

ACTION

COMMITTEE	DATE
M.A.P.C. <i>Deferred 2 weeks</i>	<i>8-4-77</i>
NAPC <i>Deferred 30 days</i>	<i>8-18-77</i>
B.C.C./B. CO. C.	
M.A.P.C. <i>Deferred 2 weeks</i>	<i>9-15-77</i>
NAPC <i>Withdrawn by applicant</i>	<i>9-29-77</i>

Closed

DR 77-16 - Establishment of Aircraft Landing Strip - North of 63rd St. South, in an area west of Hoover.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

SEP 16 1977

Mr. Stev Overstreet
5755 South Hoover
Wichita, Kansas 67215

Subject: Garvey Airpark Airport
Sedgwick County; Haysville, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 77-ACE-118-NRA

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106

Chief	
Deputy	
AC	
Reading Einder	
File	



Dear Mr. Overstreet:

We have reviewed your landing area proposal for the establishment of the proposed private-use Garvey Airpark Airport, located 4.0 statute miles west of Haysville, Kansas, at latitude 37° 35' 00", and longitude 97° 11' 53". The landing area data submitted with the proposal provides for the establishment of a northeast/southwest 3711' x 40' turf runway. IFR operations are not planned.

The proposed site is located approximately 3½ nautical miles south of the Wichita Mid-Continent Airport and 1.5 nautical miles east of the final approach fix for Runway 1R (Picnic Compass/outer marker).

The proposal was circularized to all known interested persons. There were eight (8) responses to the circular (no objections 2, objections 6). The objections were thoroughly reviewed to determine those that had merit based on the effect the proposed airport would have on the safe and efficient utilization of the airspace by aircraft. Our aeronautical study (conducted under Part 157 of the Federal Aviation Regulations) concludes that the fulfillment of this proposal would adversely affect the safe and efficient use of the navigable airspace in the vicinity of the project location. There would be a derogation of flight operations, unacceptable approaches, interacting traffic patterns with Mid-Continent Airport, and interference with instrument approach procedures. We object to the proposal for the establishment of the Garvey Airpark Airport.

The following factors (specific adverse actions) are pertinent to our objectivity to this landing area proposal:

1. The site would be located within the Mid-Continent Airport traffic area and within the Wichita Mid-Continent control zone, which is advertised as a terminal radar service area (TRSA) from the surface to 9000'. The location of the proposed site would cause a complex problem for the radar vectoring of aircraft and could cause undue delays operating into and out of Mid-Continent Airport.

2. Aircraft in the local traffic pattern to Runway 1R at Mid-Continent would pass over the proposed site when on base leg.
3. Aircraft departing Runway 19L at Mid-Continent would progress through any established traffic pattern at the proposed site.
4. The traffic patterns for Mid-Continent Runway 14/32 would also conflict with the proposed NE/SW runway traffic patterns.
5. The proposed site is approximately 1.5 nautical miles east of the final approach fix to Runway 1R at Mid-Continent. Aircraft on approach to Runway 1R cross the final approach fix at 1270' above ground level. Not only would this situation set up the potential for a mid-air collision, but could cause delays to aircraft on approaches to Mid-Continent Airport.
6. There are high voltage transmission lines in the approach from the north that would not allow for acceptable approaches.

Since it has been determined that this proposed airport would adversely affect the safe and efficient utilization of airspace, we will be very interested in working with you in making a feasibility study on a different site that would be more compatible to the congested area.

If you have any questions concerning this determination or if we can be of further assistance to you, please write or call (816) 374-2181.

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

- cc: KDOT
FSS, Wichita, Kansas ✓
ACE-530
ACE-220 (2)
AAP-730 (w/enc.)

GARVEY INDUSTRIAL PARK

A Division of BUILDERS INC.
(316) 522-4791

5755 South Hoover
Wichita, Kansas 67215

September 22, 1977

Mr. E.H. Denton
City Manager
The City of Wichita
City Hall
455 N. Main Street
Wichita, Kansas 67202



Dear Mr. Denton:

Please withdraw our application, dated 7 July 1977, for exception to spacing requirements for airports as outlined in paragraph 28.08.100 of the City Code.

Due to inordinate delays in processing this application on the part of various governmental agencies and boards, the tenant for whom the airstrip was requested--Great Lakes Aircraft--has had to seek facilities outside Wichita (see attached "Wichita Eagle" article dated 20 September 1977). Consequently, Garvey Park has lost a tenant and Wichita has lost an industry.

With best wishes,

BUILDERS, INC.

A handwritten signature in black ink, appearing to read "Steve Overstreet".

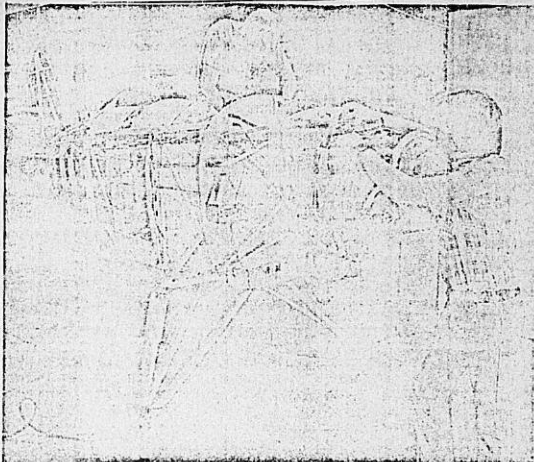
STEV OVERSTREET
Manager, Industrial Properties

SLO:jan

cc: The Honorable Bob Dole
The Honorable Board of City Commissioners
Mr. Frank G. Ross, President, Wichita Area Chamber of Commerce
Mr. J.V. Lintell, Kansas State Bank & Trust Company
Mr. Charles W. Harris, Attorney At Law
Mr. Bob Smith, Vice-President, Great Lakes Aircraft Company
Mr. Bob Lakin, Director, Wichita-Sedgwick County Planning Dept.
Mr. Jerry Mallott, Manager, Industrial Development, Wichita Area Chamber of Commerce
Mr. Richard Dykes, Kansas Department of Economic Development
Mr. Dan Bearth, Wichita Eagle-Beacon



COMPANY



Staff Photo by Jerry Clark

FOREMEN TERRY REYNOLDS, BOB JOHNSON OF GREAT LAKES CORP.
... Work on 100th model at Washington Street plant since 1972

Great Lakes Corp. Ponders Plan To Locate Its Plant in Newton

By LEW TOWNSEND
Aviation Writer

Great Lakes Aircraft Corp., 138 S. Washington, is studying a proposal to move its expanding operation to Newton City-County Airport instead of a new location in Wichita.

The company also is preparing to get into the aircraft conversion business while stepping up production of its Great Lakes biplane, Doug Champlin, president, said Monday.

The conversion work involves a 2½-year project to adapt turboprop helicopter engines built by General Motors' Detroit Allison unit in Indianapolis for use on fixed-wing planes.

Champlin said he had almost given up on a previous proposal by Garvey Industrial Park, 5735 S. Hoover, to build a grass airstrip at its location to accommodate Great Lakes' expansion.

THE INDUSTRIAL park's owners in July asked the Wichita City Commission to approve the airstrip as a private-use field. Local ordinances require city commission for all new airports in the area. The grass airstrip would be about six miles south of Wichita Mid-Continent Airport.

"We'd hoped to get started on a move this month, but the city's been holding up its decision," Champlin said. The city probably will reject the Garvey site, he said, so his company isn't waiting for the decision.

But he added, "We haven't closed the door entirely."

Champlin said from his headquarters in Enid, Okla., that Newton city officials had contacted him after company reports said expansion was planned and larger quarters were needed.

GREAT LAKES also received proposals from Copeland Field, formerly known as Rawdon Field, a private airport across from Beech Aircraft Corp.'s facilities in east Wichita, Champlin said. Comotara Airpark, northeast of the city, also has expressed interest.

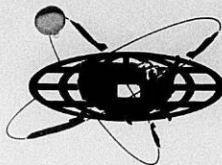
Under Newton's proposal, Great Lakes Aircraft mainly would move its operations into facilities used the past by Bede Aircraft Inc., which earlier said it was moving.

The financially troubled Bede Aircraft, developer of the single-place "Poor Man's Jet" and the six-place pusher-propeller B3SD model, has said it hopes to obtain financing to re-start its operation in Petersburg, Va., near Washington.

Champlin said: "We've outgrown our facility on south Washington, which is almost downtown Wichita. That building was intended to allow production of about two planes a month, and we're now building six a month plus working on a lot of engineering projects."

Bob Smith, manager of the local facility, says the company has a seven-month backlog of orders at a monthly production rate of four a month while sales continued to be strong.

The Wichita Airport Authority



Willard Walpole, *President*

John M. Bell
Carol Konek
R. C. Clampitt
Karen M. Blick

H. Jay Setter, A.A.E.
Director of Aviation

Wichita Mid-Continent Airport

Ballis F. Bell
Airport Manager
Floyd J. Roesdell
Director of Airport Engineering & Planning
Dwight W. Greenlee
Director of Airport Administration

August 4, 1977

E. H. Denton, Esq.
City Manager
City Hall - 13th Floor
455 North Main
Wichita, Kansas 67202

Re: Garvey Industrial Park -
Private Use Airport

Dear Mr. Denton:

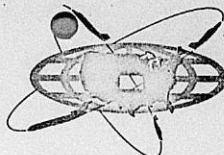
As a follow-up to my letter of July 27, 1977 addressed to the members of The Wichita Airport Authority, of which you received a copy, I submit the following for your consideration.

This matter was placed on the agenda at the regular meeting of the Airport Authority on August 1, 1977. At that meeting, this subject was deferred until a later meeting by reason of the fact that a response from the Federal Aviation Administration had not been received, and it was the consensus of the Airport Authority that a reasonable and intelligent consideration could not be given this matter without FAA's comments. The Authority also felt that to consider this matter based upon the previous application and the previous responses thereto from FAA in January of 1977 would not have been fair to the applicant.

By a copy of this letter, I am also advising Mr. Robert Lakin, of MAPC, of the action taken by the Airport Authority.

Today we did receive preliminary comments from FAA on this proposal. For your information and consideration, a copy of that letter and attachments thereto are enclosed.

The Wichita Airport Authority



Willard Walpole, *President*

John M. Bell
Carol Konek
R. C. Clappitt
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H. Jay Setter, A.A.E.
Director of Aviation

Wichita Mid-Continent Airport

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Airport Manager
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Director of Airport Engineering & Planning
Dwight W. Greenlee
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August 4, 1977

E. H. Denton, Esq.
City Manager
City Hall - 13th Floor
455 North Main
Wichita, Kansas 67202

Re: Garvey Industrial Park -
Private Use Airport

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By a copy of this letter, I am also advising Mr. Robert Lakin, of MAPC, of the action taken by the Airport Authority.

