E. White
/KAKE-TV
X Box 1010
Wichita, Kansas 67201

Re: DR 78-40 Special Permit to
allow operation of a helistop

Dear Mr. White:

In our letter of February 20, 1979, we stated that we would notify you and other interested parties when the proposed KAKE helistop is scheduled before the Board of City Commissioners. Please be advised that this item has been scheduled for 1:30 p.m., Tuesday, March 13, 1979, in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas.

Should you have any questions regarding this matter, please contact Allen Inlow in the Office of Central Inspection at 268-4460.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:bbc

cc: Martin Umansky, President, KAKE
Harold Newby, Vice President and Chief Engineer, KAKE
Paul Threlfall, News Manager, KAKE
Newton J. Westmoreland, 1626 N. West St. 67203
Clinton B. Jones, 1413 Lynnhurst 67212
H. H. Whatley, 1551 N. Illinois 67203
Timothy R. Cain, 1606 N. Illinois 67203
George F. Ferris, 1418 Lynnhurst 67212
Allen Inlow, Central Inspection

February 20, 1979

Willard E. White
KAKE-TV
Box 1010
Wichita, Kansas 67201

Re: DR 78-40 - Special Permit
to allow operation of a
helistop

Dear Mr. White:

At its regular meeting on February 15, 1979, the Metropolitan Area Planning Commission considered the above-captioned request. The action of the Planning Commission was that the motion to recommend the approval of the Special Permit and the waiver of the requirements of Section 28.08.100 subject to the following two conditions failed by a vote of four in favor and 5 opposed:

1. Compliance with requirements of Chapter 9.24 of the Code of the City of Wichita (helicopters and helistops), except for those provisions which are waived by the governing body.
2. Submission to the Office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

This plan should be submitted at least two weeks prior to the Board of City Commissioners consideration of these requests.

At the request of the Office of Central Inspection, and even though the Planning Commission has not recommended the approval of the request, this case will be scheduled for consideration by the City Commission at such time as you have submitted to the Office of Central Inspection the necessary

February 20, 1979
Page 2
Willard E. White
DR 78-40

information to complete their review. We have been advised that condition #2 above needs to be satisfied before they can schedule this matter for consideration. We would suggest that you contact Allen Inlow of the Office of Central Inspection if you have any questions on how to proceed, and by copy of this letter to Mr. Inlow, we are requesting that he notify our office at such time this matter is scheduled in order that we may advise those interested in this case when it will be considered by the City Commission.

Should you have any other questions, please call our office.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:bbc

cc: Martin Umansky, President, KAKE
Harold Newby, Vice President and Chief Engineer, KAKE
Paul Threlfall, News Manager, KAKE
Robert Feldner, Superintendent, Central Inspection
Allen Inlow, Central Inspection
Newton J. Westmoreland, 1626 N. West St. 67203
Clinton B. Jones, 1413 Lynnhurst 67212
H. H. Whatley, 1551 N. Illinois 67203
Timothy R. Cain, 1606 N. Illinois 67203
George F. Ferris, 1418 Lynnhurst 67212

December 21, 1978

✓ notice sent
Mr. Harold Newby
Vice President and Chief Engineer
KAKE-TV and Radio, Inc.
P.O. Box 1010
Wichita, Kansas 67201

Re: DR 78-40 - Request for Special
Permit to Operate a Heliport -
on the east side of West St., in
an area north of 13th St. North

Dear Mr. Newby:

The Office of Central Inspection has transmitted your request for a special permit to operate a heliport to our office for processing this item for public hearing before the Metropolitan Area Planning Commission and the Board of City Commissioners.

We note that your request includes the required comments from the Federal Aviation Administration and the Wichita Airport Authority, however, we also need an ownership list certified by an abstractor, of all property owners within 1000 feet of your property. I would suggest that you merely have the Abstract Company update and recertify the ownership list which you previously submitted with your Community Unit Plan application.

We have tentatively scheduled this item to be considered by the MAPC on January 18, 1979 subject to receipt of an ownership list no later than January 4, 1979.

Should you have questions, please call.

Sincerely,

Mike Meek
Senior Planner

MM:el

Map
5250
1
275
1W

KAKE-TV

television 10

Post Office Box 1010 / 1500 North West Street
Wichita, Kansas 67201
(316) 943-4221

RECEIVED
OCT 19 1978
Central Inspection Division

September 28, 1978

Superintendent of Central Inspection
City of Wichita
455 N. Main
Wichita, Ks. 67202

DR 78-40

*East side of west ST, in an area
north of 13th ST North*

Dear Sir:

We propose to install a Class I heliport at 1500 N. West Street, Wichita, Kansas on property which belongs to KAKE-TV and Radio, Inc. The center of the proposed heliport will be located 108' south and 80' east of the southeast corner of KAKE TV's office building.

The proposed heliport will be entirely covered by Sod, the 100' x 100' area will be surrounded by a 3' single strand fence initially, and eventually be a 3' high hedge. A 1' x 2' sign will be posted by the entrance gate as shown in the enclosed diagram. Two 20 lb. dry powder type fire extinguishers will be provided on opposite sides of the heliport when it is in use. Two tie downs will be provided.

The heliport meets all of the city's approach criterion. We request a waiver for a tree which is on the south side of the heliport and which penetrates the lateral clearance zone required by paragraph 9.24.040. Night operations are not planned for the near future. The approach zones will be as follows:

Centered on a line 017 degrees true from the center of the heliport and centered on a line 257 degrees true from the center of the heliport.

The required insurance will be provided by KAKE TV and Radio, Inc. FAA form 7480 was submitted on 6 September, 1978. We request waivers from the requirements of ordinance 9.24.090 sub paragraphs a and d.

The enclosed plans show our intentions in more detail. If you need more information, please call. A check for \$50 for the required annual license fee is enclosed.

