

DR 77-18 - Review Helistop Location - Between Harry St. & Eastman Ave. in an area east of Sabin.

*ROUTED
8-2-77*

ACTION

DATE

COMMITTEE

M.A.P.C. *Report for FAA submitted* 8-18-77

B.C.C./B.C.C. *approve* 10-25-77

M.A.P.C. *Expense sub. to FAA required* 10-13-77

DR 77-18

Map No. 5145
Sec. 35
Twp. 27
Range 1W

DATA SHEET
(ZONING & CONDITIONAL USE)

Z- _____
SCZ- _____
CU- _____
Filed 8-2-77

APPLICATION DATA: From _____ to _____

- Applicant: Triangle Copter Service, Inc.
Address Box 9151, Wichita 67277 Phone _____
- Agent: _____
Address _____ Phone _____
- General Location: Between Harry St. and Esthner Ave., in an area east of Sabin Address 4421 West Harry St.
- Proposed Use: _____

AREA DATA:

- Acres: 5.7 (200 ft. by 1240 ft.)
- Adjoining Zoning: E "E" S "E" W "E" N "E"
- Land Use: East _____ South _____
West _____ North _____
- Sketch Plan Land Use is for: _____
- Present Land Use is for: _____
- Area (is) (is not) platted. _____

PROCEDURE DATA:

- Zoning Committee _____ by _____
- MAPC Meeting: _____

Date	Action
<u>8-18-77</u>	<u>Defer for F.A.P. Report</u>
<u>10-13-77</u>	<u>Approved subject to FAA requirements</u>

- Governing Body (Bd. City Commissioners - Bd. County Commissioners)

Date	Action	Resolution
<u>10-25-77</u>	<u>approve</u>	

NOTES:

NATIONAL MAP-LINE SERVICES
LOUISIANA OR MISSISSIPPI 78 U.S.A.

Smith
No. 2-153C

Map No. 5145
Sec. 35
Twp. 27
Range 1W

DATA SHEET
(ZONING & CONDITIONAL USE)

Z- _____
SCZ- _____
CU- _____
Filed 8-2-77

APPLICATION DATA: From _____ to _____

- Applicant: Triangle Copter Service, Inc.
Address Box 9151, Wichita 67277 Phone _____
- Agent: _____
Address _____ Phone _____
- General Location: Between Harry St. and Esthner Ave., in an area east of Sabin. Address West Harry St.
- Proposed Use: _____

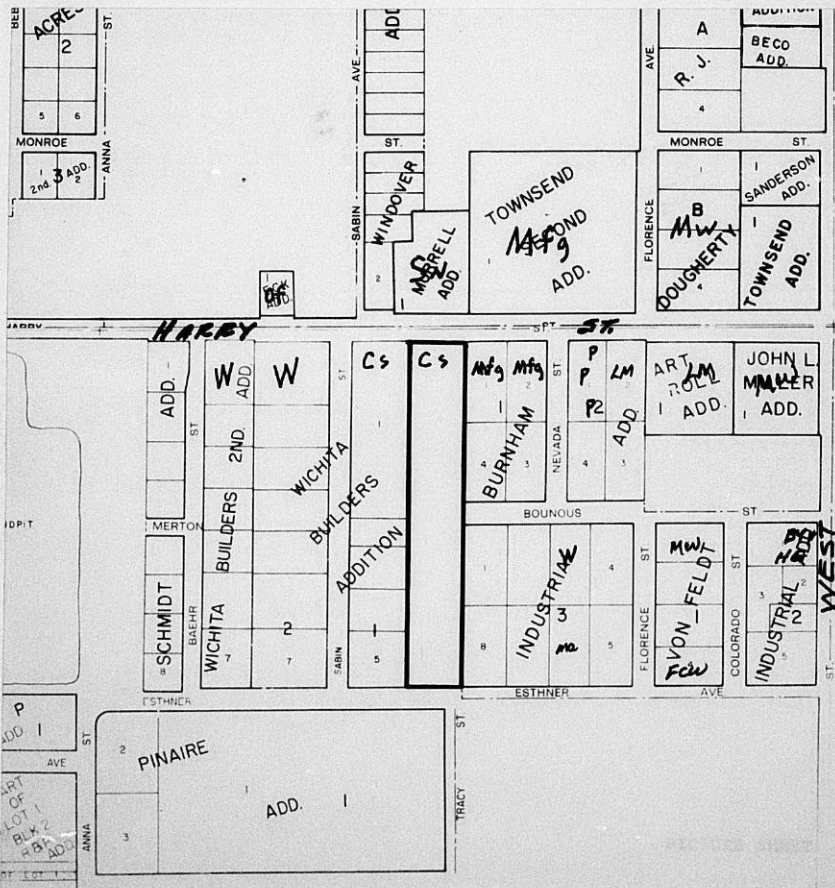
AREA DATA:

- Acres: 5.7 (200 ft. by 1240 ft.)
- Adjoining Zoning: E "R" S "R" W "E" N "E"
- Land Use: East _____ South _____
West _____ North _____
- Sketch Plan Land Use is for: _____
- Present Land Use is for: _____
- Area (is) (is not) platted. _____

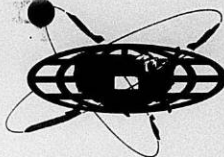
DR 77-18

PHOTO DATA:

Taken by _____ Date _____ Time _____



The Wichita Airport Authority



Willard Walpole, *President*

John M. Bell
Carol Konek
R. C. Clappitt
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

October 18, 1977

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

Re: Helistop Application -
4421 West Harry - Triangle
Copter Service

Dear Mr. Manager:

Please be advised that on October 12, 1977 The Wichita Airport Authority received a copy of the response from FAA to Mr. Willard E. White dated October 7, 1977. For your ready reference, a copy is enclosed.

As a result thereof, The Wichita Airport Authority considered this matter at its regular meeting on October 17, 1977, and recommends that the application of Triangle Copter Service be granted, subject to any and all FAA requirements.

Very truly yours,

H. Jay Setter
Director of Aviation

HJS:cg
Enclosure

cc: Jack Galbraith, Chief Planner, Current Plans
Robert Feldner, Supt. of Central Inspection



OCT 12 1977

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FSS

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



Chief	
Deputy	
AC	
Reading Binder	
File	

OCT 7 1977

Mr. Willard E. White
4421 W. Harry - Box 9151
Wichita, Kansas 67277

Subject: Triangle Copter Service
Sedgwick County; Wichita, Kansas
Notice of Airspace Determination Establishment
Airspace Case No. 77-ACE-106-NRA

Dear Mr. White:

We have reviewed from an airspace-use standpoint the establishment of subject proposed public-use heliport, having a 200' x 198' landing/takeoff area, and a 20' x 20' paved touchdown area. The heliport is located near the intersection of Harry Street and West Street in Wichita, Kansas at latitude 37° 38' 49", and longitude 97° 23' 35".

An on-site inspection of subject heliport was made on July 20, 1977, (GADO #22) and the following comments were submitted for our review:

1. Ingress/egress routes, which provide obstruction free areas, are available from a heading of approximately 150 to 180 degrees and 240 to 300 degrees.
2. The entire area is surrounded by other heavy industrial businesses and forced landing areas are available for takeoff/approach routes from all quadrants.
3. Although the proposed heliport site is located within 1.5 miles of Wichita Mid-Continent Airport, the volume of traffic generated from the site should not interfere with Mid-Continent's traffic pattern operations.

This proposal was circularized to all known interested parties, aviation and non-aviation. There were no objections received from the circularization.

Our aeronautical study concludes that operational use of this public-use heliport will not adversely affect safe and efficient use of airspace by aircraft provided the following conditions are met:

RECEIVED

OCT 12 1977

Mid-Cont. Airport

1. Prior to the proposed heliport becoming operational, the proponent shall meet with the Chief of the Wichita Mid-Centroid Airport Traffic Control Tower (ATCT) or his designee to develop procedures and letters of agreement to accommodate traffic at the heliport, if applicable.

2. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope, and the transitional surface maintained for a 2:1 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). The side slopes (transitional surface) extend 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. The agency may, however, by means of procedures contained in Federal Aviation Regulations, Part 77, determine that certain structures are a hazard to air navigation and such determinations can be a strong deterrent to actual construction. 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.

3

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.

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

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

cc: Ray Arvin; Kansas Department of Transportation
CPSS, Wichita, KS
ACE-222 (2)
ACE-530 (1)
AAP-730 (w/enclosures)
Jean Ross Howard, Aerospace Ind. Assoc. of America

October 17, 1977

E. H. Denton, City Manager

Jack H. Galbraith, Chief Planner

DR 77-18 - Review of proposed Helistop Location
between Harry and Esthner, in an area east of Sabin.

At its regular meeting on October 13, 1977, the Metropolitan Area Planning Commission considered the above captioned case. The action of the Planning Commission was to unanimously recommend approval of the establishment of a helistop subject to compliance with all requirements of the FAA. (See attached letter.)

Consideration of this matter has been scheduled for the regular meeting of the Board of City Commissioners on October 25, 1977.

Jack H. Galbraith
Chief Planner

APPROVED BY:

Robert A. Lakin
Director of Planning

JHG:GLS:rme
Attachment

cc: E. Jay Setter, Director of Aviation, Wichita Mid-Continent
Airport, 67209
Floyd J. Roadell, Director of Airport Engineering and Planning,
Wichita Mid-Continent Airport, 67209
Willard E. White, c/o Triangle Copter Service, Inc., Box 9151
67277

October 15, 1977

Willard E. White
c/o Triangle Copter Service, Inc.
Box 9151
Wichita, Kansas 67277

Re: DR 77-18 - Review of
proposed Helistop Location
between Harry & Esthner in
an area east of Sabin

Dear Mr. White:

At its regular meeting on October 13, 1977, the Metropolitan Area Planning Commission considered the above-captioned case. The action of the Planning Commission was to recommend approval of the establishment of a helistop subject to compliance with all requirements of the FAA.