Today we did receive preliminary comments from FAA on this proposal. For your information and consideration, a copy of that letter and attachments thereto are enclosed.

Mr. E. H. Denton
Page 2
8/4/77

Please keep in mind that this is a preliminary consideration, and as stated in the letter from Mr. Wm. Jack Sasser, "The final determination will be based on valid information from the circularization to the public (based on safe and efficient use of the airspace) and a pending FAA aeronautical study."

You will also please note FAA's statement that "This action will take in excess of 30 days."

The time provision for response included in Section 28.08.100 of the Code of the City of Wichita is somewhat unrealistic, and I would suggest that the presumption of approval (after 45 days) should not begin to run, and FAA's preliminary comments should be construed for an extension of time.

It would appear that the alternative to extending this 45 day time limit is that MAPC and The Wichita Airport Authority would be required to review this matter based upon the comments of FAA relating to the prior application.

I would appreciate your comments and those of Mr. Robert Lakin.

Very truly yours,



H. Jay Setter
Director of Aviation

HJS:cg
Enclosures

cc: Robert Lakin, Director of Planning
The Wichita Airport Authority Members
Floyd J. Roedell, Director of Airport Engineering & Planning
Bailis F. Bell, Airport Manager

AUG 9 1977



Mr. E. H. Denton, City Manager
Office of the City Manager
City Hall - Thirteenth Floor
455 North Main Street
Wichita, Kansas 67202

Dear Mr. Denton:

This is in reply to your letter dated July 12, 1977, requesting our recommendation concerning the proposed Garvey Airstrip to be located near Wichita Mid-Continent Airport.

We have received a Notice of Landing Area Proposal Activation for this airport submitted by Mr. Steven L. Overstreet, Manager, Industrial Properties, dated June 21, 1977. We are presently conducting an airport airspace study to evaluate this proposal based on the safe and efficient use of airspace.

To allow us to gather all available factual information and afford the public an opportunity to provide input, we have circularized this study to all known interested parties with instructions for airport managers to post. Our study will be completed when we have received and reviewed comments from our circular. Normally, we allow a period of 30 days to receive these comments. We are presently in the comment period and will be until approximately the first week of September. We are, at this time, unable to give you our recommendation and we will be unable to meet your 45 day response time. We strongly urge you not to presume that we do or do not object to this proposed airport. Upon completion of our study, a determination will be forwarded to you. If you have any questions on this matter, please contact Gary Tucker, Airspace Specialist, telephone 816-374-3408.

Sincerely,

Original signed by
Gary W. Tucker

R. B. DAVISON
Chief, Operations, Procedures and Airspace Branch

cc: Mr. Robert A. Lakin

September 16, 1977

Mr. Stev Overstreet
Manager, Industrial Properties
Garvey Industrial Park
5755 South Hoover
Wichita, Kansas 67215

Re: Case No. DR 77-16 - Variance
of spacing between airports -
North of 63rd St., South, and
West of Hoover

Dear Mr. Overstreet:

At its regular meeting on September 15, 1977, the Metropolitan Area Planning Commission considered the above-captioned case. As we discussed by phone this date and inasmuch as we still have not received a response from F A A, the action of the Planning Commission was to defer the captioned case for two additional weeks. Therefore, your case will appear on their next regularly scheduled agenda of September 29, 1977. The meeting will be held in the City Commission Meeting Room, First Floor, City Hall, beginning at 1:30 p.m.

If you have any questions concerning this matter, please call.

Sincerely yours,

Jack H. Galbraith
Chief Planner

JHG:bh

cc: H. Jay Setter, Director of Aviation, Mid-Continent Airport,
67209

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL — THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

August 25, 1977



Mr. Gary Tucker
Airspace Specialist
Federal Aviation Administration
601 East 12th Street
Kansas City, Missouri 64106

Dear Mr. Tucker:

This will acknowledge the letter received from Mr. R. B. Davidson, Chief Operations, Procedures and Airspace Branch, Central Region FAA, dated August 9, 1977, concerning the proposed Garvey Airstrip to be located near Wichita Mid-Continent Airport.

The Wichita City Commission has been advised that your agency would require additional time to complete its review process before making any recommendation on the proposed airstrip. Accordingly, the Commission has extended the time period for submission of comments to September 20, 1977. September 20, 1977 is the date the City Commission will further consider the matter.

To give the Wichita Airport Authority and Metropolitan Area Planning Commission an opportunity to consider the comments of your agency before they in turn, make a recommendation to the City Commission, we hope you will be able to meet your timetable of closing public comments the first week in September.

By copy of this letter, we are apprising other interested agencies and parties on the status of the Commission's actions.

Sincerely,

Robert G. Finch
Deputy City Manager

RGF:mp

cc: Robert A. Lakin, Director of Planning
H. Jay Setter, Director of Aviation
Mr. Stev Overstreet, Garvey Industrial Park

Should the Planning Commission determine the establishment of an airport at this location is appropriate and that a literal enforcement of Section 28.08.100 of the City Code would result in unnecessary hardship and that such a variance would not be contrary to the public interest, the following are recommended conditions of approval:

1. The applicant shall dedicate by separate instrument the 50 feet and 75' of half-street right-of-way necessary for 63rd Street South and Hoover.
2. Approval by the Federal Aviation Agency and compliance with any conditions attached thereto.
3. Fencing of any utilities necessary for the safety of the operation.

* denotes
previously contacted

7-13-77

List of possible contacts re: Hawkey Airport

- * 1. Mid Continent - H. Jay Setler
Paulis F. Bell
- * 2. Chambers of Comm. - Jim Foster
- * 3. FAA - R.B. Davison, Chief, Operations, Procedures
and Airspace Branch
- 4. Westport & Westport Aux. Airport - Van Song

cc → * 5. City Manager - Gene Denton

6. McConnell AFB. Col. Jimmy F. Scott, Commander (?)

7. Haysville →
Mayor
Chm. Plng Comm.

Hearing 8-4-77

Agendas 7-29

Responses needed by 7-27

Letter to Setler } cc Denton
Davidson }

" Overstreet cc Denton

" Haysville Mayor

" Chm. Plng Comm.

} cc Denton

September 19, 1977

Mr. Stev Overstreet,
Manager, Industrial Properties
Garvey Industrial Park
5755 South Hoover
Wichita, Kansas 67215

Re: Case No. DR 77-16 - Variance
of spacing between airports -
North of 63rd St, South and
West of Hoover

Dear Mr. Overstreet:

At its regular meeting on August 18, 1977, the Metropolitan Area Planning Commission reconsidered the above captioned case. The action of the Planning Commission was to defer this case inasmuch as F.A.A. has not submitted its findings.

The case was deferred to the meeting of the Planning Commission on September 15, 1977; this meeting will be held in the City Commission Meeting Room, First Floor, City Hall, beginning at 1:30 p.m.

If you have any questions concerning this matter, please call.

Sincerely yours,

Jack H. Galbraith
Chief Planner

JHG:bh

cc: H. Jay Setter, Director of Aviation, Mid-Continent Airport,
67209

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106



JUL 29 1977

Mr. H. Jay Setter
Director of Aviation
Wichita Airport Authority
Administration Building
Mid-Continent Airport
Wichita, Kansas 67209

Dear Mr. Setter:

This letter is in regard to the Notice of Landing Area Proposal that was recently submitted to our office for the establishment of a private-use landing area at the Garvey Airpark, Haysville, Kansas.

The proposal for the establishment of this private-use airport will be circularized to all known interested persons for comment; therefore, an official FAA determination will not be made until all comments have been received. This action will take in excess of 30 days.

Enclosed is a copy of the Airports Division comments on the proposal. These comments are inconclusive to the final determination. The final determination will be based on valid information from the circularization to the public (based on safe and efficient use of the airspace) and a pending FAA aeronautical study.

If we can assist you further in this matter, please let us know.

Sincerely,


WM. JACK SASSER
Chief, Airports Division

Enclosures

RECEIVED
AUG 4 1977
Mid-Cont. Airport
g.

~~RECEIVED
AUG 3 1977
Mid-Cont. Airport~~

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATE: JUL 29 1977
IN REPLY REFER TO: ACE-618

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106



SUBJECT: Airspace Case No. 77-ACE-118-NRA, Notice of Landing Area Proposal/
Establishment, Garvey Airpark (Airport), Haysville, Kansas
(Formerly Studied For Public-Use Under Airspace Case No. 76-CE-096-NRA)
FROM: Chief, Airports Division, ACE-600
TO: ACE-500

We have reviewed subject landing area proposal for the establishment of subject private-use airport. Our position on the establishment of this airport, from a design standpoint and safety considerations, remains unchanged. We feel that the establishment of this airport, under existing conditions, for any type use would not be a step forward in achieving our goal of providing safe and efficient use of the airspace by aircraft.

From information submitted with the current proposal, there is no significant difference from information formerly submitted with the proposal for a public-use airport.

We object to this proposal. Our objections to this proposal are based on information submitted and our findings from the previous aeronautical study. Our previous study concluded that the proposal would cause derogation of flight operations, interfere with instrument approach procedures, and would interact with the traffic patterns at Wichita Mid-Continent Airport. The conclusion reached was based on the specific adverse effects as follows:

Airspace

1. The site would be located within the Mid-Continent Airport traffic control zone, which is advertised as a Terminal Radar Service Area (TRSA) from the surface to 9000 feet. The location of the project site is located such as to cause a complex problem for the vectoring of aircraft and could cause undue delays operating into and out of Mid-Continent Airport.
2. Aircraft in the local traffic pattern to Runway 1R at Mid-Continent would pass over the proposed site when on base leg.
3. Aircraft departing Runway 19L at Mid-Continent would progress through any established traffic pattern at the proposed site.
4. The traffic patterns for Mid-Continent Runway 14/32 would also conflict with the proposed NE/SW runway traffic patterns.
5. The proposed site is approximately 1.5 nautical miles east of the final approach fix to Runway 1R at Wichita Mid-Continent. Aircraft on approach to Runway 1R cross the final approach fix at 1270 feet above ground level. Not only would this situation set up the potential for a mid-air collision, but could cause delays to aircraft on approaches to

2.

Wichita Mid-Continent Airport.

Obstructions

1. The 120' high KG&E powerline at the north end of the northeast/southwest runway (approx. 330') provides for a blocked approach, and is unacceptable.
2. The 40' high KG&E powerline at the southwest end of the runway (approx. 330') provides for an approximate 8:1 approach ratio, and is unacceptable.