Sincerely,

KAKE TV and Radio, Inc.
Harold Newby
Vice President and Chief Engineer

The KAKEland Stations: KAKE-TV / KAKE - Wichita

KUP-K TV / KUP-K - Garden City

ROUTE TO:	DATE
<input checked="" type="checkbox"/> JR	R67 10-19
TRIANGLE COPTER-SERVICE	
Willard White	

THE CITY OF WICHITA

OFFICE OF CITIZEN PARTICIPATION

DATE February 9, 1979

TO Jack Galbraith, Chief Planner
FROM Sarah Gilbert, CPO Administrative Aide

SUBJECT DR 78-40 (East of West Street,
North of 13th Street)

Martin Umansky and Paul Threlfall (KAKE), Willard White (Triangle Copter Service), and five area residents attended the February 7 meeting of the Area "M" Council to discuss the application for a special permit to allow construction of a helistop at the above location.

The residents expressed concern about noise, safety, alternate sites for emergency landing, the attraction the site would have for children, and the effect on property values.

Umansky, Threlfall, and White answered questions from the residents and Council members. Umansky stated that the helicopter would be used only about four times a month.

The following motions were both defeated by 3-4 votes:

Recommend that, with the FAA advisory opinion of compliance with regulations, the special permit be issued for one year with a review at that time of the helistop's effect on the area.

Recommend that the special permit not be granted.

The Council members asked that the MAPC be advised of their actions as an indication of the controversial nature of the application.


Sarah Gilbert
CPO Administrative Aide

SG:al



WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: 2-15-79

Case No. DR 78-40

Request: Special Permit to allow
operation of a helistop

Location: East side of West Street in an area north of 13th
Street North

Acres: 3.0

Size: 600' x 625'

	<u>Land Use</u>	<u>Zoning</u>
Existing	KAKE Radio & Television Studio & Offices	"LC" (governed by C.U.P.).
North	Single Family	"AA"
East	Undeveloped & Park	"B" & "AA"
South	Shopping Center, Bank & General Business	"LC"
West	Single Family, Multi-Family & Undeveloped	"AA", "B-S", & "LC"

Existing street rights-of-way are adequate.

Platted: Yes

History: Z-1898 "AA" to "LC"
DP-80 Commercial C.U.P.
MAPC: 2-17-77 approve
BCC: 3-8-77 approve

COMMENTS:

1. KAKE TV and Radio, Inc., has requested a special permit, under Sections 9.24.010 through 9.24.130 of the Code of the City of Wichita, in order to allow the operation of a helistop on the KAKE site on the east side of West Street in an area north of 13th Street North.

Under Section 28.03.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

2. The applicant advises that the proposed helistop shall be used to transport reporters and cameramen to the sites of news stories on an intermittent basis of perhaps a few times a month depending on the need. The station has contracted with a local helicopter company to provide such service and the helicopters will be maintained and stored at a separate site used by the helicopter company.
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the Federal Aviation Administration (FAA). Attached is a copy of a letter from the FAA regarding this project, as well as a memo from the Airport Manager of the Wichita Airport Authority, concurring in the determination of the FAA. Also attached is other information submitted by the applicant in support of this application.
4. Subject property is governed by a Commercial Community Unit Plan (DP-30), approved in 1977, limiting the permitted uses on parcel 1 (where the helistop is proposed) to "offices, broadcasting facilities, and related uses". Should the special permit and waiver of Section 23.03.100 be granted by the governing body, the approved C.U.P. shall be marked to indicate that a helistop is an accessory or related use to a broadcast facility and is a permitted use under the plan.
5. The applicant is also requesting a waiver of three provisions of Chapter 9.24 of the Code of the City of Wichita regarding helistops. The Fire Department and Office of Central Inspection are reviewing those waiver requests and will provide comments to the Board of City Commissioners at the same time as the governing body considers the request for special permit and waiver of Section 23.03.100. One of the waiver requests involves the preservation of existing trees which are located in the required lateral clearance zone and the applicant should submit copies of the zone superimposed on a site plan depicting the location of the trees in the lateral clearance zone.
6. A recommendation of approval of the special permit and waiver of the requirements of Section 23.03.100 should be subject to the following conditions:

Case No. DR 78-10
MAPC AGENDA
2-15-79
Page 3

1. Compliance with requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops), except for those provisions which are waived by the governing body.
2. Submission to the Office of Central Inspection of a site plan depicting both the lateral clearance zone required by Section 9.24.030 and the tree(s) located on the site.

This plan should be submitted at least two weeks prior to the Board of City Commissioners consideration of these requests.

LAMBERTZ COMPANY

Established 1955
812 N. Waco / Wichita, Kansas 67203 / (316) 265-8537

REAL ESTATE

Shopping Centers
Investments
Management
Commercial
Counseling
Industrial
Offices

February 6, 1979

Wichita Planning Commission
City Hall, 10th Floor
455 North Main
Wichita, Kansas 67202



Gentlemen:

We have your form letter dated February 2, 1979 which we received Monday.

We have no objection to the change requested by KAKE TV provided KAKE will do the following:

(1) Handle the water situation relative to 13th and West Street in a manner to be approved by the proper governing bodies and the others to be affected by the run-off caused by their parking lot, building, etc.

You will recall on a recent date that Mr. Van Buskirk and Agile Addition were required to install storm sewers, etc., at their expense and to be taxed against the property.

While it is my feeling that the commercial does no more to cause water problems than does residential. The burden was assessed against the light commercial in this instance as I recall it and I believe it should be continued on up West Street.


Be assured of our permissive vote.

By carbon copy of this letter, Mr. Umansky is being informed of my attitude.

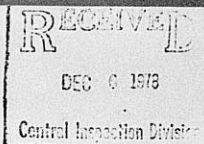
By carbon copy of this letter to the CPD office for the area, the CPD is being informed of my attitude which reflects that of the other partners.