This matter will be forwarded to the Board of City Commissioners for consideration at the regular meeting of November 8, 1977; this meeting to be held in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas. We would remind you that Planning items are considered after all other matters of business.

If you have any questions, please contact our office.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:hh

cc: H. Jay Setter, Director of Aviation - Wichita Mid-Continent
Airport, 67209
Floyd J. Roedell, Director of Airport Eng. & Planning,
Wichita Mid-Continent Airport, 67209

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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



OCT 7 1977

Mr. Willard E. White
4421 W. Harry - Box 9151
Wichita, Kansas 67277

Subject: Triangle Copter Service
Sedgwick County; Wichita, Kansas
Notice of Airspace Determination Establishment
Airspace Case No. 77-ACE-106-NRA

Dear Mr. White:

We have reviewed from an airspace-use standpoint the establishment of subject proposed public-use heliport, having a 200' x 198' landing/takeoff area, and a 20' x 20' paved touchdown area. The heliport is located near the intersection of Harry Street and West Street in Wichita, Kansas at latitude 37° 38' 49", and longitude 97° 23' 35".

An on-site inspection of subject heliport was made on July 20, 1977, (GADO #22) and the following comments were submitted for our review:

1. Ingress/egress routes, which provide obstruction free areas, are available from a heading of approximately 150 to 180 degrees and 240 to 300 degrees.
2. The entire area is surrounded by other heavy industrial businesses and forced landing areas are available for takeoff/approach routes from all quadrants.
3. Although the proposed heliport site is located within 1.5 miles of Wichita Mid-Continent Airport, the volume of traffic generated from the site should not interfere with Mid-Continent's traffic pattern operations.

This proposal was circularized to all known interested parties, aviation and non-aviation. There were no objections received from the circularization.

Our aeronautical study concludes that operational use of this public-use heliport will not adversely affect safe and efficient use of airspace by aircraft provided the following conditions are met:

1. Prior to the proposed heliport becoming operational, the proponent shall meet with the Chief of the Wichita Mid-Continent Airport Traffic Control Tower (ATCT) or his designee to develop procedures and letters of agreement to accommodate traffic at the heliport, if applicable.
2. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope, and the transitional surface maintained for a 2:1 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). The side slopes (transitional surface) extend 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. The agency may, however, by means of procedures contained in Federal Aviation Regulations, Part 77, determine that certain structures are a hazard to air navigation and such determinations can be a strong deterrent to actual construction. 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.

3

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.

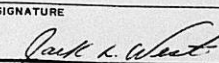
If you have any questions concerning this determination or if we can be of further assistance to you, please write or call me at (816) 374-2181.

Sincerely,

Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

RECORD OF <input type="checkbox"/> VISIT <input checked="" type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME	DATE
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		9:45 a.m.	10/6/77
Willard White, Triangle Copter Service Bailis Bell, Airport Manager Arthur Guntau, Wichita Tower Jack West, Wichita Tower		ROUTING	
		SYMBOL	INITIALS
SUBJECT			
Discussion of necessity for Letter of Agreement with Triangle Copter Service.			
DIGEST			
Triangle Copter Service is establishing a heliport approximately 1 1/2 miles northeast of Wichita Mid-Continent Airport. Therefore, we met with Mr. Willard to determine if Wichita Tower would need to enter into a Letter of Agreement with Triangle Copter Service and to brief him on the following local Air Traffic Control procedures:			
<ol style="list-style-type: none"> 1. VFR/SVFR arrival and departure routes. 2. Appropriate radio frequencies. 3. Tower procedures. 4. General operating rules/instructions. 			
Additionally, I furnished Mr. Willard with copies of the Cessna, Beech, and McConnell AFB traffic patterns and the City Police helicopter area.			
cc: ACE-618 Bailis Bell Willard White ✓			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
After Mr. Willard briefed me on his flight activities, I determined there was no need or requirement to enter into a Letter of Agreement with Triangle Copter Service. However, I did request Mr. Willard to establish contact with the Tower prior to operating in the control zone rather than ingress and regress along specific routes.			
DATE	TITLE	SIGNATURE	
10/7/77	Deputy Chief, Wichita Tower		

Copter Service Formed Mainly To Fly Execs to Project Sites

DR 77-18

By LEW TOWNSEND
Aviation Writer

An increasing need to shuttle Wichita-based engineers and others between featured construction projects has prompted formation of Triangle Copter Service Inc.

Triangle grew out of expanding requirements of Sherwood Construction Co., 4421 W. Harry, said Willard White, the charter service's 31-year-old vice president and manager.

LIKE MANY OTHER construction firms, Sherwood has a need for readily available air transportation to various project sites, many of them near cities not served by regular airlines.