Wm. Jack Sasser

WM. JACK SASSER

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

CENTRAL REGION
FEDERAL BUILDING
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300



POSTAGE AND FEES PAID
FEDERAL AVIATION ADMINISTRATION
DOT-515



Mr. Robert A. Lakin
Director of Planning
Metropolitan Area Planning Department
City Hall - Tenth Floor
455 North Main Street
Wichita, Kansas 67202

COPELAND AVIATION

10416 EAST CENTRAL
WICHITA, KANSAS 67208
316/681-1381



July 29, 1977

Mr. Doug Champlin, President
Great Lakes Aircraft Company
Box 3526
Enid, Oklahoma 73701



Dear Mr. Champlin,

Thank you for your letter regarding manufacturing space for your Great Lakes Aircraft Company on Rawdon Airfield. After seeing the possibility from the newspaper article last week that your company might be forced to leave Wichita should space on an airfield not be available, contact was soon made with Mr. Bob Smith of your company.

We certainly do want you to know that there is space available for your Great Lakes Aircraft Company on Rawdon Airfield. There are two large hangars available which have been used and are zoned for aircraft manufacturing. We also have the new 2550 ft. asphalt runway which already has approved airspace and would not interfere with traffic at MidContinent Airport.

Mr. Smith has already examined the facilities here on our airport, and in addition, another representative of your company came out and made detailed measurements of the buildings.

It is hoped that an agreement of mutual benefit can be arranged so that existing facilities may be utilized and that your company production and testing will be on schedule.

Sincerely,

Marilyn Copeland
Marilyn Copeland, Manager
Copeland Aviation
P. O. Box 18105
Wichita, Kansas 67218

cc: Mr. Tony Casado
Mr. Willard Walpole
Mr. H. Jay Setter
Mr. Robert Lakin
Mr. Bob Smith

HAYSVILLE PLANNING COMMISSION

P.O. BOX 404
HAYSVILLE, KANSAS
67060
July 29, 1977



Robert A. Lakin
Director of Planning
Metropolitan Area Planning Department

re: Private-Use air strip
at Garvey Industrial
Park.

Dear Mr. Lakin:

The Haysville Planning Commission has reviewed your letter of July 19, 1977 and the letter from Stev Overstreet. We appreciate being consulted on this matter.

It has been the policy of the Planning Commission to promote growth where possible. We feel that this project would be a benefit to both our community and the industrial complex.

Please, register our support of the private - use air-strip proposed at Garvey Industrial Park.

Thank you,

Pauline Ozbun
Pauline Ozbun
Sec. Haysville Planning Comm.

cc: Jack Galbraith, Metropolitan Planning Department

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

85

DATE: August 9, 1977

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106
(Tel. 816 374-3408)

IN REPLY
REFER TO: ACE-538

Case No. 77-ACE-118-NRA

SUBJECT: Airport Airspace Study



FROM: Chief, Operations, Procedures and Airspace Branch, ACE-530

TO: ALL KNOWN INTERESTED PERSONS:

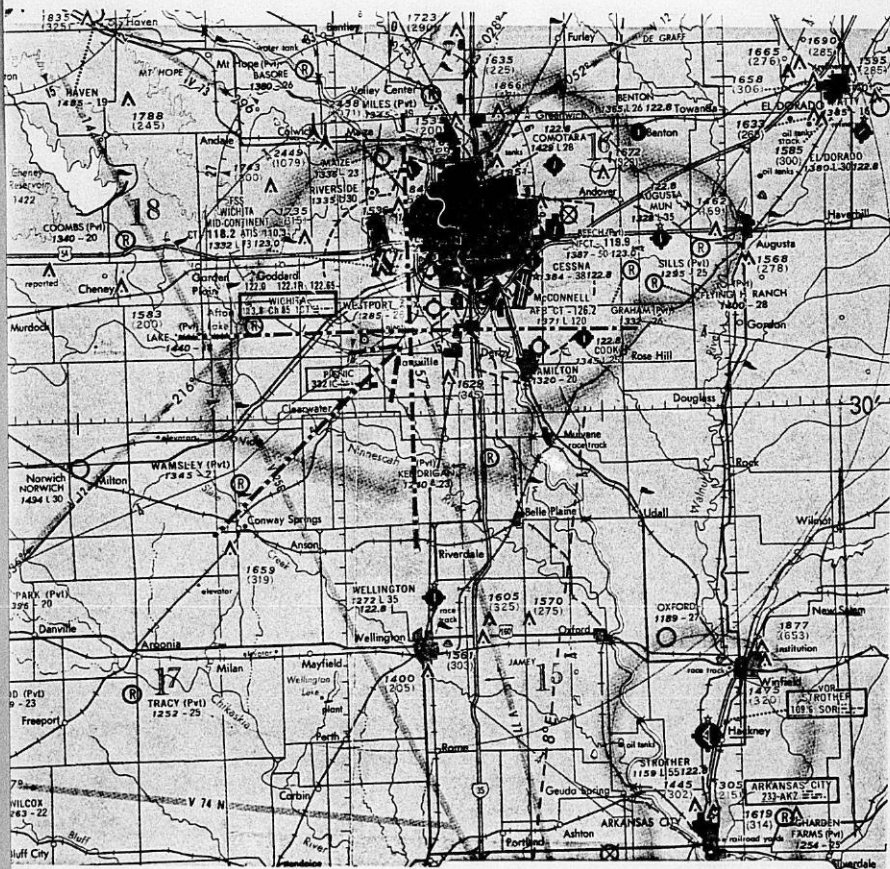
1. Name : GARVEY AIRSTRIP
2. Proposal : Establish Private-Use Airport
3. Proponent : Garvey Industrial Park
4. Location : 4 miles west of Haysville, Kansas
Latitude: 37°35'00" Longitude: 97°25'25"
5. Elevation : 1305' MSL
6. Federal Aid
Involved : No
7. Chart : Wichita Sectional (See Reverse)
8. Remarks : NE/SW 3711' x 40' turf runway



Interested persons are invited to submit comments or recommendations relative to the effect this airport will have on the use of airspace by aircraft.

Please address reply to Chief, Operations, Procedures and Airspace Branch, Air Traffic Division, 601 East 12th Street, Kansas City, Missouri 64106. Replies received by September 9, 1977 will be considered before final action is taken on this proposal.

for R. B. DAVISON



GARVEY AIRSTRIP - Establish Private-
Use Airport

77-ACE-118-NRA
FOR INFORMATIONAL USE ONLY

W. L. KORBER R. G. WAYMIRE
BAUGHMAN CO.
S U R V E Y O R S

PHONE 316/262-7271

330 LAURA

WICHITA, KANSAS 67211

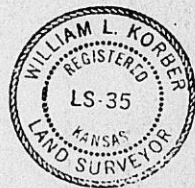
State of Kansas)
) SS
County of Sedgwick)

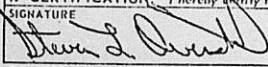
October 22, 1974

We, Baughman Company, Surveyors in aforesaid county and state do hereby certify that we did on this 22nd day of October, 1974 survey Part of the S $\frac{1}{2}$ of Sec. 27, Twp. 28-S, R-1-W described as beginning at the S.E. Corner of the SE $\frac{1}{4}$ of said Section 27; thence west along the south line of said Section 27 to a point 150.4 feet west of the S.E. Corner of the SW $\frac{1}{4}$ of said Section 27; thence north parallel with the east line of the SW $\frac{1}{4}$ of said Section, 1877.5 feet to a point 770 feet south of the north line of the SW $\frac{1}{4}$ of said Section; thence west parallel with said north line 316.64 feet to the easterly right-of-way line of the Mo. Pac. Railroad; thence northeasterly along the easterly line of said Railroad, 148.36 feet to a point 650 feet south of the north line of the SW $\frac{1}{4}$ of said Section; thence east parallel with the north line of the SW $\frac{1}{4}$ and the north line of the SE $\frac{1}{4}$ of said Section, 589.4 feet to a point 210 feet east of the west line of the SE $\frac{1}{4}$ of said Section; thence north parallel with the west line of the SE $\frac{1}{4}$ of said Section, 250 feet; thence east parallel with the north line of the SE $\frac{1}{4}$ of said Section, 178.69 feet; thence northeasterly 649.19 feet to a point 851.54 feet east of the N.W. Corner of the SE $\frac{1}{4}$ of said Section; thence east along the north line of the SE $\frac{1}{4}$ of said Section to the N.E. Corner thereof; thence south to beginning.

The accompanying plat is a true and correct exhibit of said survey.