Cordially yours,

LAMBERTZ COMPANY


Vern Lambertz: ju
cc: Martin Umansky
CPD Office

WICHITA AIRPORT AUTHORITY
MID-CONTINENT AIRPORT WICHITA, KANSAS



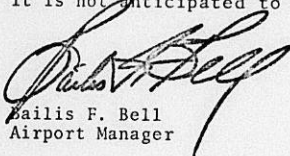
TO: Robert B. Feldner, Supt. of Central
Inspection

FROM: Bailis F. Bell, Airport Manager

SUBJECT: KAKE HELIPORT

DATE: December 5, 1978

The staff of The Wichita Airport Authority has received and reviewed the determination of Airspace Case No. 78-ACE-135-NRA as conducted by the FAA. We concur with the results of the study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.


Bailis F. Bell
Airport Manager

Attach: Letter from FAA to Mr. White -
dated November 29, 1978

cc: H. Jay Setter, Director of Aviation
Floyd J. Roedell, Director of Airport
Engineering and Planning

SEARCHED _____
SERIALIZED _____
INDEXED _____
FILED _____
DEC 12 1978
FBI - WICHITA

RBZ-12-7
✓ AJC 12-7

DEC 4 1978

FSS ICI

NOV 29 1978

Mr. Willard E. White
KAKE Radio and TV
1500 N. West Street
Wichita, Kansas 67212 67203

Subject: KAKE Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-135-3RA

Dear Mr. White:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 244' x 320' landing/takeoff area, and a 20' x 20' sod touchdown area. The heliport is located within the city limits of Wichita, Kansas, at latitude 37° 42' 37" and longitude 97° 23' 17".

Two on-site inspections of subject heliport have been made. From information submitted for our review, the heliport site is located on the private property of KAKE Radio and TV. The area to the south of the site is composed of commercial buildings (shopping and office buildings). The area to the north is composed of private family dwellings. Adjoining the proposed site to the east is a public park and playground. To the west of the site are open fields and scattered buildings.

The airborne inspection of the site revealed that there are available emergency landing sites which would be available in case of emergency landings. The most favorable ingress/egress route would be to the east over the public park and playground.

Our aeronautical study concludes that the fulfillment of your proposal will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are adhered to:

RECEIVED

DEC 5 1978

MIL-Cont. Airport

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach-departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 8 feet horizontally to one foot vertically (8:1).
2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach-departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff areas and 250 feet from the centerline of the approach/departure clearance surfaces.

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is a determination that refers only to safe and efficient use of airspace by aircraft, and does not preempt or waive ordinances, laws, or regulations of other governmental bodies or agencies. In making this determination, FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic of neighboring airports, effects it would have on existing airspace structure and projected programs of FAA, and effects that existing or proposed man-made objects and natural objects within affected area would have on this proposal.

We wish to advise that this agency does not have the statutory authority to prevent construction of any structure near the heliport. Protection of heliport environs can be accomplished most effectively through such means as local zoning ordinances and acquisition of property rights.

This airspace determination does not indicate the proposed development is environmentally acceptable in accordance with Public Laws 91-190, 91-258, and 90-495. An environmental review and finding is a prerequisite to FAA approval for a heliport site for future Federal participation in the development of an existing heliport.

This airspace determination does not constitute endorsement of heliport sites or approval of heliport development plans. Approval of development plans and endorsement of sites are necessary when development of the heliport will be accomplished with Federal assistance under the Airport Development Aid Program.

Enclosed is a copy of FAA Form 5010-5 which is self-addressed and postage paid. As soon as your heliport becomes operational, please complete this form and drop it in the mail. The form will be submitted to Washington, where it will be data-processed and a site number assigned.

3

If we can be of any further assistance to you, please contact us at
(816) 374-2181.

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

cc: Ray Arvin, Kansas DOT
Chief, FSS, Wichita, Kansas
ACE-220 (2)
ACE-530
AAP-730 (w/enclosures)

Ms. Jean Ross Howard
Assistant Director
Public Affairs
Aerospace Ind. Associates of America, Inc.
1725 DeSales St., NW
Washington, D.C. 20036

EXISTING BUILDING
1ST FLOOR BL. 125' x 43' (100' x 40' ARCH'L)
1500 N WEST ST.

EXISTING SLAB

KAKE HELI PORT
AUTHORIZED
PERSONS ONLY

SIGN

Location

GATE

108' 5"

80'

97° True

257° True

PROPERTY LINE



SCALE: 1" = 39.4'

CITY OF WICHITA

APPLICATION FOR LICENSE TO OPERATE A HELISTOP OR
SPECIAL PERMIT FOR HELICOPTER CONSTRUCTION WORK

Wichita, Kansas 5 Oct 1978

TO THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Gentlemen: I hereby apply for a license to operate a Helistop or special permit for Helicopter Construction Work in conformity with the ordinances of the City of Wichita, Kansas. I hereby certify that the statements made on this application and the attached exhibits are true and correct to the best of my knowledge.

- A. Business Name KAKE TV & RADIO, INC.
- B. Business Address 1500 N. West Street, Wichita, Kansas 67203
- C. Helistop Location
1. Legal Description 8 Acres West Half of West Half of Southwest quarter of Section 12 Township 27 Range 1 W. 6th P.M. (Lot Numbers, Addition or Notes and Bounds)
 2. Address 1500 N. West Street
- D. Class (I, II or III) Helistop being applied for I
- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-90? Waiver requested
- F. Is this application accompanied by:
1. Proposed plans and specifications for Helistop? Yes
 2. Intended routes or ingress and egress? Yes
 3. Intended emergency landing areas? Yes
- G. Does this conform to FAA requirements? Yes
- H. Where will list of authorized pilots be kept? Triangle Copter Service
- I. Are you applying for a Special Permit for construction work as defined in Section 16 of Ordinance No. 27-90? No, see attached letter
- J. Has the required insurance policy for Helistop or Special Permit been filed with the City Clerk? No pending approval of heliport.

FOR OFFICIAL USE ONLY

I have examined this application, it is complete and meets the requirements of the Code of the City of Wichita, Kansas.