Howard Sherwood, the construction firm's president, decided the company could use the flexibility offered by a helicopter to reach off-airport construction sites and make better use of key people, White said Thursday.

But, he said, "The company only had a need for about a half of a helicopter." It didn't feel it could justify, economically, the costs of owning a helicopter just for its use.

That led to the formation of Triangle Copter Service, which will own and operate a new \$240,000 Bell JetRanger III helicopter to be picked up later this month, White said.

Triangle also will operate a twin-engine Piper Twin Comanche fixed-wing aircraft, selling its use and the use of the JetRanger helicopter to Sherwood Construction and any other customers. The Federal Aviation Administration (FAA) has given Triangle an air taxi certificate to operate the service, White said.

Sherwood Construction's president is the majority stockholder in Triangle, which also has petitioned the Wichita City Commission for approval to construct a helipad at the construction firm's headquarters.

THE HELIPAD application still is pending, with the commission awaiting comments from FAA officials on its possible impact on local air traffic.

White, previously a charter pilot at



Staff Photo by John Avery

WHITE INSPECTS HELIPAD SITE AT SHERWOOD CO.
... The \$3,000 project awaits city approval

Topeka's Philip Billard Municipal Airport, said that he and two Sherwood employees, Daniel McNatt and Herb von Hollen, round out the four investors in Triangle Copter Service.

"I put up the Twin Comanche," said White, an airline transport rated pilot, who has logged about 6,000 hours of flying and is qualified in both fixed-wing and helicopters.

Although operating out of an office at Sherwood headquarters, Triangle is a separate entity, White said.

"We want the helipad here as a helipad to pick up customers," White said. The location would provide added convenience for Sherwood Construction, Triangle's main charter customer, he acknowledged.

But the new service will be available to anyone, he said. "We think, though, that our main customers will come from the construction and oil industry companies here."

White estimated the cost of constructing the helipad at \$3,000 and

said it would be on vacant property of the construction company behind its offices.

TRIANGLE'S TWIN Comanche will be based at Mid-Continent Airport, with the Bell JetRanger also based there. If the helipad is approved, the JetRanger also will be based there.

A city commission decision on the helipad is expected after Sept. 30, the deadline for the FAA to submit its comments on the proposal, he said.

How much does it cost to charter an aircraft or helicopter and pilot? The costs vary widely from operator to operator and usually are directly tied to the operating costs of the types of equipment being used.

from: B. Culpman date:

admin. adv. plans cur. plans social graphics

- | | | | | |
|------------------------------------|---|-----------------------------------|------------------------------------|-----------------------------------|
| <input type="checkbox"/> lakie | <input checked="" type="checkbox"/> stashevsk | <input type="checkbox"/> tyke | <input type="checkbox"/> mitchell | <input type="checkbox"/> pierce |
| <input type="checkbox"/> bromben | <input type="checkbox"/> wadebat | <input type="checkbox"/> young | <input type="checkbox"/> hart | <input type="checkbox"/> stafford |
| <input type="checkbox"/> walter | <input type="checkbox"/> alan | <input type="checkbox"/> mast | <input type="checkbox"/> hald l. | <input type="checkbox"/> garland |
| <input type="checkbox"/> eubanks | <input type="checkbox"/> nelson, p | <input type="checkbox"/> shirley | <input type="checkbox"/> brown | <input type="checkbox"/> pais |
| <input type="checkbox"/> nelson, v | <input type="checkbox"/> leover | <input type="checkbox"/> newby | <input type="checkbox"/> kohi t. | <input type="checkbox"/> summer |
| <input type="checkbox"/> lakie, o | <input type="checkbox"/> schaefer | <input type="checkbox"/> deboon | <input type="checkbox"/> lone | <input type="checkbox"/> yurt |
| <input type="checkbox"/> henderson | <input type="checkbox"/> carman | <input type="checkbox"/> olivaroz | <input type="checkbox"/> syal | <input type="checkbox"/> crook |
| <input type="checkbox"/> brothers | <input type="checkbox"/> habbit | <input type="checkbox"/> krebbiel | <input type="checkbox"/> luettora | <input type="checkbox"/> ivosay |
| <input type="checkbox"/> hanson | <input type="checkbox"/> leovy | <input type="checkbox"/> glazer | <input type="checkbox"/> sharp | <input type="checkbox"/> |
| <input type="checkbox"/> tucker | <input type="checkbox"/> raivo | <input type="checkbox"/> burch | <input type="checkbox"/> harvey | <input type="checkbox"/> |
| <input type="checkbox"/> barnes | <input type="checkbox"/> may | | <input type="checkbox"/> smith | <input type="checkbox"/> |
| | <input type="checkbox"/> antveros | | <input type="checkbox"/> gilbert | <input type="checkbox"/> |
| | <input type="checkbox"/> butler | | <input type="checkbox"/> davies | <input type="checkbox"/> |
| | <input type="checkbox"/> nagley | | <input type="checkbox"/> crawford | <input type="checkbox"/> |
| | <input type="checkbox"/> browne c. | | <input type="checkbox"/> doolittle | <input type="checkbox"/> |
| | <input type="checkbox"/> stahlschmidt | | | |
| | <input type="checkbox"/> forinash | | | |
| | <input type="checkbox"/> schranz | | | |
| | <input type="checkbox"/> mcladden | | | |
| | <input type="checkbox"/> | | | |