William L. Korber
Surveyor



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION NOTICE OF LANDING AREA PROPOSAL				<input checked="" type="checkbox"/> ESTABLISHMENT OR ACTIVATION <input type="checkbox"/> ALTERATION <input type="checkbox"/> DEACTIVATION OR ABANDONMENT <input type="checkbox"/> CHANGE OF STATUS		<input checked="" type="checkbox"/> AIRPORT OF <input type="checkbox"/> HELIPORT <input type="checkbox"/> SEAPLANE BASE	
NAME OF PROPONENT, INDIVIDUAL OR ORGANIZATION GARVEY INDUSTRIAL PARK				ADDRESS (No., Street, City, State, Zip Code) 5755 South Hoover Wichita, Kansas 67215			
A. LOCATION OF LANDING AREA							
1. NEAREST CITY OR TOWN Haysville		2. COUNTY Sedgwick		3. STATE Kansas		4. DISTANCE & DIRECTION FROM NEAREST CITY OR TOWN MILES 4 DIRECTION W	
5. NAME OF LANDING AREA Garvey Airstrip		6. LATITUDE 97° 25' 25"		7. LONGITUDE 37° 35' 00"		8. ELEVATION 1305	
B. PURPOSE							
TYPE USE <input type="checkbox"/> PUBLIC <input checked="" type="checkbox"/> PRIVATE <input type="checkbox"/> PERSONAL		TYPE OWNERSHIP <input type="checkbox"/> PUBLIC <input checked="" type="checkbox"/> PRIVATE		LOCALITIES SERVED None		IF CHANGE OF STATUS OR ALTERATION, DESCRIBE CHANGE.	
						CONSTRUCTION DATES TO BEGIN/BEGAN 8/77 EST. COMPLETION 9/77	
C. OTHER LANDING AREAS							
		REL. TO ABOVE DRCT. FROM LANDING AREA DIST. FROM LANDING AREA		D. LANDING AREA DATA			
Wichita Mid-Continent Westport Aux Westport McConnell AFB Beech Comotara		330 050 010 070 060 020		6 3 5 9 13 16		1. EXISTING (If any) PROPOSED MAGNETIC BEARING OF RUNWAY(S) OR SEAPLANE(S) LENGTH OF RUNWAY(S) OR SEAPLANE(S) IN FEET WIDTH OF RUNWAY(S) OR SEAPLANE(S) IN FEET MAGNETIC BEARING OF PRIMARY LANDING DIRECTION TYPE OF RUNWAY SURFACE (Concrete, Asphalt, Grass, Etc.)	
						2. DIMENSIONS OF LANDING AND TAKEOFF AREA IN FEET DIMENSIONS OF TOUCHDOWN AREA IN FEET MAGNETIC DIRECTION OF INGRESS/EGRESS ROUTES TYPE OF SURFACE (Turf, rooftop, etc.)	
						3. DESCRIPTION OF LIGHTING (If any) ALL None DIRECTION OF PREVAILING WIND SW	
E. OBSTRUCTIONS							
TYPE Power Lines Power Lines Grain Elevator Plant Plant		HEIGHT ABOVE LANDING AREA 120' 40' 200' 150' 130'		DRCT. FROM LANDING AREA DIST. FROM LANDING AREA N 1/16 S 1/16 W 1/4 WSW 1/2 N 3/4		3. ALL DIRECTION OF PREVAILING WIND SW	
F. OPERATIONAL DATA							
1. EST. OR ACTUAL NO. BASED ACFT.				PRESENT (If est. indicate by letter "E") ANTICIPATED 5 YRS. HENCE			
AIRPORTS		MULTIENGINE SINGLE-ENGINE		OE IE		2 2	
HELIPORTS		UNDER 3500 LBS. MGW OVER 3500 LBS. MGW					
G. NOISE CONSIDERATIONS							
IDENTIFICATION Residential		DRCT. FROM LANDING AREA DIST. FROM LANDING AREA NE 1/2		2. AVERAGE NO. MONTHLY LANDINGS AIR CARRIER GENERAL AVIATION OTHER (Military, private, etc.)			
						0 0 10 30 0 0	
3. ARE IFR OPERATIONS ANTICIPATED <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES WITHIN _____ YEARS TYPE NAY/AD:							
H. APPLICATION FOR AIRPORT LICENSING							
<input type="checkbox"/> HAS BEEN MADE <input checked="" type="checkbox"/> NOT REQUIRED				<input type="checkbox"/> COUNTY <input type="checkbox"/> STATE		<input type="checkbox"/> MUNICIPAL AUTHORITY	
I. CERTIFICATION: I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.							
SIGNATURE 		TITLE Manager, Industrial Properties		TEL. NO. (Incl. area code) 1-316-685-4391		DATE 6-21-77	

MIKE - GARVEY PARK. IS
ZONED F. LIGHT INDUST.

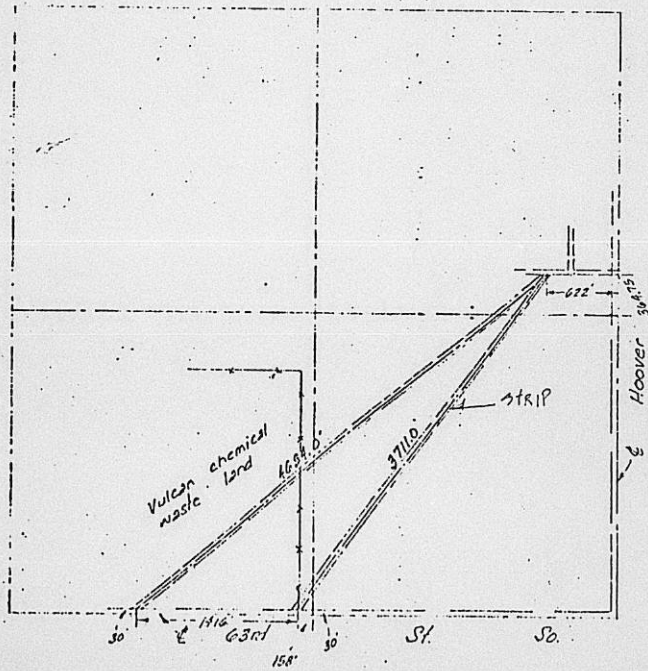
WILLIAM L. KORBER
BAUGHMAN CO.
SURVEYORS

PHONE 316/262-7271

330 LAURA

WICHITA, KANSAS 67211

Sec. 27 - Twp. 28 - R-1-W



FME
9/1/76

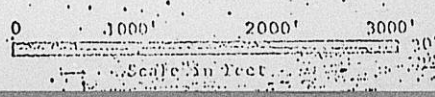
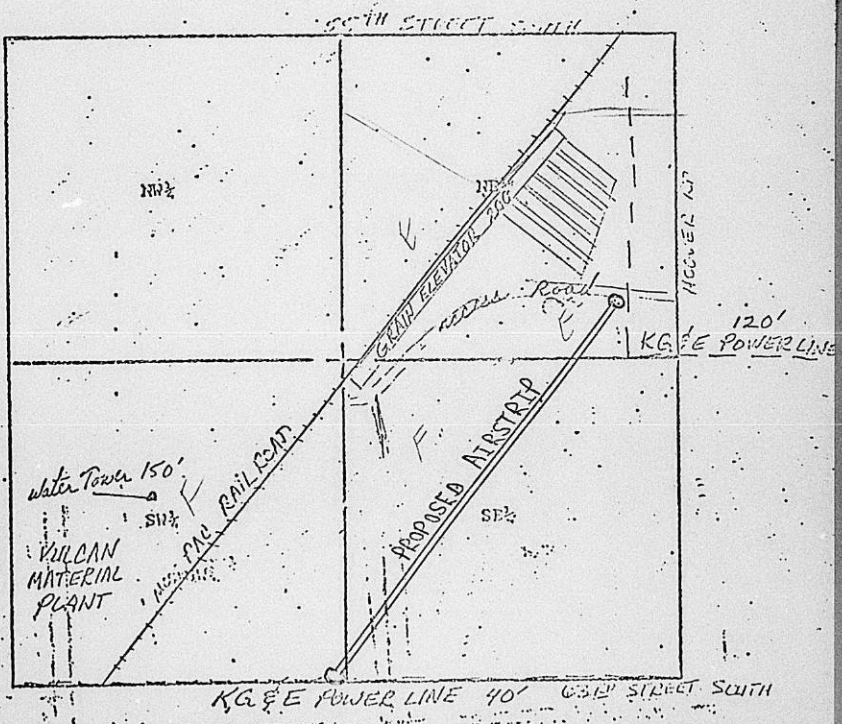


MICROFILMED
FROM THE BEST
AVAILABLE COPY

LANDING AREA LOCATION

In addition to the Form FAA-7416-1, please show the layout of your proposed landing area referenced to section corners with township and range designated. This sketch should show heights of any profiles, buildings, pole lines, etc., that are adjacent to the landing area or within the approaches. Also, please show the distance and difference in elevation between the runway end and any roads, railroads, or highways that are adjacent to or in the approach to the landing strip or runway.

SECTION 27 TOWNSHIP 28 RANGE 1W
 One Square Mile



WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

HAPC HEARING DATE: 8-4-77

Case No. DR 77-16

Request: Variance of spacing
between airports

Location: North of 63rd Street South and west of Hoover

Reason/Proposed Use: Private-use airport

	Land Use	Zoning
Existing North	Undeveloped Grain elevators	"F" "E"
East	Farm house & undeveloped	"R"
South	Undeveloped	"R"
West	Vulcan Chemical & grain elevators	"F"

Existing R/W Hoover-half - 40 ft.

Proposed R/W Hoover-half - 50 ft.

Platted: No

Existing R/W 63rd St.So.-half - 30 ft.

History: None

Proposed R/W 63rd St.So.-half - 50 ft.

Comments:

1. The applicant has submitted a letter to the City of Wichita requesting a variance under the Wichita City Code to locate a private airport within 8 miles of Mid-Continent Airport. In accordance with Section 20.00.100 of the City Code, the Board of City Commissioners has referred this matter for consideration and recommendation.
2. The proposed airstrip will have a runway of 3700 feet by 40 feet in width and located in the Garvey Industrial Park on the north side of 63rd Street South and west of Hoover.
3. The applicant states the airstrip will be for the use of the Garvey Industrial Park tenants with the primary user being a prospective industrial tenant (Great Lakes Aircraft) which has signed a lease to open a manufacturing facility at the Park, subject to the construction of the requested airstrip.
4. In the latter part of 1976 the applicant submitted a proposal to establish a public-use airport at this same location to FAA. This proposal was circularized to all known interested persons by FAA. There were seven responses to the circular--all objections except one. The objections were reviewed to determine those that had merit based on the

effect the proposed airport would have on the safe and efficient utilization of airspace by aircraft.

The following factors were pertinent in FAA's airspace determination in that case:

1. The site is located within the Mid-Continent Airport traffic control zone, which is a Terminal Radar Service Area (TRSA) from the surface to 9,000'. The location of the proposed Garvey Airpark is located such as to cause a complex problem for the vectoring of aircraft, and could cause undue delays for aircraft operating into and out of Mid-Continent Airport.
2. Aircraft in the local traffic pattern to Runway 1R at Mid-Continent Airport would pass over the proposed site when on base leg.
3. Aircraft departing Runway 19L at Mid-Continent would pass through any established traffic pattern at proposed site.
4. The traffic patterns for Mid-Continent Runway 14/32 would also conflict with proposed northeast/southwest runway traffic patterns.
5. The proposed site is approximately 1.5 nautical miles east of the final approach fix to Runway 1R at Mid-Continent. Aircraft on approach to Runway 1R cross the final approach fix at 1,270' above ground level. This situation would set up the potential for a mid-air collision, and could cause delays to aircraft on approach to Mid-Continent Airport.
6. Obstructions.
 - a. High voltage transmission lines (120' in height) in the approach from the north (approximately 1/16 of a mile from runway end) that would provide an unacceptable approach (per our clearance criteria of 20:1 over objects).
 - b. High voltage transmission lines (40' in height) in the approach from the south (approximately 1/16 of a mile from runway end) that would provide an unacceptable approach.
7. There are 200' (height grain elevators within a 1000' parallel to the proposed runway and under high crosswind conditions could cause hazardous turbulence conditions.)

FAA then made the following finding:

"In view of the facts and findings we have determined that the proposed airport would have a substantial adverse effect on aircraft operations in the vicinity of the project location and on the Wichita Mid-Continent Airport; therefore,

we find the proposal objectionable from the standpoint of the safe and efficient use of airspace."