APPROVED BY

DISAPPROVED

_____	Central Inspection Dept.	_____
_____	Director of Public Works	_____
_____	Chief of Fire Department	_____
_____	City Commission	_____

License No. _____ Issued _____ Day of _____, 1978 by _____

DR 78-40 - 59 "Notice to Adjoining Property Owners" mailed 2/2/79 for the
MAPC meeting for 2/15/79

1 (including map) to CPO Office

—
59 TOTAL

WICHITA-SEDCWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202

February 2, 1979

NOTICE TO ADJOINING PROPERTY OWNERS:

The Wichita-Sedgwick County Metropolitan Area Planning Commission will consider the following item in the City Commission Meeting Room, City Hall, First Floor, 455 North Main Street, Wichita, Kansas, at its meeting on February 15, 1979, which will commence at 1:30 p.m. You may appear either in person or by agent or attorney, if you so desire.

CASE NO. DR 78-40

Special Permit to Allow the Construction of
a Heliprot for KAKE TV and Radio, Inc.

Lot 1, KAKE Addition to Wichita, Sedgwick County,
Kansas. Generally located on the east side of
West Street, in an area north of 13th Street
North.

KAKE TV and Radio, Inc. has applied for a permit to allow a heliprot to be constructed on their existing site to the southeast of their main building.

Under Section 28.08.100 of the Code of the City of Wichita, no airport shall be establish within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

NOTE: You are also informed that the Citizen Participation Organization Area Council may consider this case at its next meeting. Additional information about such a meeting may be obtained by calling the CPO Office, 263-4516.

Robert A. Lakin
Secretary



Deliver to Metropolitan Planning
10th floor City Bldg.

attn: Art Chambers

from KAKE - Harold Newby

please attach to the original
Ownership List.

SECURITY ABSTRACT AND TITLE CO., INC.
432 North Main • Wichita, Kansas 67202 • Telephone (316) 267-8371
SECURITY IS KNOWING

We hereby extend the foregoing ownership list from the 29th day of January, 1979 at 7:00 o'clock A.M. to the 31st day of March, 1980 at 7:00 o'clock A.M., without change except:

lot 4	Wilsher Addition	Jerry E. Clothier and Hazel M. Clothier 121 South 1st Street Colwich, Kansas 67030
lot 1	KAKE Addition	Chronicle Broadcasting Co. 1500 North West St. 67203
lot 2, Block A	West Lynn 5th Addition	Robert R. Provence and Ella Mae Provence 1406 Lynnhurst 67212
lot 1 and north 10 ft lot 2 Block A	T.V. Addition	William C. Briley and Atha R. Briley 3801 West 13th St. 67203

THE SECURITY ABSTRACT & TITLE CO., INC.

By

Mary Gable

Vice President

Order No. 286861

wh



Deliver to Mike Meek
Metropolitan Planning

Mike - please attach this to the
original list--this is an
extension of the certificate.

Wanda Herrman

SECURITY ABSTRACT AND TITLE CO., INC.
244 South Main • Wichita, Kansas 67202 • Telephone (316) 267-8371
SECURITY IS KNOWING

DR 78-40

We hereby extend the foregoing ownership list from the 12th day of January, 1977 at 7:00 o'clock A.M., to this 29th day of January, 1979 at 7:00 o'clock, without change except:

lot 1, Agile Addition, except the South 100 feet of the East 150 feet	✓ La Verne N. Lambertz, Michael M. O'Mara and America Development Corp. 812 N. Waco 67203
all of lot 3, Agile Addition	✓ Same
lot 2 except the South 175 feet, Agile Addition	✓ La Verne N. Lambertz, Gary L. Dinges, Michael M. O'Mara, Raymond O. Boor 812 N. Waco 67203
South 100 feet of the East 150 feet lot 1, Agile Addition	Willard L. Gettle Jr. and Patricia A. Gettle - Address Unknown
South 175 feet lot 2, Agile Addition	✓ La Verne N. Lambertz, Cyril I. Trevett, Colin J. Boor 812 N. Waco 67203
lot 1, Continental Addition	✓ James McKown & Jacqueline 1738 Westlynn 67212
lot 2, Block A West Lynn 5th Addition	✓ John M. Harrell & Rella M. 1406 Lynnhurst 67212
lot 7 Wilsher Addition	✓ Larry Oeding & Pamela A. 1613 N. Illinois 67203
lot 4 Wilsher Addition	✓ Peter J. Brown & Veda B. 1601 N. Illinois 67203
lot 9 Wilsher Addition	✓ Timothy R. Cain & Mela Dee 1606 N. Illinois 67203
lot 2, Block A J. H. Jarrett Addition	✓ E. M. Corrigan & Anna Belle 3156 Coolidge 67204
lot 3, Block A J. H. Jarrett Addition	✓ Timothy L. Bell & Tally N. 9308 West 16th 67212
lot 6, Block A J. H. Jarrett Addition	✓ Dennis Lee Veges and Margaret Jenny Veges 1611 N. Kessler 67203
lot 8, Block A J. H. Jarrett Addition	✓ Charles A. Fincham & Susan R. 2007 Burns 67208

Lot 2 except the North 10 feet, Block A,
T. V. Addition

✓ David A. Foreman and Barbara K
1550 N. West Street 67203

The South half of lot 2, Block B, T. V. Addition

✓ Althea E. Wilson *does not own property*
2046 N. Gow 67203

Beginning at a point in the West line of Section 12-27-21W, 436.27 feet North of the SW corner of said Section 12, thence North along the West line of said Section 12, a distance of 644.73 feet, thence East parallel with the South line of said Section 12, a distance of 650 feet, thence South parallel with the West line of said Section 12, a distance of 346 feet, thence SWly a distance of 336.81 feet more or less to a point 494.41 feet East of pob, and 436.27 feet North of the South line of said Section 12, thence West 494.41 feet to pob, except the West 50 feet for road (now platted as KAKE Addition)