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> all staff | <input type="checkbox"/> information |
| <input checked="" type="checkbox"/> comment | <input type="checkbox"/> files |
| <input type="checkbox"/> note & return | <input type="checkbox"/> signatures |
| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks: Has the MAPC been formally requested by the BCC to review and make a recommendation?
Keep if you have file or return.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATE: August 30, 1977

IN REPLY
REFER TO: ACE-538

Case No. 77-ACE-106-NRA

SUBJECT: Airport Airspace Study

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106
(Tel. 816 374-3400)



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

TO: ALL KNOWN INTERESTED PERSONS:

1. Name : Triangle Heliport
2. Proposal : Establish Heliport
3. Proponent : Triangle Copter Service
4. Location : Wichita, Kansas
Latitude: 37°39'49"
Longitude: 097°23'55"
5. Elevation : 1300' MSL
6. Federal Aid
Involved : None
7. Chart : Wichita Sectional
8. Remarks : Proposed heliport is located within 1.5 miles
of Wichita Mid Continent Airport

OFFICE OF CITY MANAGER	
<input type="checkbox"/> EHD	<input type="checkbox"/> EK
<input type="checkbox"/> RB	<input type="checkbox"/> RT
SEP 2 1977	
<input checked="" type="checkbox"/> COPIES TO: H. J. SETTLER	
<input type="checkbox"/> FILE <i>RA</i>	

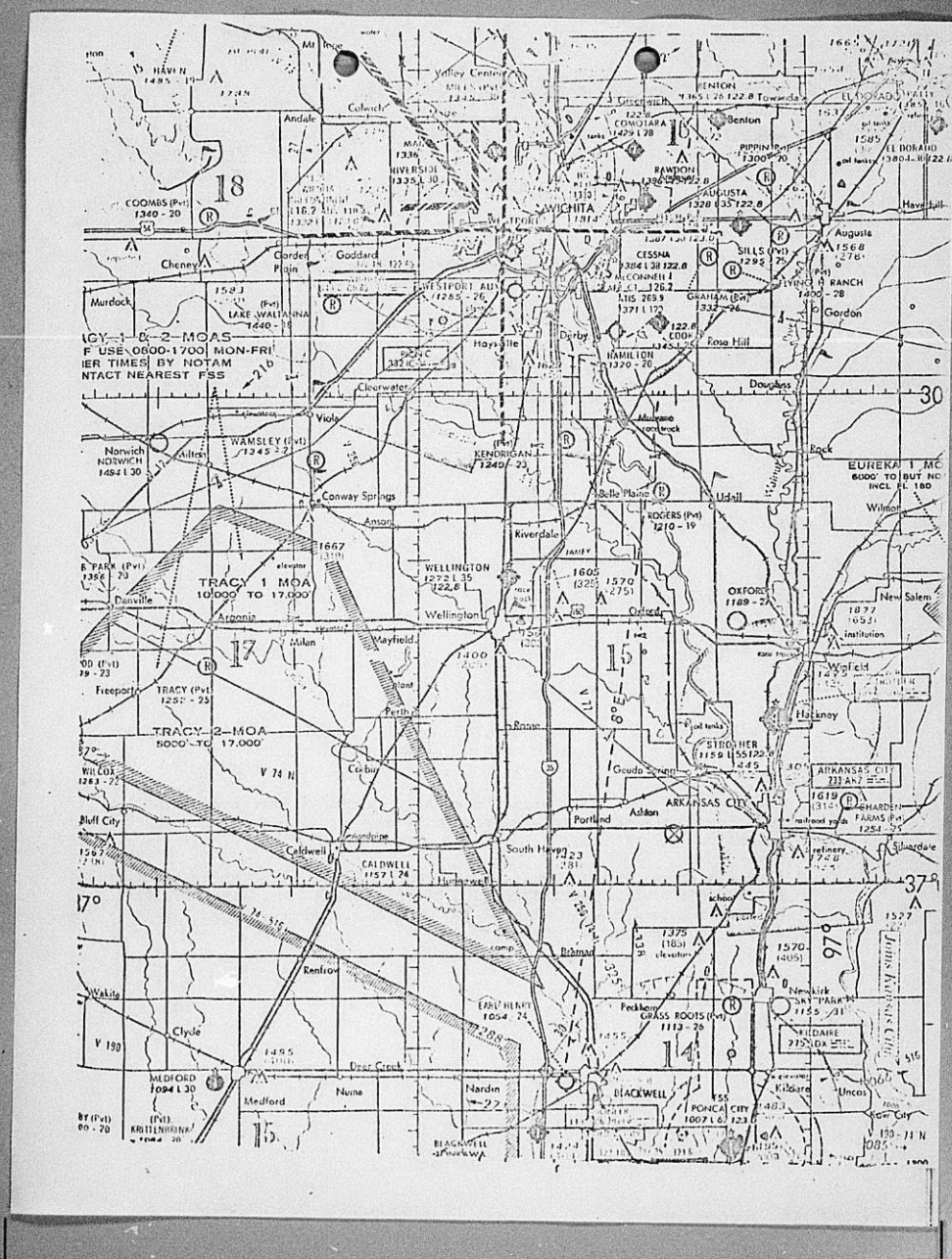
Interested persons are invited to submit comments or recommendations relative to the effect this airport will have on the use of airspace by aircraft.