5. Upon receipt of this request for a variance, letters were sent to FAA, City of Wichita, Director of Aviation, the Mayor of Haysville, and the Airport Authority requesting their written comments on this latest proposal. As of this date no response has been received.
 6. Although this request is for a private airport as opposed to the previous request for a public-use airport the same objections to its establishment would appear to be valid.
 7. As a part of the Transportation Planning Process, the Federal government, such as DOT, FAA, and UMPFA expect the local planning and zoning bodies together with the local governing bodies to take the necessary steps from the land use standpoint to protect the utility of major investment items such as Mid-Continent.
-

August 5, 1977

Mr. Stev Overstreet, Manager
Industrial Properties
Garvey Industrial Park
5755 South Hoover
Wichita, Kansas 67215

Re: Case No. DR 77-16 -
Variance of spacing between
Airports - North of 63rd St.
South and west of Hoover

Dear Mr. Overstreet:

At its regular meeting on August 4, 1977, the Planning Commission considered the above-captioned request. At your request, the case was deferred for two weeks, and therefore, subject case will be scheduled to be heard at the next regular meeting of the Planning Commission on August 18, 1977; this meeting will be held in the City Commission Meeting Room, First Floor, City Hall, beginning at 1:30 p.m.

Please call me if you have any questions.

Sincerely yours,

Jack H. Galbraith
Chief Planner

JHG:bh

cc: H. Jay Setter, Director of Aviation, Mid-Continent Airport,
Wichita, Kansas 67209

86

HAYSVILLE PLANNING COMMISSION

P.O. BOX 404
HAYSVILLE, KANSAS
67060
July 29, 1977



Robert A. Lakin
Director of Planning
Metropolitan Area Planning Department

re: Private-Use air strip
at Garvey Industrial
Park.

Dear Mr. Lakin:

The Haysville Planning Commission has reviewed your letter of July 19, 1977 and the letter from Stev Overstreet. We appreciate being consulted on this matter.

It has been the policy of the Planning Commission to promote growth where possible. We feel that this project would be a benefit to both our community and the industrial complex.

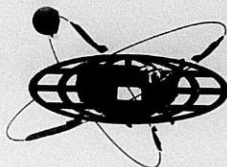
Please, register our support of the private - use air-strip proposed at Garvey Industrial Park.

Thank you,

Pauline Ozburn
Pauline Ozburn
Sec. Haysville Planning Comm.

cc: Jack Galbraith, Metropolitan Planning Department

The Wichita Airport Authority



Willard Walpole, *President*

John M. Bell
Carol Konek
R. C. Clampitt
Karen M. Blick

H. Jay Setter, A.A.E.
Director of Aviation

Wichita Mid-Continent Airport

Bailis F. Bell
Airport Manager
Floyd J. Roedell
Director of Airport Engineering & Planning
Dwight W. Greenlee
Director of Airport Administration

July 27, 1977

Mr. Willard Walpole
Mr. John M. Bell
Ms. Carol Konek
Mr. R. C. Clampitt
Mrs. Karen M. Blick



Re: Garvey Industrial Park Airport

Dear Authority Members:

As I mentioned to you previously, an application has been made to the City of Wichita for the approval of a private airport at Garvey Industrial Park. I have enclosed a copy of the City Manager's letter regarding the same, along with several attachments which are reasonably self explanatory.

As you will note, the Manager has suggested that the Airport Authority review this and make a recommendation.

This is not really a new issue, in that the proposed Garvey Air Park has been previously considered by the Metropolitan Area Planning Commission, the airport staff and the Federal Aviation Administration. The primary difference between the previous application and the current request is that the original application in January of 1977 was to establish a public-use airport, whereas the current request is for a private-use air strip.

We have not been furnished any information from FAA concerning this current request, but anticipate that the same will be forthcoming within the next few weeks.

Insofar as the former application is concerned, I have enclosed copies of FAA's response, which was negative, in that they determined the proposal was objectionable from the standpoint of the safe and effective use of air space. The airport staff, of course, agreed with their findings.

Administration Building, Wichita, Kansas 67209 / 316/942-8101
A member of Airport Operators Council International (AOCI)

The Wichita Airport Authority
Page 2
July 27, 1977

I have no reason to believe that the position or findings of FAA would vary from that furnished in response to the preceding application. This, of course, is admittedly my best guess, and until such time as they actually respond we will only be speculating on their present position.

We have also had a request from Mr. Robert Lakin, Director of Planning, on the same subject. A copy of his letter, dated July 18, 1977, is also enclosed. I have advised Mr. Jack Galbraith of that office that the Airport Authority would not meet until August 1, and may or may not have FAA's recommendations at that time. In the event that we have not received FAA's comments, I would recommend that this matter be continued and then advise Mr. Lakin of the circumstances, and suggest that consideration by MAPC on August 4 also be continued until such time as FAA responds. We have received information from FAA that they definitely will respond to this matter.

With the foregoing in mind, this matter will be placed on the agenda for the regular meeting of August 1, 1977, for your consideration.

Respectfully yours,



H. Jay Setter
Director of Aviation

HJS:cg
Enclosures

cc: Bailis F. Bell, Airport Manager
Floyd J. Roedell, Director of Airport Engineering and Planning
Bernard V. Borst, Senior Assistant City Attorney

E. H. Denton, City Manager
✓ Robert A. Lakin, Director of Planning

July 18, 1977

R. B. Davison
Chief of Operations
Procedures and Air Space Branch
Air Traffic Division
Federal Aviation Administration
601 East 12th Street
Kansas City, MO 64106

Dear Mr. Davison:

This is to advise you, as a follow-up to the City Manager's letter of July 12 (copy attached) regarding the proposed Garvey Industrial Park Airport, that the Metropolitan Area Planning Commission (MAPC) has scheduled this matter for their regular agenda on August 4, 1977. At that time, the MAPC will consider all comments and make a recommendation to the City Commission concerning the proposed variance to Section 28.08.100 of the Wichita City Code on placement of airports within eight miles of Wichita Mid-Continent Airport.

Written comments are requested by July 28, for distribution to the MAPC with their regular agenda mailout, or statements can be made for the record at the Planning Commission meeting on August 4. If you should have any questions on this matter feel free to contact myself or Jack Galbraith.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:BAC:vn
Attachment

cc: E. H. Denton, City Manager

July 18, 1977

H. J. Setter
Director of Aviation
Wichita Mid-Continent Airport
Wichita, KS 67209

Dear Jay:

This is to advise you, as a follow-up to the City Manager's letter of July 12 (copy attached) regarding the proposed Garvey Industrial Park Airport, that the Metropolitan Area Planning Commission (MAPC) has scheduled this matter for their regular agenda on August 4, 1977. At that time, the MAPC will consider all comments and make a recommendation to the City Commission concerning the proposed variance to Section 28.08.100 of the Wichita City Code on placement of airports within eight miles of Wichita Mid-Continent Airport.

Written comments are requested by July 28, for distribution to the MAPC with their regular agenda mailout, or statements can be made for the record at the Planning Commission meeting on August 4. If you should have any questions on this matter feel free to contact myself or Jack Galbraith.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:BAC:vn
Attachment
cc: E. H. Denton, City Manager

July 19, 1977

Marvin Huddleston, Mayor
City Hall
Haysville, KS 67060

Dear Mayor Huddleston:

The City of Wichita has received the enclosed letter from Mr. Stev Overstreet, Manager, Industrial Properties, Garvey Industrial Park of Wichita, requesting a variance under the Wichita City Code to locate a private-use airstrip within an eight-mile radius of the Wichita Mid-Continent Airport.

In accordance with Section 28.08.100 of the City Code, the Metropolitan Area Planning Commission will conduct a review and make a recommendation on the requested variance prior to the City Commission's consideration of this matter. We have scheduled MAPC consideration of the proposed variance for the August 4 meeting.

If you should desire to make any comments for the record concerning the proposed Garvey Airport, you may submit them in writing to this office prior to July 28, or statements can be made at the meeting. If you have any questions, please contact myself or Jack Galbraith.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:BAC:vn
Enclosure

cc: E. H. Denton, City Manager, City of Wichita

July 19, 1977

George Rosendale, Chairman
Haysville Planning Commission
424 Hollywood
Wichita, KS 67217

Dear Mr. Rosendale:

The City of Wichita has received the enclosed letter from Mr. Stev Overstreet, Manager, Industrial Properties, Garvey Industrial Park of Wichita, requesting a variance under the Wichita City Code to locate a private-use airstrip within an eight-mile radius of the Wichita Mid-Continent Airport.

In accordance with Section 28.08.100 of the City Code, the Metropolitan Area Planning Commission will conduct a review and make a recommendation on the requested variance prior to the City Commission's consideration of this matter. We have scheduled MAPC consideration of the proposed variance for the August 4 meeting.

If you should desire to make any comments for the record concerning the proposed Garvey Airport, you may submit them in writing to this office prior to July 28, or statements can be made at the meeting. If you have any questions, please contact myself or Jack Galbraith.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:BAC:vn
Enclosure

cc: E. H. Denton, City Manager, City of Wichita

July 19, 1977

Stev Overstreet, Manager
Industrial Properties
Garvey Industrial Park
5755 South Hoover
Wichita, KS 67215

Dear Mr. Overstreet:

As advised by the City Manager's letter of July 12, the Metropolitan Area Planning Commission, in accordance with City Code 28.08.100, will make a review and recommendation regarding the proposed Garvey Airport, prior to the City Commission's consideration. We have scheduled this matter for the regular MAPC meeting on August 4, 1977, in the City Commission meeting room, City Hall, 455 North Main.

We will forward a copy of the meeting agenda and staff comments to you prior to the MAPC meeting.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:BAC:vn
cc: E. H. Denton, City Manager

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL — THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

July 12, 1977



Mr. Robert A. Lakin
Director of Planning
Wichita-Sedgwick County Metropolitan Area
Planning Commission
City Hall - 10th Floor
455 North Main
Wichita, Kansas 67202

Dear Mr. Lakin:

You are in receipt of a copy of a letter to me from Mr. Stev Overstreet on behalf of Garvey Industrial Park requesting the City's consideration of a variance to Section 28.08.100 which prohibits establishment of an airport within an eight-mile radius of an existing airport. The variance in question would provide for a private-use airstrip south of Wichita Mid-Continent Airport.

In accordance with the provisions of the City Code, you are requested to initiate a study and recommendation of the requested variance by the Metropolitan Area Planning Commission. The recommendation of the MAPC will be considered with that of the Federal Aviation Administration by the Wichita City Commission.

As provided in the City Code, should we not receive a response or a request for an extension of time within forty-five days, the presumption will be that the Metropolitan Area Planning Commission has approved the request. A timely response is requested so that the City Commission may render a decision at the earliest possible date for the applicant.