✓ KAKE TV AND RADIO INC.
1500 North West Street 67203

The North 214 feet of a tract of land in the SE $\frac{1}{4}$ of Section 11-27-1W, said tract beg. at the SE corner of the SE $\frac{1}{4}$ of said Section 11; thence North 777 feet; thence West 560.62 feet to a point 777 feet North and 560.62 feet West of the SE corner, thence South parallel to the East line of said SE $\frac{1}{4}$, 77 feet to the South line thereof; thence East 560.62 feet to pob, except that portion along the East side thereof which has been heretofore conveyed for road (now platted as Agile 2nd Addition)

✓ D. L. Van Buskirk
360 North Rock Road, Suite 7
67206

Beginning at the Southeast corner of Lot 7, Bettega Addition, thence West along the South line of Lots 6 and 7, Bettega Addition, and the South line of Nevada Court as platted in said Addition to a point 622.285 feet West of the East line of the SE $\frac{1}{4}$ of Section 11-27-1W, thence South 25 feet along the East line of Nevada Court as platted in West Lynn Third Addition, thence West along the South line of said Nevada Court a distance of 90.15 feet more or less to the South line of Ott Street, thence Southwesterly along the South line of Ott Street and Nevada Street as platted in said Addition, a distance of 151.27 feet more or less to the Northerly line of Lynnhurst Avenue as platted in West Lynn Fifth Addition, thence Southeasterly along said Northerly line 397.5 feet more or less, to the Northwesterly corner of Lot 4, Block A, West Lynn Fifth Addition, thence East along the North line of Lots 1,2,3,4, Block A, West Lynn Fifth Addition to the West line of West Street, thence North along said Westerly line to the point of beginning (now platted as O.K. School Addition)

✓ Board of Education
428 South Broadway 67202

Continued →

THE SECURITY ABSTRACT & TITLE CO., INC.

By

Mary Gable

Vice President

Order No. 273356
wh

Names which are crossed out have been updated by the Abstract Co. and the updated list is attached

OWNERSHIP LIST

This list is a duplicate of list in case No. 2-1898

Lot	Block	Addition	Property Owner
1		Agile Addition	Willard L. Gettle Jr. & Patricia A. Address Unknown
S 175'	lot 2	Same	✓ Cyril I. Trevett, Robert F. Pepe, Colin J. Boor, La Verne N. Lambert and Mary Jane Lambert 812 North Waco 67203
lot 2 exc		Same	Willard L. Gettle Jr. & Patricia A. Address Unknown
S 175'		Same	Address Unknown
lot 3		Same	Same
lot 4		Same	✓ Property Development Enterprise 812 North Waco 67203
lot 1		Antioch Addition	✓ Antioch Christian Church 3741 West 15th Street 67203
lot 1		Gold Crown Addition <i>Notes present 2/8/77</i>	✓ Columbian Realty Fund, Ltd. #14 1343 Gardner 67208 <i>Robt J. 89, 2981 Central Park #3 - Tropiana, 566.05</i>
West 114'	lot 2	Same	✓ Maynard C. Willis and Doris A. 3737 West 13th Street 67203
lots 1 & 2		Westform Addition	✓ Ruth Spooner Stone 1317 North Market 67203
lot 1		Continental Addition	Triangle Facilities Inc. Address Unknown
lot 1	Blk A	West Lynn Fifth Addition	✓ Alvin E. Morris & Helen L. 1402 Lynnhurst 67212
lot 2	"	Same	Ernest R. Chenault Sr. & Bonnie J. 1750 Woodrow Court 67203
lot 3	"	Same	✓ Walter F. Shook and Margaret 1410 Lynnhurst 67212
lot 4	"	Same	✓ George F. Ferris and Lorraine H. 1418 Lynnhurst 67212
lot 1	Blk B	Same	✓ Joseph E. Hernandez & Victoria E. 1401 Lynnhurst 67212
lot 2	"	Same	✓ Richard J. Sullivan and Frances G. 1405 Lynnhurst 67212
lot 3	"	Same	✓ Gordon D. Dorian and Doris K. 1409 Lynnhurst 67212
lot 7		Bettega Addition	✓ E. A. Bettega and Olga 1627 North West Street 67212

Lot	Block	Addition	Property Owner
4	B	West Lynn Fifth Addition	✓ Clinton B. Jones and M. Eileen 1413 Lynnhurst 67212
3		Wilsher Addition	✓ Newton J. Westmoreland and Wanda J. 1005 East Gilbert 67211 1626 N. West St 67203
7	Same	Net & Account 12/8/77	Florence M. Fisher 1624 North West Street 67203 1915 North West St 67203
1		Same	✓ Bill G. Mahalic and Eunice C. 1606 North West Street 67203
S 15' lot 2		Same	Same
lot 2 exc S 15'		Same	✓ Larry E. Setzkorn and Bonnie L. 1624 North West Street 67203
lot 4	Same		Gary W. Fruits and Jill L. 1601 North Illinois 67203
lot 5		Same	✓ Harold L. Helton and Norma 1605 N. Illinois 67203
lot 6		Same	✓ Ivan V. Shumway and Harriet M. 1609 N. Illinois 67203
lot 8		Same	✓ Merle Bernard Hinkle & Carol Ann 1602 N. Illinois 67203
lot 9	Same		Jimmy J. Lynch and Jeanne A. 1606 North Illinois 67203
lot 10		Same	✓ Gerold W. Hemphill and Bertha C. 1610 N. Illinois 67203
lot 12		Same	✓ Leo W. Conner and Cora E. 3800 West 15th Street 67203
lot 13		Same	✓ Frank J. Williams and Jean E. 1605 N. McComas 67203
lot 14		Same	✓ Wilbur E. Palmer and Opal B. - Address Unknown
2	A	J. H. Jarrett Addition	Mildred E. Amberg 6837 Sheriac Circle 67209
3	A	Same	Roy K. Righswonger and Aylene C. 1610 N. McComas 67203
4	A	Same	✓ Robert J. Maxwell and Sammy K. 3740 West 15th Street 67203
5	A	Same	✓ Ernest E. Speck and Hilda L. 1601 N. Kessler 67203
6	A	Same	Lawrence D. Chubb & Ralfie L. 1611 N. Kessler 67203