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 30, 1977 will be considered before final action is taken on this proposal.

James H. King
JAMES H. KING

RECEIVED
SEP 1 1977

ROUTE # _____



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATE: August 30, 1977

IN REPLY
REFER TO: ACE-538

Case No. 77-ACE-106-NRA

SUBJECT: Airport Airspace Study

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



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

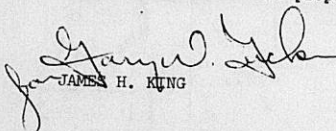
TO: ALL KNOWN INTERESTED PERSONS:

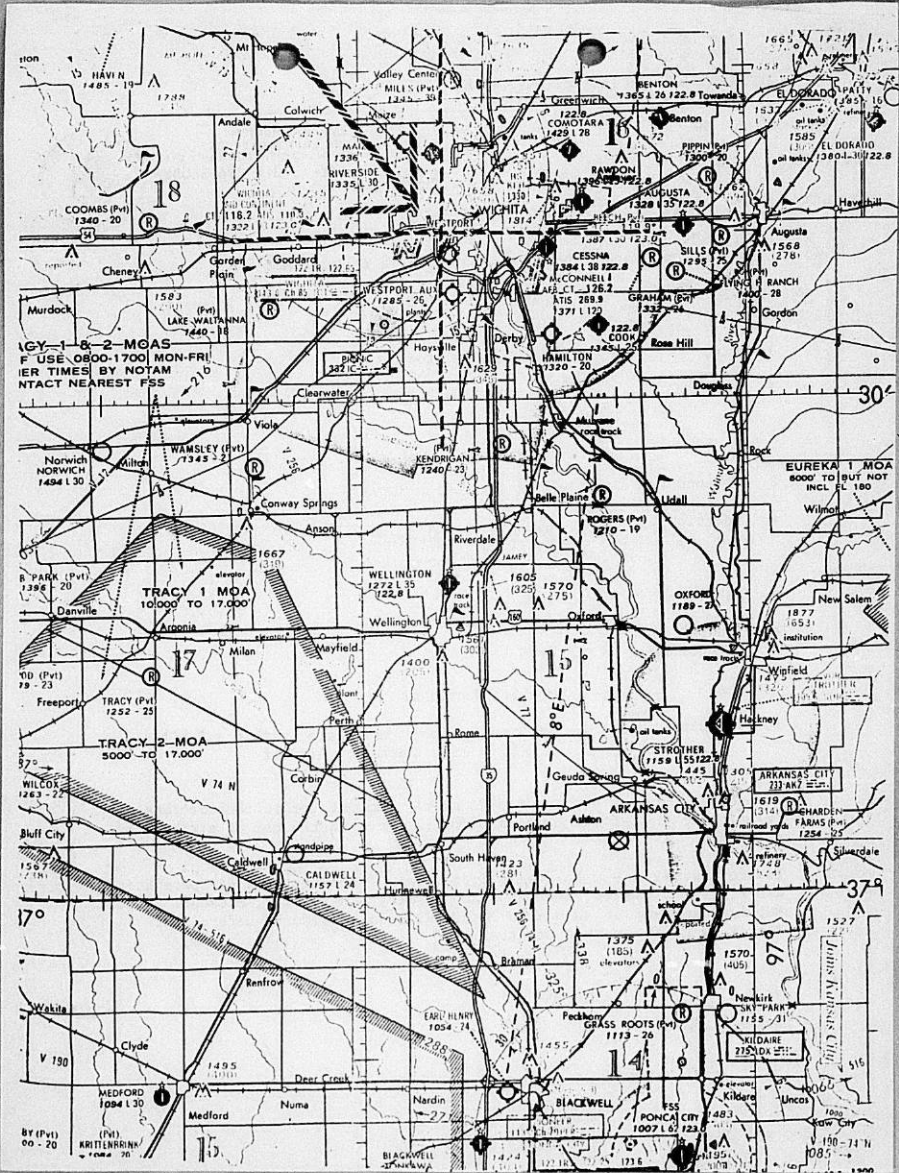
1. Name : Triangle Heliport
2. Proposal : Establish Heliport
3. Proponent : Triangle Copter Service
4. Location : Wichita, Kansas
Latitude: 37°39'49"
Longitude: 097°23'35"
5. Elevation : 1300' MSL
6. Federal Aid Involved : None
7. Chart : Wichita Sectional
8. Remarks : Proposed heliport is located within 1.5 miles of Wichita Mid Continent Airport



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 30, 1977 will be considered before final action is taken on this proposal.