Sincerely,

Handwritten signature of E. H. Denton in cursive script.
E. H. Denton
City Manager

EHD/tpd

cc: The Honorable Board of City Commissioners
H. Jay Setter, Director of Aviation
Mr. Stev Overstreet, Garvey Industrial Park

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL — THIRTEENTH FLOOR
426 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

July 12, 1977



Mr. R. B. Davison
Chief of Operations
Procedures and Air Space Branch
Air Traffic Division
Federal Aviation Administration
601 East 12th Street
Kansas City, Missouri 64106

Dear Mr. Davison:

The City of Wichita, Kansas has received the enclosed application from Mr. Stev Overstreet, Manager, Industrial Properties, Garvey Industrial Park of Wichita, requesting a variance under the Wichita City Code to locate a private-use airstrip within an eight-mile radius of the Wichita Mid-Continent Airport. Also enclosed is a copy of the pertinent section of the City Code which outlines the procedure for consideration and possible grants of variance to locate an airport within the eight-mile radius of an existing airport.

The City Code provides that prior to a variance being granted, the City shall seek the study and recommendation of the Federal Aviation Administration and the planning agency having jurisdiction in the area (in this case, the Wichita-Sedgwick County Metropolitan Area Planning Commission). Concurrent with this request, we are requesting the review and recommendation of the Planning Commission.

Your agency is requested to provide its recommendation concerning the granting of this request. As shown in the excerpt from the Wichita City Code, should we not receive a response or a request for an extension of time within forty-five days, the presumption will be that you have approved the request. A timely response is requested so that we may render a decision at the earliest possible date for the applicant.

Thank you for your consideration of this matter.

Sincerely,

Z. H. Denton
City Manager

EHD/tpd

Enclosures

cc: The Honorable Board of City Commissioners
Robert A. Lakin, Director of Planning
H. Jay Setter, Director of Aviation
Mr. Stev Overstreet, Garvey Industrial Park

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL — THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

July 12, 1977



Mr. H. Jay Setter
Director of Aviation
Wichita Mid-Continent Airport
Wichita, Kansas

Dear Mr. Setter:

The City has received the enclosed letter from Mr. Stev Overstreet, Manager, Industrial Properties, Garvey Industrial Park of Wichita, requesting a variance under the Wichita City Code to locate a private-use airstrip within an eight-mile radius of the Wichita Mid-Continent Airport.

In accordance with Section 28.08.100 of the City Code, we have initiated a review and recommendation of the requested variance by both the Federal Aviation Administration and the Metropolitan Area Planning Commission prior to the City Commission's consideration of this matter. Although the City Code does not require a review by the Airport Authority, I am sure that the City Commission will want the Authority's recommendation before proceeding with its deliberations.

Please bring this matter before the Airport Authority for its review and recommendation. As with the other agencies reviewing this matter, we will presume that the Airport Authority approves the requested variance if a response is not received within the forty-five day period specified in the City Code.

Sincerely,

A handwritten signature in cursive script, appearing to read "E. H. Denton".

E. H. Denton
City Manager

EHD/tpd/
Enclosure

cc: The Honorable Board of City Commissioners
✓ Robert A. Lakin, Director of Planning
Mr. Stev Overstreet, Garvey Industrial Park

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL — THIRTEENTH FLOOR
435 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

July 12, 1977



Mr. Stev Overstreet
Manager, Industrial Properties
Garvey Industrial Park
5755 South Hoover
Wichita, Kansas 67215

Dear Mr. Overstreet:

This will acknowledge your letter of July 7, 1977, requesting the City Commission's consideration of a variance in locating an airstrip on-site of your firm's development on South Hoover.

In accordance with Section 28.08.100 of the City Code, we are requesting the study and recommendation of the Federal Aviation Administration and the Metropolitan Area Planning Commission within the forty-five day time frame fixed in the Code. The recommendation of the Wichita Airport Authority has also been requested in this matter.

We will advise you as soon as responses are forthcoming from the involved agencies and your request can be scheduled before the City Commission.

Sincerely,

A handwritten signature in cursive script, appearing to read "E. H. Denton".

E. H. Denton
City Manager

EHD/tpd/

cc: The Honorable Board of City Commissioners
Robert A. Lakin, Director of Planning
H. Jay Setter, Director of Aviation

13. LETTER CONCERNING A GARVEY INDUSTRIAL PARK REQUEST FOR A VARIANCE TO ESTABLISH A PRIVATE-USE AIRSTRIP WITHIN THE EIGHT-MILE RADIUS OF THE WICHITA MID-CONTINENT AIRPORT:

ACTION: Receive and file and refer to the Federal Aviation Administration, MAPC, and the Airport Authority for study and recommendation within 45 days.

14. PURCHASE OR CONDEMNATION APPROVAL:

The Engineering Division requests authorization to purchase or condemn the following:

Grove - Lewis to Elm, 87M-6451(001):

<u>TRACT</u>		<u>ADDRESS</u>	<u>AMOUNT</u>
2	Residence	342 South Grove	\$28,500.00
42	"	148 North Grove	42,500.00
50	"	228-230 N. Grove	21,500.00
72	"	522 North Grove	14,000.00
71	"	518 North Grove	15,000.00
78	"	550 North Grove	100.00
79	"	303 South Poplar	100.00
83	"	401 North Grove	100.00
84	"	407 North Grove	100.00
85	"	531 North Grove	100.00
86	"	537 North Grove	100.00
87	"	543 North Grove	100.00
88	"	545 North Grove	200.00

To be reimbursed 70% by the Kansas Department of Transportation.

ACTION: Approve the acquisitions.

15. CONTRACTS AND MEMORANDUM OF UNDERSTANDING FOR THIRD YEAR CDBG PROJECTS:

In accordance with the third year Community Development Block Grant application as approved by the Board of City Commissioners, Contracts and Memoranda of Understanding have been negotiated for implementation of the following projects:

CAA Recreation Program (Memorandum - \$117,000)
 Summer Tennis Program (Contract for implementation of a portion
 of the CAA Recreation Program - \$5,000)
 Eureka Community Center (Contract - \$26,313)

The contracts have been approved as to form by the City Attorney.

The City Manager recommends approval.

ACTION: Approve the contracts and authorize the Mayor to sign; approve the Memorandum and authorize the City Manager to implement.

16. EXTERNAL AUDITOR FOR THE PURPOSE OF THE ANNUAL CITY AUDIT:

This is an audit requirement under Community Development Block Grant Programs and Programs.

According to Administrative Regulation #7, the City Commission is to make a determination as to whether the City Commission or the Staff will act as a Screening and Selection Committee for the external auditor.

The City Manager recommends that the staff act as the Screening and Selection Committee with final approval by the City Commission.

ACTION: Approve the Staff acting as the Screening and Selection Committee with final approval by the City Commission.

Map 5040

DR 77-16

GARVEY INDUSTRIAL PARK

A Division of BUILDERS INC.
(316) 522-4791

5755 South Hoover
Wichita, Kansas 67215

July 7, 1977

Mr. Gene Denton, City Manager
City of Wichita
City Building
Main & Central
Wichita, Kansas



Dear Mr. Denton:

Please consider this letter application of exception to spacing requirements for airports outlined in paragraph 28.08.100 of the City Code. As indicated by the attached copy of F.A.A. form 7480-1, it is our desire to locate a private-use airstrip at Garvey Industrial Park for the use of tenants at the Park.

I have discussed this application in person with Mr. Bob Lakin, who has provided the guidance for submitting this letter to you. Mr. Lakin will be provided a copy of this letter for his consideration. In our meeting on 29 June 1977, Mr. Lakin indicated he saw no problem with the airstrip from a zoning point of view. The property involved is zoned Heavy Industrial. He indicated that an airstrip of this nature would be an auxiliary used for heavy industrial zoning. He did indicate that the question of the airspace was of prime importance and would have to be decided by the City Commission.

The attached copy of the F.A.A. application will provide the basic information on the airstrip to include its exact location on our properties. Basically, we are asking for approval of a 3700 ft. airstrip, 40 ft. in width, and of grass surface. Although we would be agreeable to requesting new approval for either lengthening or widening the airstrip, we feel that this application should also consider the possibility that the airstrip may be provided with a hard surface at some future time.

The airstrip will be for the use of the Garvey Industrial Park tenants. Primarily, the airstrip is being requested on behalf of a prime industrial tenant (Great Lakes Aircraft) which has signed a lease to open a manufacturing facility at the Park, subject to the construction of the requested airstrip. Attached to this letter is a letter from Mr. Bob Smith, Wichita Manager of Great Lakes Aircraft, to me indicating their current status, their desired expansion, and their need for an airstrip. Great Lakes Aircraft is a very viable small industrial company and may well choose to move its Enid facility to Wichita within the next 2 years if they can find suitable industrial space in Wichita. If they cannot relocate to an industrial complex in the Wichita area, they have stated that they will buy land and construct their own facilities--including an airstrip--outside of the immediate Wichita vicinity.



A COMPANY

Regarding current utilization of the proposed airstrip, Great Lakes indicates they would have a potential maximum of one take-off and landing per day. Their use of an airstrip would be to test the modifications they are performing on airplanes in addition to a once-a-week courier flight from the home office in Enid, Oklahoma. The only other current tenant that has expressed any interest in using the airstrip is Central States Precision Steel Company. They indicate they may have an infrequent take-off/landing on the airstrip by either a customer or their corporate management. There is no intent for the Garvey organization planes to be based at the Industrial Park due to current air charter commitments. These planes may land at the Park infrequently to bring in prospective tenants or Garvey management personnel. Future utilization would be increased as new tenants move into the Park who may have some requirements for the airstrip. Regarding aircraft based at the Park, it appears that currently only the courier plane used by Great Lakes will be so based. This does not preclude the possibility of additional planes being based at the Park if desired by one of the tenants.

Regarding coordination or interference with Mid-Continent Airport, we would be agreeable to living within any reasonable constraints they may feel necessary to impose on the airstrip. This can include a maximum ceiling for the aircraft using the airstrip or any other operational controls deemed necessary to preclude interference with airport operations.

In summary, the establishment of a private airstrip at Garvey Industrial Park with the limited utilization noted above should not present a safety operational impairment to Mid-Continent Airport--especially when we are agreeable to any reasonable constraints or controls they may choose to impose. Moreover, we feel that the establishment of an airstrip at this site would be in the best interest of the industrial development of Wichita. Therefore, I would appreciate your prompt attention to this matter and consideration by the City Commission at its earliest convenience. Please contact me if there are any questions or need for further clarification.

With best wishes,

BUILDERS, INC.



Steve Overstreet
Manager, Industrial Properties

SLO:jan

cc: Bob Lakin, Director
Wichita Sedgwick County Planning Department

Bob Smith, Vice President
Great Lakes Aircraft Company



Wichita Division
Box 11132
Wichita, Kansas 67202
(316) 265-0786

July 7, 1977

Stev Overstreet, Manager
Industrial Properties
Garvey, Inc.
5755 S. Hoover
Wichita, Kansas 67215

Dear Stev:

This is to reinforce our conversation on our need for an airstrip and our interest in your available facilities.