Lot	Block	Addition	Property Owner
7	A	J. H. Jarrett Addition	✓ William Scott Donaghey and Hattie E. 1619 N. Kessler 67203
3	B	Same	✓ Leo E. Krob and Esther L. Krob 1608 N. Kessler 67203
4	B	Same	✓ Harrison H. Preskhorn and Marie E. 1600 N. Kessler 67203
1	A	Same	✓ James J. Lange and Evelyn A. 1628 N. McComas 67203
8	A	Same	Max E. Thomason and Hilda M. 1627 N. Kessler 67203
1	A	T. V. Addition	✓ Willis A. McKeown and Wilma A. 1560 North West Street 67203
N10'			
2	A	Same	Same
2 exc N 10' A		Same	✓ Ralph P. Arnold and Theresa I. 1550 North West Street 67203 <i>returned again</i> ✓ <i>revert to 810 W. Douglas 67203 pay down back</i>
3	A	Same	✓ H. H. Whatley and Alice M. 1551 North Illinois 67203
N $\frac{1}{2}$			
4	A	Same	Same
S 32 $\frac{1}{2}$ '			
4	A	Same	✓ Dexter G. Henderson and Betty R. 1535 North Illinois 67203
5	A	Same	Same
1	B	Same	✓ Richard L. Cronk and Mildred 1550 North Illinois 67203
N $\frac{1}{2}$			
2	B	Same	Same
S $\frac{1}{2}$			
2	B	Same	✓ Bertha E. Parmenter 1534 North Illinois 67203 <i>resent 2-8-79</i> ✓ <i>to 505 N. Rock Rd, 67206</i>
3	B	Same	Same
4	B	Same	✓ Ronald D. Baker and Wanda A. 3801 West 15th Street 67203
N $\frac{1}{2}$			
5	B	Same	Same
S $\frac{1}{2}$			
5	B	Same	✓ William E. Johnson and Betty L. 1535 North McComas 67203
6	B	Same	Same

Tract

The East 8 acres of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 12-27-1W lying South of the South line of the North 7 Acres of said SW $\frac{1}{4}$ SW $\frac{1}{4}$ said Section 12, except the South 291 feet thereof

Property Owner

✓ Tom Allen, Chairman
Board of Park Commissioners
455 North Main 67202

Beginning at a point in the South line of the SW $\frac{1}{4}$ of Section 12-27-1W and 402.76 feet West of the Southeast corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 12; thence North parallel with the East line of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ 1081 feet more or less to the South line of the North 7 acres of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$; thence West along the South line of said North 7 Acres, 241.176 feet; thence South to a point on the South line of the SW $\frac{1}{4}$ of Section 12, thence East 241.176 feet to beginning, except the South 326 feet thereof

Same

Beginning 322.368 feet West of the Southeast corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 12-27-1W; thence North parallel to the East line of said SW $\frac{1}{4}$ SW $\frac{1}{4}$, 1072.73 feet to the South line of the North 7 Acres of said SW $\frac{1}{4}$ SW $\frac{1}{4}$; thence West on the South line of said North 7 Acres of said SW $\frac{1}{4}$ SW $\frac{1}{4}$, 80.392 feet; thence South 1073.47 feet to the South line of said SW $\frac{1}{4}$ SW $\frac{1}{4}$; thence East 80.392 feet to the point of beginning, except the South 291 feet thereof;

Tom Allen, Chairman
Board of Park Commissioners
455 North Main 67202

and
The East 332.5 feet of the North 7 Acres of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 12-27-1W subject to the North 30 feet thereof for 15th Street;

D Board of Park Commissioners
455 North Main 67202

Beginning at a point in the South line of the SW $\frac{1}{4}$ of Section 12-27-1W 322.368 feet West of the Southeast corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 12, thence North parallel with the East line of said SW $\frac{1}{4}$ of SW $\frac{1}{4}$ said Section 12, a distance of 291 feet, thence West parallel with the North line of said SW $\frac{1}{4}$ SW $\frac{1}{4}$ Section 12, a distance of 80.392 feet; thence due South 291 feet to the South line of the SW $\frac{1}{4}$ of Section 12, thence East 80.392 feet to point of beginning

✓ Sam F. Farha and Dollie E. Farha
3730 West 13th Street 67203

Beginning at a point in the West line of Section 12-27-1W, 436.27 feet North of the Southwest corner of said Section 12, thence North along the West line of said Section 12, a distance of 644.73 feet, thence East parallel with the South line of said Section 12, a distance of 650 feet, thence South parallel with the West line of said Section 12, a distance of 366 feet, thence SWly a distance of 336.61 feet more or less to a point 394.41 ft. East of peg, and

D KAKE TV AND RADIO INC.
1500 North West Street . 67203

Tract

Property Owner

The South 326 feet of a tract beginning at a point on the South line of the SW $\frac{1}{4}$ of Section 12-27-1W and 402.76 feet West of the Southeast corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 12; thence North parallel with the East line of the SW $\frac{1}{4}$ SW $\frac{1}{4}$ said Section 12, a distance of 1081.0 feet more or less to a point in the South line of the North 7 acres of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ said Section 12; thence West along the South line of said 7 acre tract a distance of 241.176 feet; thence South to a point in the South line of the SW $\frac{1}{4}$ of said Section 12; thence East 241.176 feet to the point of beginning

Sam F. Farha and Dollie E. Farha
3730 West 13th Street 67203

The North 214 feet of a tract of land in the SE $\frac{1}{4}$ of Section 11-27-1W, said tract beginning at the Southeast corner of the SE $\frac{1}{4}$ said Section 11; thence North 777 feet; thence West 560.62 to a point 777 feet North and 560.62 feet West of said Southeast corner, thence South parallel to the East line of said SE $\frac{1}{4}$, 777 feet to the South line thereof; thence East 560.62 feet to point of beginning, except that portion along the East side thereof which has been heretofore conveyed for road