JAMES H. KING



CGY-1-B-2-MOAS
F USE 0800-1700 MON-FRI
IER TIMES) BY NOTAM
NTACT NEAREST FSS

TRACY 1 MOA
10,000 TO 17,000

TRACY 2-MOA
5,000 TO 17,000

BY (P) 1
00-20
(P) 1
KRITENBRINK
1000-30

MINUTES
THE WICHITA AIRPORT AUTHORITY
August 15, 1977

Affirmative Action Program criteria established by the City of Wichita, same being the lowest responsive bid and in accordance with the specifications; and that the Director of Aviation be authorized to execute the necessary construction contract on behalf of The Wichita Airport Authority. Motion carried unanimously.

Applicatn--
Triangle
Copter
Servc Inc--
operte helistop
--4421 W Harry

An Application by Triangle Copter Service, Inc. was presented, requesting issuance by the Board of City Commissioners of a license to operate a Helistop at 4421 West Harry, which site is located south of Harry Street and west of West Street.

Reqst referd
to WAA by City
Comm--reqstd
recomndatns

On July 26, 1977, the Board of City Commissioners referred the Application to The Wichita Airport Authority and the Metropolitan Area Planning Commission for review and recommendations prior to further consideration by the Governing Body.

Applicatns
affectng air
space reqr FAA
revw & apprvl
--no commts
rcvd from
FAA--staff
recomndd
deferrl

Director Setter stated that all such applications affecting air space are submitted to the Federal Aviation Administration for review and comments; however, recommendations from FAA have not yet been received. In view of the above, it was his recommendation that consideration of the matter be deferred pending receipt of comments from FAA.

Motion--
defer considrn
abv Applicatn
pending recpt
FAA comments
--carried

Clampitt moved that the recommendation be approved, and that consideration of the Application by Triangle Copter Service, Inc., for a license to operate a Helistop at 4421 West Harry, Wichita, Kansas, be deferred by The Wichita Airport Authority pending receipt of comments from the Federal Aviation Administration, and that the staff be instructed to advise the City Manager and the Director of Planning that the matter will be placed on the agenda for consideration by the Airport Authority at such time as recommendations have been received from FAA. Motion carried unanimously.

Memo of
Agreent--
FAA--relocatn
Localizer--
Runwy 1L-19R

A Memorandum of Agreement between The Wichita Airport Authority and the Federal Aviation Administration (FAA) was presented, relating to relocation of the Localizer on Runway 1L-19R on Wichita Mid-Continent Airport. Relocation of this navigational aid equipment is necessary as a result of the project to extend Runway 1L-19R to the south (FAA Project 6-20-0088-08).

Relocatn due
FAA Project
-08

WICHITA AIRPORT AUTHORITY

MID-CONTINENT AIRPORT WICHITA, KANSAS

TO: E. H. Denton, City Manager
Robert Lakin, Director of Planning

FROM: H. Jay Setter, Director of Aviation

DATE: August 18, 1977

SUBJECT: Helistop Application at 4221 W. Harry
Triangle Copter Service, Inc.

As a follow-up to my memorandum of August 10, 1977 concerning the same subject, please be advised that at the regular meeting of The Wichita Airport Authority on Monday, August 15, 1977, the matter was deferred pending receipt of comments from the Federal Aviation Administration.

The staff was instructed to advise the City Manager and the Director of Planning that this matter will again be placed on the agenda for consideration by the Airport Authority at such time as recommendations have been received from FAA.



H. Jay Setter
Director of Aviation

HJS:cg

cc: Floyd J. Roedell, Director of Airport Engineering & Planning

96

WICHITA AIRPORT AUTHORITY

MID-CONTINENT AIRPORT WICHITA, KANSAS

DATE: August 10, 1977

TO: E. H. Denton, City Manager

FROM: H. Jay Setter, Director of Aviation

**SUBJECT: Helistop Application at 4421 W. Harry
Triangle Copter Service, Inc.**



Please be advised that the above matter will be placed on the agenda for the regular meeting of The Wichita Airport Authority to be held Monday, August 15, 1977.

However, the same basic problem exists in this situation as in the Garvey Airstrip matter - i.e., we have had no response as yet from the Federal Aviation Administration. Until such response is received, I can only recommend to the Airport Authority that this matter be continued until a later meeting.

H. Jay Setter
Director of Aviation

HJS:jm

cc:
RLakin - Planning 1-101
RFeldner - Central Insp.