Great Lakes Aircraft moved into our present facilities in July of 1972 and qualified for an FAA Production Certificate in 1974. In the past year, we have doubled our production rate and are looking forward to further increases yet this year ---- providing we are able to find room for expansion.

We presently employ over 40 people in the Wichita Division ---- our headquarters are in Enid, Oklahoma ---- and anticipate expansion to approximately 70 people in the Wichita area by mid 1979.

While we are anxious to remain in the Wichita area, close to suppliers and to an experienced labor pool, our expansion depends entirely on our ability to acquire more room and access to a landing strip.

The preference for a private strip with a minimum of traffic is obvious as the nature of our development work is private.

The facilities you have shown us are adequate and immediately available ---- with the proposed landing strip.

You have our support in acquiring the necessary approval to proceed with the construction of the strip. Our present schedule requires the use of a strip by early September.

Sincerely

Robert L. Smith
General Manager

RLS/mr

WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING DEPARTMENT

COMMUNITY DEVELOPMENT DIVISION

Public Inquiry Slip

NAME Garvey - Re Steve Overstreet DATE 6/29/77
 PHONE Vern Bentz - 3rd Floor PHONE COUNTER
 PROPERTY LOCATION 63rd + Ridge Rd (Garvey 2nd Park) MAP #
S + SE of existing elevator

NATURE OF REQUEST: - Special Permit - CFW
 CITY ZONING _____ COUNTY ZONING _____ CONDITIONAL USE _____
 PLAT _____ LOT SPLIT _____ BZA _____
 VACATION _____ DEDICATION _____ STREET NAME CHANGE _____

REMARKS: Garvey wants private strip to support Great Lakes Aircraft - possible tenant. advised was an accessory use in E+F to mfg - industrial use. They describe as 1-2 planes a day. grow strip.
I advised of procedure under 28.08 of City Code. Write Bentz, cc RAC requesting permit of cap from Bentz (BCL) refer to MAP & PAD w/ 30 days for comment. Advise them to contact Settle. I am not supportive of this program.

ROUTE TO:
 GALBRAITH JS SHIRKEY JS NEWBY JS RICHTER _____ DOBSON _____ MEEK AM
 LAKIN _____ STOCKWELL X RETURN TO JS
"file to Kaufman"

COMMENTS:
 T9-126

Wichita Airport Authority

Willard Walpole, *president*

John M. Bell
Carol Konek
R. C. Clamplitt
Alvin J. Hennessy

H. Jay Setter
Director of Aviation



Mid-Continent Airport

BAILIS F. BELL
Airport Manager

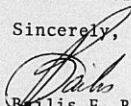
January 28, 1977

Mr. Robert Lakin, Director
of Planning
Metropolitan Area Planning Dept.
City Building
455 N. Main
Wichita, KS 67202

Dear Bob:

With this letter is a determination by the Federal Aviation Administration that the proposed Garvey Airpark is considered objectionable regarding the safe and efficient use of airspace by aircraft.

Sincerely,


Bailis F. Bell
Airport Manager

BFB:dn

Enc.

cc: H. Jay Setter, Director
of Aviation



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATE: January 24, 1977

IN REPLY
REFER TO: ACE-538

Case No. 76-CE-096-NRA

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106
(Tel. 816 374-3408)



SUBJECT: Haysville, Kansas - Proposed Public-Use Airport

FROM: Chief, Operations, Procedures and Airspace Branch, ACE-530

TO: ALL KNOWN INTERESTED PERSONS:

1. Name : Garvey Airpark
2. Proposal : Establish public-use airport

3. Proponent : Garvey Industrial Park
4. Location : 4 miles west of Haysville, Kansas
Latitude 37°35'00"N
Longitude 97°25'00"W
5. Elevation : 1,305' MSL
6. Federal Aid
Involved : No
7. Chart : Wichita Sectional
8. Remarks : NE/SW 4,500' x 60' asphalt runway
9. Determination : OBJECTIONABLE

R. B. Davison
R. B. DAVISON

RECEIVED
JAN 27 1977
Mid-Cont. Airport

NARRATIVE

This proposal was circularized to all known interested persons. There were seven responses to the circular--all objections except one. The objections were reviewed to determine those that had merit based on the effect the proposed airport would have on the safe and efficient utilization of airspace by aircraft.

The following factors were pertinent to our airspace determination in this case:

1. The site is located within the Mid-Continent Airport traffic control zone, which is a Terminal Radar Service Area (TRSA) from the surface to 9,000'. The location of the proposed Garvey Airpark is located such as to cause a complex problem for the vectoring of aircraft, and could cause undue delays for aircraft operating into and out of Mid-Continent Airport.
2. Aircraft in the local traffic pattern to Runway 1R at Mid-Continent Airport would pass over the proposed site when on base leg.
3. Aircraft departing Runway 19L at Mid-Continent would pass through any established traffic pattern at proposed site.
4. The traffic patterns for Mid-Continent Runway 14/32 would also conflict with proposed northeast/southwest runway traffic patterns.
5. The proposed site is approximately 1.5 nautical miles east of the final approach fix to Runway 1R at Mid-Continent. Aircraft on approach to Runway 1R cross the final approach fix at 1,270' above ground level. This situation would set up the potential for a mid-air collision, and could cause delays to aircraft on approach to Mid-Continent Airport.
6. Obstructions.
 - a. High voltage transmission lines (120' in height) in the approach from the north (approximately 1/16 of a mile from runway end) that would provide an unacceptable approach (per our clearance criteria of 20:1 over objects).
 - b. High voltage transmission lines (40' in height) in the approach from the south (approximately 1/16 of a mile from runway end) that would provide an unacceptable approach.
7. There are 200' (height) grain elevators within a 1,000' parallel to the proposed runway and under high crosswind conditions could cause hazardous turbulence conditions.

In view of the facts and findings we have determined that the proposed airport would have a substantial adverse effect on aircraft operations

in the vicinity of the project location and on the Wichita Mid-Continent Airport; therefore, we find the proposal objectionable from the standpoint of the safe and efficient use of airspace.

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is only a determination with respect to the safe and efficient use of airspace by aircraft. In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic patterns of neighboring airports, the effects it would have on existing airspace structures and the effects that existing or proposed man-made objects and natural objects within the affected area would have on the airport proposal. This determination in no way preempts or waives any ordinance, laws, or regulations of any other governmental body or agency.

11-23

Mike
Bruce

For the record re Garvey
Airport. Jim Foster called
11-22. Said he had
talked with Builders Club,
a division of Garvey. Told
them their proposed airport
would possibly cause
a problem with operations
of Mid-Continent. He
talked with Steve Overstreet.
Overstreet said that 2-8
military aircraft might use
the proposed facility. A
Mr. Vern Bantz is their
Chief Pilot (Used to be
with Lingling Aircraft). Foster
suggested that I should
call either one of those
people and brief them
of our concern and the
procedure they should
follow - that is ① the
requirement for a Special Use
Permit from Co. Comm (through

(2)
County Pub Works) and the
approval necessary from
City under our Extra
Territorial Power. I found
RAC at my visit ~~at~~ with
Foster. RAC said to
hold ~~to~~ any further
contact, with either Power
Builders, or County Pub Works.

WCS.

November 16, 1976

Chief Operations Procedures
in Air Space Branch
Air Traffic Division
Federal Aviation Administration
601 E. Twelfth Street
Kansas City, MO 64106

Re: ACE-558 Garvey Air Park
Case #76-CF-0006-NBA

Please be advised that the notice for proposed establishment of a public use airport at Garvey Airpark was not one of those areas or sites identified in the recently completed Tri-County Airport Systems study. Although this airport system study is not mandatory in terms of adherence to locations of airports, it did establish the general needs estimated to exist within the 3 county areas as well as provide analysis as to air space requirements and general aviation airport needs and requirements.

Although I'm sure that your staff has a good deal more competence in the area of air space utilization than our local staff is, we would point out that there are several apparent conflicts between the traffic approaching and departing Mid-Continent Airport, Westport, Westport Auxiliary and the new proposed Garvey Airport. Although it has been possible to establish patterns in several other tight areas such as the area around McConnell and Cessna, it would seem to us that creating problems which have to be managed in such a precise manner is not supportive of maintaining the value and utility of the major investments in Mid-Continent.

It is difficult for us to establish the impact of the proposed airport inasmuch as there has been no information furnished our office relative to the extent of facilities other than the length of runway proposed at development. Is there an estimate as to the number of based air craft and/or the number of operations anticipated on this facility? There is also no indication as to what type of navigational assistance and/or control is going to be established for this facility.

Also please be advised that there has been no contact with local authorities relative to gaining permission for the location of an airport at this location. There will be required a conditional use permit to be approved by the Board of County Commissioners after public hearings are held by the Metropolitan

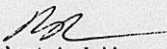
Page Two

Area Planning Commission. Also there will be required, since the airport is within eight miles of the reference point on Mid-Continent, a special permit by the Board of City Commissioners under its extraterritorial powers before any airport may be located within the said eight miles of Mid-Continent. The City will request advice from the Federal Aviation Agency before they will grant any such permit.

It should also be reported that based on our studies there appears to be adequate capacities at Mid-Continent for general aviation activities in the southwest quadrant over the forecast period of the Tri-County systems plan. In addition, the Wichita Mid-Continent Airport has scheduled in its capital improvement program the construction of additional aviation facilities on Mid-Continent within the next 5-6 years.

Please advise us as to your findings relative to air space and the appropriateness of establishing airport at the proposed location.

Sincerely,


Robert A. Lakin
Director
Planning Department

RAL:lr
cc: Mid-Continent Airport
E.H. Denton, City Manager

November 16, 1976


Jim Foster
Chamber of Commerce
350 W. Douglas
Wichita, KS 67202

Re: Garvey Air Park

Dear Jim;

We've been advised that Garvey has applied to FAA to establish a public use airport adjacent and parallel to the Garvey Industrial Park. What do you know of this? We've had no contact on it and would appear to be detrimental to the continued utility of Mid-Continent. If you have any ~~views~~ views on this, please let me or Bill Stockwell and my staff know.