Willard L. Gettle, Jr. and Patricia
Address Unknown

LaVerne N. Lambertz and Mary Jane
812 North Waco 67203

Beginning at the Southeast corner of Lot 7, Bettega Addition, thence West along the South line of Lots 6 and 7, Bettega Addition, and the South line of Nevada Court as platted in said Addition to a point 622.285 feet West of the East line of the SE $\frac{1}{4}$ of Section 11-27-1W, thence South 25 feet along the East line of Nevada Court as platted in West Lynn Third Addition, thence West along the South line of said Nevada Court a distance of 90.15 feet more or less to the South line of Ott Street, thence Southwesterly along the South line of Ott Street and Nevada Street as platted in said Addition, a distance of 151.27 feet more or less to the Northerly line of Lynnhurst Avenue as platted in West Lynn Fifth Addition, thence Southeasterly along said Northerly line 397.5 feet more or less, to the Northwesterly corner of Lot 4, Block A, West Lynn Fifth Addition, thence East along the North line of Lots 1,2,3,4, Block A, West Lynn Fifth Addition to the West line of West Street, thence North along said Westerly line to the point of beginning

Board of Education
428 South Broadway 67202

The Security Abstract and Title Company, Inc., hereby certifies the foregoing to be a true and correct list of property owners of:

Use for Legal

A 500 foot radius of: A tract in the Southwest Quarter of Section 12, Twp. 27 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas, described as: Beginning at a point in the West line of said Section 12, 436.27 feet North of the Southwest corner said Section 12; thence North along the West line of said Section 12 a distance of 644.73 feet; thence East parallel with the South line of said Section 12 a distance of 650 feet; thence South parallel with the West line of said Section 12 a distance of 346 feet; thence South westerly a distance of 336.81 feet more or less to a point 494.41 feet East of the point of beginning, and 436.27 feet North of the South line of said Section 12, thence West 494.41 feet to the point of beginning, except the West 50 feet for road

as shown by the records on file in the Office of the Register of Deeds of Sedgwick County, Kansas, on the 12th day of January, 1977 at 7:00 A.M.

THE SECURITY ABSTRACT & TITLE COMPANY, INC.

By

Mary Seale

Vice President

Order No. 246169
wh

Map No. 5249
Sec. 12
Twp. 27S
Range 1W

DATA SHEET

DR - 78-40

Filed 12-20-78

APPLICATION REQUEST: SPECIAL PERMIT TO ALLOW OPERATION OF A HELIPORT

APPLICATION DATA:

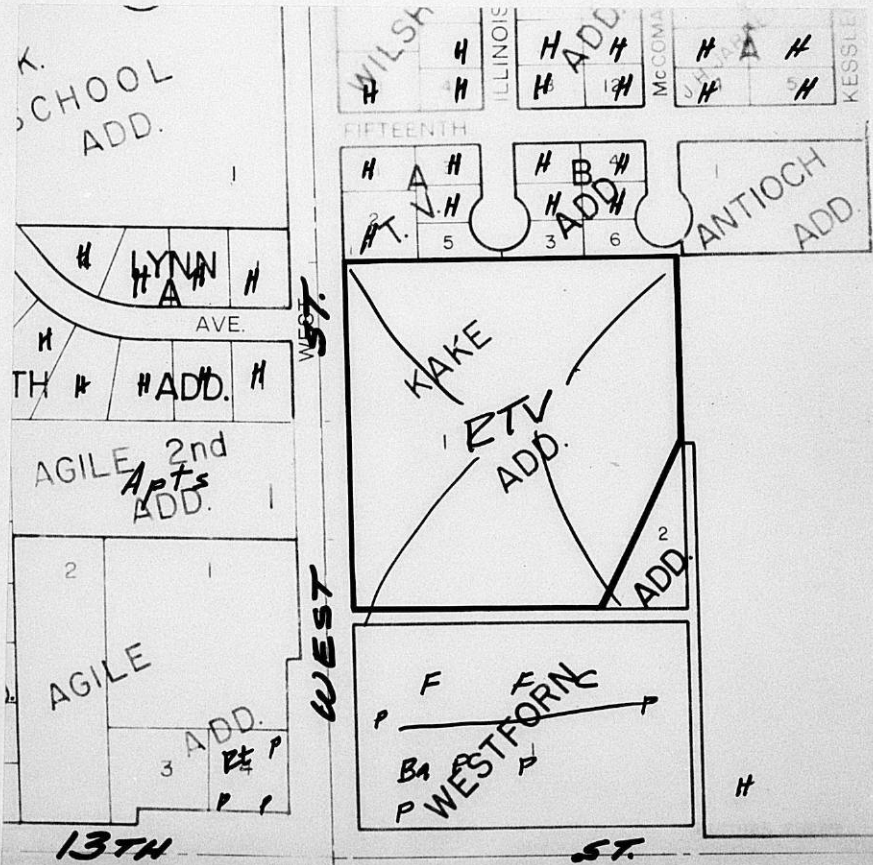
1. Applicant: KAKE-TV AND RADIO, INC.
Address 1500 N. West St., 67203 Phone _____
2. Agent: _____
Address _____ Phone _____
3. General Location: East side of West Street, in an area north of
13th Street North Address _____
4. Proposed Use: _____

AREA DATA:

1. Acres: 8.0 (600 (IRREGULAR) ft. by 625 ft.)
2. Adjoining Zoning: E _____ S _____ W _____ N _____
3. Land Use: East UNDEVELOPED South FOOD STORE
West SINGLE FARM North SINGLE FARM
4. Sketch Plan Land Use is for: _____
5. Present Land Use is for: KAKE TV STATION
6. Area (is) (is not) platted.

PHOTO DATA:

Taken by _____ Date _____ Time DR 78-40



RECOMMENDATION FROM METROPOLITAN AREA PLANNING COMMISSION TO
BOARD OF CITY COMMISSIONERS

REQUEST FOR SPECIAL PERMIT

CASE NO. DR 78-40

CONSIDERED BY MAPC: 2-15-79

REQUEST FOR: Special Permit to allow operation of a helistop

REASON FOR REQUEST (AS PROVIDED BY APPLICANT): None stated.

GENERAL LOCATION: East side of West Street in an area north of
13th Street North.

LEGAL DESCRIPTION:

Lot 1, KAKE Addition to Wichita, Sedgwick County, Kansas.

APPLICANT: KAKE-TV and Radio, Inc., 1500 N. West Street.

AGENT FOR APPLICANT: Paul Threlfall, News Manager of KAKE, 1500 N. West St.

PROTESTORS (LIST AGENT) IF ANY: N. J. Westmoreland, 1626 N. West St.;
Eileen Jones, 1413 Lynnhurst; H. H. Whatley, 1551 N. Illinois; George F.
Ferris, 1418 Lynnhurst; Timothy R. Cain, 1606 N. Illinois.

SURROUNDING ZONING:

North, "AA"; East, "B" & "AA"; South, "LC"; West, "AA", "R-6" & "LC".

LAND USE: Existing, KAKE Radio & Television Studio & Offices; North, single
family; East, Undeveloped & Park; South, Shopping Center, Bank & General
Business; West, single family, Multi-Family & undeveloped.

CPO RECOMMENDATION:

There was no recommendation from CPO Council Area "M".

PLANNING COMMISSION RECOMMENDATION:

That the special permit be approved, and the waiver of the requirements
of Section 28.08.100, subject to conditions as shown in the attached excerpt
from the Planning Commission minutes of 2-15-79. Savina moved, Bayouth
seconded and it failed with a vote of 4 in favor (Savina, Bayouth, Taylor
and Cole), and 5 opposed (Barrier, May, Greider, Bell and Hennessy). Jones
was absent.

ACTION

DR 78-40

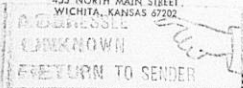
Eddie

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202



Important! Notice of Meeting Enclosed

BERTHA E. PARMENTER
~~1534 NORTH ILLINOIS~~
WICHITA, KS. 67203



505 N. Rock Rd
67206
(Rec'd + Ret 2-8-79)

*not at this address
Return to Sender*



DR-78-40

WICHITA - SEDGWICK COUNTY

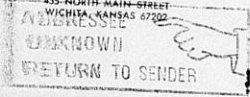


METROPOLITAN AREA PLANNING DEPARTMENT

CITY HALL - TENTH FLOOR

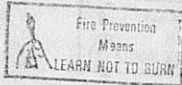
455 NORTH MAIN STREET

WICHITA, KANSAS 67202



Important! Notice of Meeting Enclosed

Edie



RALPH P. AND THERESA I. ARNOLD
810 W. DOUGLAS
WICHITA, KS. 67203

no other address

Received 2-12-79



This is correct per current phone book.

DR78-40

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING DEPARTMENT

CITY HALL - TENTH FLOOR

455 NORTH MAIN STREET

WICHITA, KANSAS 67202

ADDRESS UNKNOWN

RALPH P. AND THERESA I. ARNOLD
1550 NORTH WEST ST.
WICHITA, KS. 67203

810 W. Douglas 67203

Edie



Important! Notice of Meeting Enclosed

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202

February 2, 1979

NOTICE TO ADJOINING PROPERTY OWNERS:

The Wichita-Sedgwick County Metropolitan Area Planning Commission will consider the following item in the City Commission Meeting Room, City Hall, First Floor, 455 North Main Street, Wichita, Kansas, at its meeting on February 15, 1979, which will commence at 1:30 p.m. You may appear either in person or by agent or attorney, if you so desire.

CASE NO. DR 78-40

Special Permit to Allow the Construction of
a Heliport for KAKE TV and Radio, Inc.

Lot 1, KAKE Addition to Wichita, Sedgwick County,
Kansas. Generally located on the east side of
West Street, in an area north of 13th Street
North.

KAKE TV and Radio, Inc. has applied for a permit to allow a heliport to be constructed on their existing site to the southeast of their main building.

Under Section 28.03.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

NOTE: You are also informed that the Citizen Participation Organization Area Council may consider this case at its next meeting. Additional information about such a meeting may be obtained by calling the CPO Office, 268-4516.

DR 78-40

WICHITA - SEDGWICK COUNTY
W.S.C.

METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

*Please send this to
correct addressee
as I am no longer
at this address. - Mrs Wilson*

ALTHEA E. WILSON
2046 N. GOW
WICHITA, KS. 67203



File

Important! Notice of Meeting Enclosed

CHET WILSON ENGINE SERVICE
343 NORTH OSAGE
WICHITA, KANSAS 67203



*Metropolitan Area Planning Dept.
Tenth Floor - City Hall
455 N. Main
Wichita, Ka. 67202*

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202

February 2, 1979

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ver of the wall
n and east property
maintenance of the
provided should the

862,100 square feet
90,525 square feet
135,000 square feet
es and related uses
3
35 feet

D RADIO
UNIT PLAN

RADIO, INC.

DR 78-40

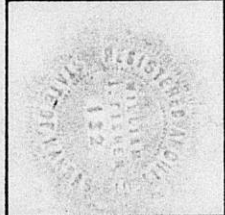
K. O. TAYLOR, P.E.
JAN. 17, 1977

Landscape Plan

APPROVED IN ACCORDANCE
WITH GENERAL PROVISION No. 5
OF THE KAKE-TV C.U.P. (DP-80)

Paul D. Dillman 7/22/77
date

DR 78-40



1	REVISED PLANTING & PARKING LAYOUT	WF	7-13-77
NO	REVISIONS	BY	DATE
	AN ADDITION TO KAKE STUDIOS 1500 N. WEST ST. WICHITA, KANSAS	DRAWN	WF JR
		TRACED	
		CHECKED	
		APPROVED	
		DATE	7 JUNE 77
	W I FISHER & CO ARCHITECTS 409 S MAIN ST WICHITA KANSAS	DRAWING NO	SHEET OF
		9201	1/1