Sincerely,


Robert A. Lakin
Director
Planning Department

RAL:lr

THE CITY OF WICHITA

OFFICE OF Wichita Airport Authority

DATE November 10, 1976



TO Robert Lakin, Director of Planning

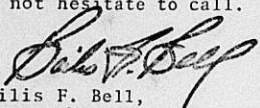
FROM Bailis F. Bell, Airport Manager

SUBJECT PROPOSED PUBLIC USE AIRPORT,
GARVEY AIRPARK, FOUR MILES
WEST OF HAYSVILLE, KANSAS

The following is a list of objections to the establishment of Garvey Airpark which may be raised by the FAA's Air Traffic Control:

1. The site would be located within the Mid-Continent Airport traffic control zone, which is advertised as a Terminal Radar Service Area from the surface to 9,000 ft. Establishment of arrival and departure procedures at Garvey Airpark would be required.
2. Aircraft in the local traffic pattern to Runway 1R at Mid-Continent would pass over the proposed site when on right base leg.
3. Aircraft departing Runway 19L at Mid-Continent would progress through any established traffic pattern at the proposed site.
4. The site would be approximately two miles east of the final approach fix to Runway 1R at Mid-Continent. Aircraft on approach to Runway 1R cross the final approach fix at 1270 feet above ground level.
5. The proposed runway layout of NE/SW would require establishment of a traffic pattern which would overlay the final approach fix to R/W 1R, the departure end of Mid-Continent runways, or Westport Auxiliary Airport.

Needless to say, the above objections point out the adverse effects of the establishment of that airport to the traffic at Mid-Continent Airport. If you have any questions, please do not hesitate to call.


Bailis F. Bell,
Airport Manager

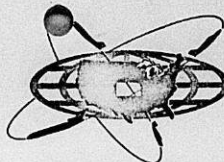
BFB:dn

Wichita Airport Authority

Willard Walpole, *president*

John M. Bell
Carol Konek
R. C. Clampitt
Alvin J. Hennessy

H. Jay Setter
Director of Aviation



Mid-Continent Airport

BAILIS F. BELL
Airport Manager

November 2, 1976

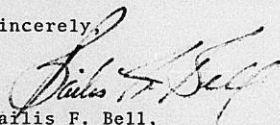
Mr. Willard L. Stockwell
Chief Planner - Advance Plans
Metropolitan Area Planning Department
455 N. Main
Wichita, KS 67202

Dear Bill:

With this letter is a copy of a Federal Aviation Administration form seeking comments regarding air space as it relates to a proposed new airport to be located four miles west of Haysville, Kansas. This form is transmitted to you to make sure that you are aware of the proposed project.

It is our belief that the establishment of this new airport is not consistent with the Tri-County Systems Plan. It is requested that you please keep us advised of all developments regarding the proposed facility.

Sincerely,


Bailis F. Bell,
Airport Manager

BFB:dn

Enc.

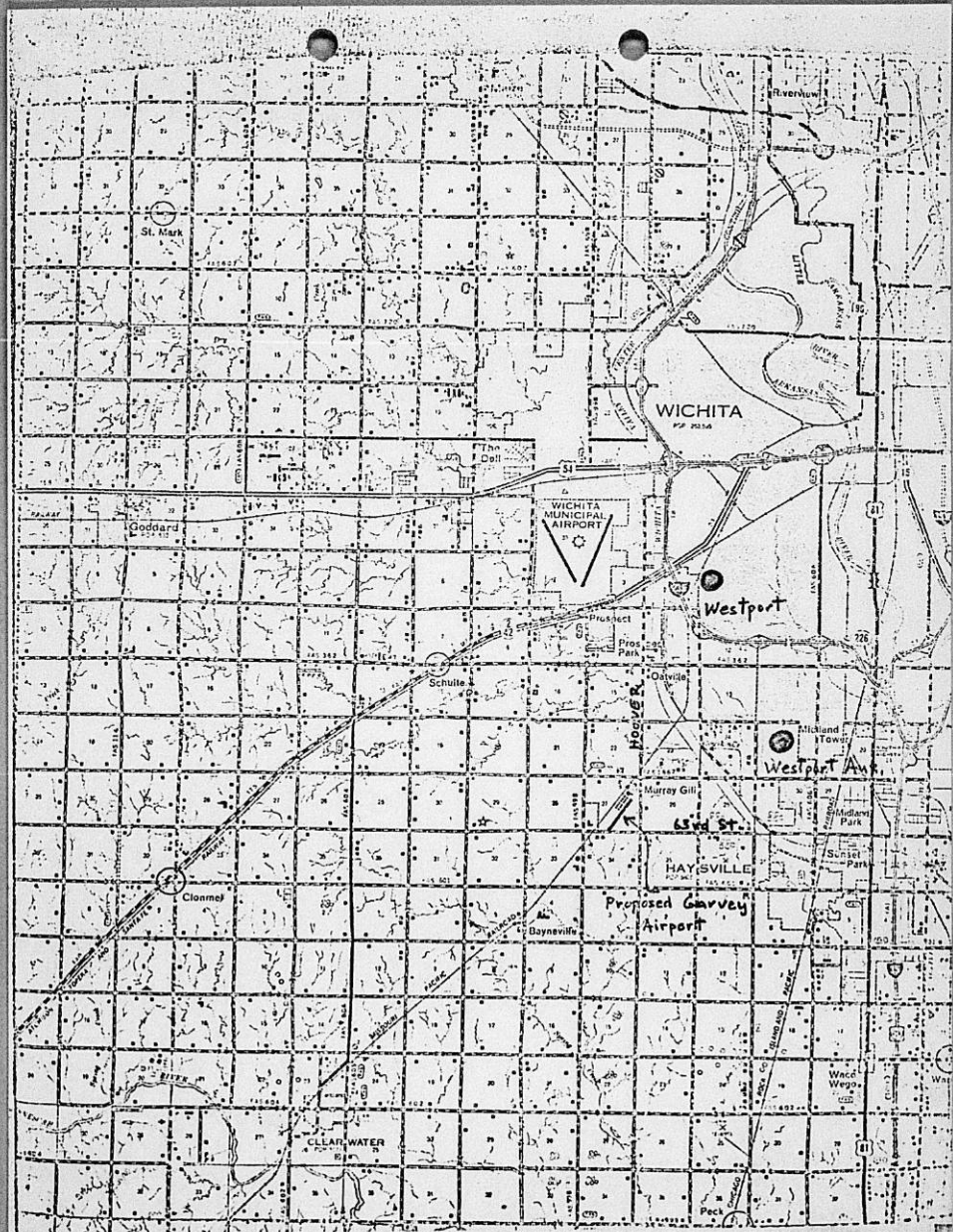
cc: H. Jay Setter, Director of Aviation
Floyd J. Roedell, Director of Airport
Engineering



Proposed Hawey Airport:

- ①. Within County zoning jurisdiction - Conditional use permit required.
- ②. Within 8 mi of Mid-Continent (@ 4½ mi). Therefore - special bldg. permit required by City in variance w/ Airport Zoning Ord.
- ③. Airport System Plan
 - a). Adequate Capacity at Mid-Cont. for SW Quad. over forecast period.
 - b). Airspace conflicts w/ Mid-Cont. Westport, and Westport Aux.
- ④. Economic Develop. was looking at a site in the NW Atr. of the proposed section, but knew nothing of the proposed airport.

Should make negative response (by 11-22-76)



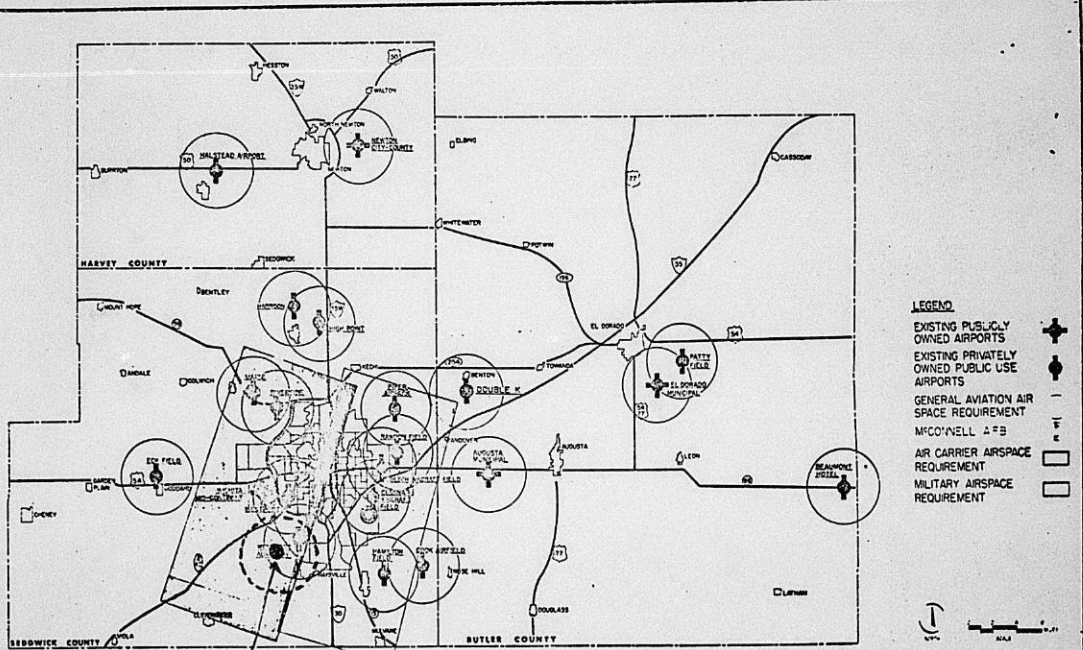


EXHIBIT 4 *Proposed Garvey Airport* EXISTING PUBLIC USE AIRPORTS WITH AIRSPACE REQUIREMENT

LANDRUM & BROWN INC
CINCINNATI OHIO

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

DATE: October 22, 1976

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106
(Tel. 816 374-3408)

IN REPLY
REFER TO: ACE-538

Case No. 76-CE-096-NRA

SUBJECT: Haysville, Kansas - Proposed Public-Use Airport



FROM: Chief, Operations, Procedures and Airspace Branch, ACE-530

TO: ALL KNOWN INTERESTED PERSONS:

1. Name : Garvey Airpark
2. Proposal : Establish public-use airport

3. Proponent : Garvey Industrial Park
4. Location : 4 miles west of Haysville, Kansas
Latitude 37°35'00" N
Longitude 97°25'00" W
5. Elevation : 1,305' MSL
6. Federal Aid Involved : No
7. Chart : Wichita Sectional (see reverse)
8. Remarks : NE/SW 4,500' x 60' asphalt runway

Interested persons are invited to submit comments or recommendations relative to the effect this airport will have on the use of airspace by aircraft.

Please address reply to Chief, Operations, Procedures and Airspace Branch, Air Traffic Division, 601 East 12th Street, Kansas City, Missouri 64106. Replies received by 11/22/76 will be considered before final action is taken on this proposal.

B. Davison
B. DAVISON

AIRPORT MANAGERS PLEASE POST