THE CITY OF WICHITA
OFFICE OF CITIZEN PARTICIPATION

DATE August 17, 1977



TO Jack Galbraith, Chief Planner, Current Plans, MAPD

FROM Bill Morris, CPO Administrative Aide

SUBJECT DR 77-18 (Review of Proposed Helistop
Location)

At the meeting of August 16, 1977, CPO Council Area "B" considered the captioned subject.

The Council declined to take action on this item citing as reasons the absence of information regarding the proposed flight pattern and the type of helicopters to be used.

Please provide this information to MAPC.

Bill Morris
CPO Administrative Aide

BM:rh

NOTED:

David Furnas
CPO Coordinator

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL—TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501

August 18, 1977

Willard E. White
c/o Triangle Copter Service, Inc.
Box 9151
Wichita, Kansas 67277

Re: DR 77-18 - Review of
proposed Helistop Location
Between Harry and Esthner
in an area east of Sabin

Dear Mr. White:

At its regular meeting on August 18, 1977, the Metropolitan Area Planning Commission considered the above captioned case. The action of the Planning Commission was to defer this case until F.A.A. has submitted their findings in writing. At such time as either you or we receive an F. A. A. report, we will re-schedule this case for consideration by the Planning Commission.

If you have any questions, please call.

Yours very truly,

Jack H. Galbraith
Chief Planner

JHG:bh

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

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

RE: AGENDA ITEM NO.

MAPC HEARING DATE: 3-18-77

Case No. DR 77-18

Request: Review of proposed
Helistop location

Location: Between Harry and Esthner in an area east of Sabin.

Reason: "Establishment of Helistop."

Acres: 5.7

Size: 198' x 1,320'

	Land Use	Zoning
Existing	Contractors' storage yard & undeveloped	"E"
North	Sign Company	"E"
East	Light Manufacturing and undeveloped	"E"
South	Undeveloped	"E"
West	Contractors' storage yard & undeveloped	"E"

Street rights-of-way
are adequate.

Platted: No
History: SC2-0025 "R-1" to "E"
MAPC: 12-4-58 approve
B Co. C: 12-11-58 approve

Comments:

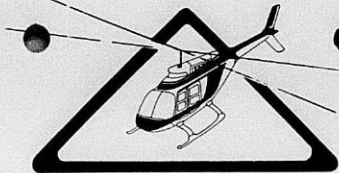
1. On July 26, 1977, the Board of City Commissioners considered a request from Mr. Willard White, Triangle Cop-ter Service, Inc., under Section 9.24.010 through 9.24.080 of the City Code to operate a helistop located south of Harry and west of West Street.

Although the City Code does not require Airport Authority or MAPC review and recommendation of such applications, the City Commission has requested that both boards provide a recommendation prior to further Commission consideration.

2. Upon receipt of this request the staff contacted the applicant requesting additional information on the operation in regards to location of the proposed helistop site, type of service to be offered, number of landings and take-offs per day, etc. (Copy of applicant's letter of reply enclosed to the Planning Commission).
3. The Airport Authority advises they have contacted FAA in regards to this matter and were informed the proposal had

been received by that office on August 9, 1977, and would be circularized to all known interested persons within 10 days with a response time of 30 days. The Airport Authority indicated that until FAA had made a determination as to the effect the proposed helistop would have on the safe and efficient utilization of airspace by aircraft they would make no recommendation on the applicant's request.

4. Should the Planning Commission make a recommendation of approval, it should be subject to compliance with any and all requirements of FAA.
-



Howard Sherwood, Pres.
Willard White, Vice Pres. & Mgr.

(316) 942-1239

P. O. Box 9151 Wichita, Kansas 67277

Triangle Copter Service

August 9, 1977

Mr. Jack Galbraith
City Planning Commission
City of Wichita
455 North Main
Wichita, Kansas 67202

Dear Mr. Galbraith:

The proposed, Class I, heliport will be located on the property of Sherwood Construction Company, Inc., at 4421 West Harry. This property is 198 feet wide by 1,320 feet deep. The heliport itself will be centered on a point 1,006 feet south of Harry Street and 99 feet from each side of the property.

This entire area is zoned for heavy industry. The property is surrounded with a 6' fence, the only access is through a gate on Harry Street.

The proposed heliport will be 100 feet by 100 feet with a 20 foot by 20 foot paved parking pad. The 100' x 100' area will be covered with grass and will be surrounded by a 3 foot single strand fence. Two signs will be posted on the northern corners of the fence to identify the area as a helistop and to restrict access. Four tie downs will be provided on the pad. Two (2), twenty pound fire extinguishers will be provided. On each located at the Northeast and Northwest corners of the fenced area.

It will be necessary to haul in approximately 450 cubic yards of dirt to raise the heliport surface 2 feet in order to meet the obstruction clearance requirements for ingress and egress. The helistop will then meet all obstruction requirements.

The approach zones will be located as follows:

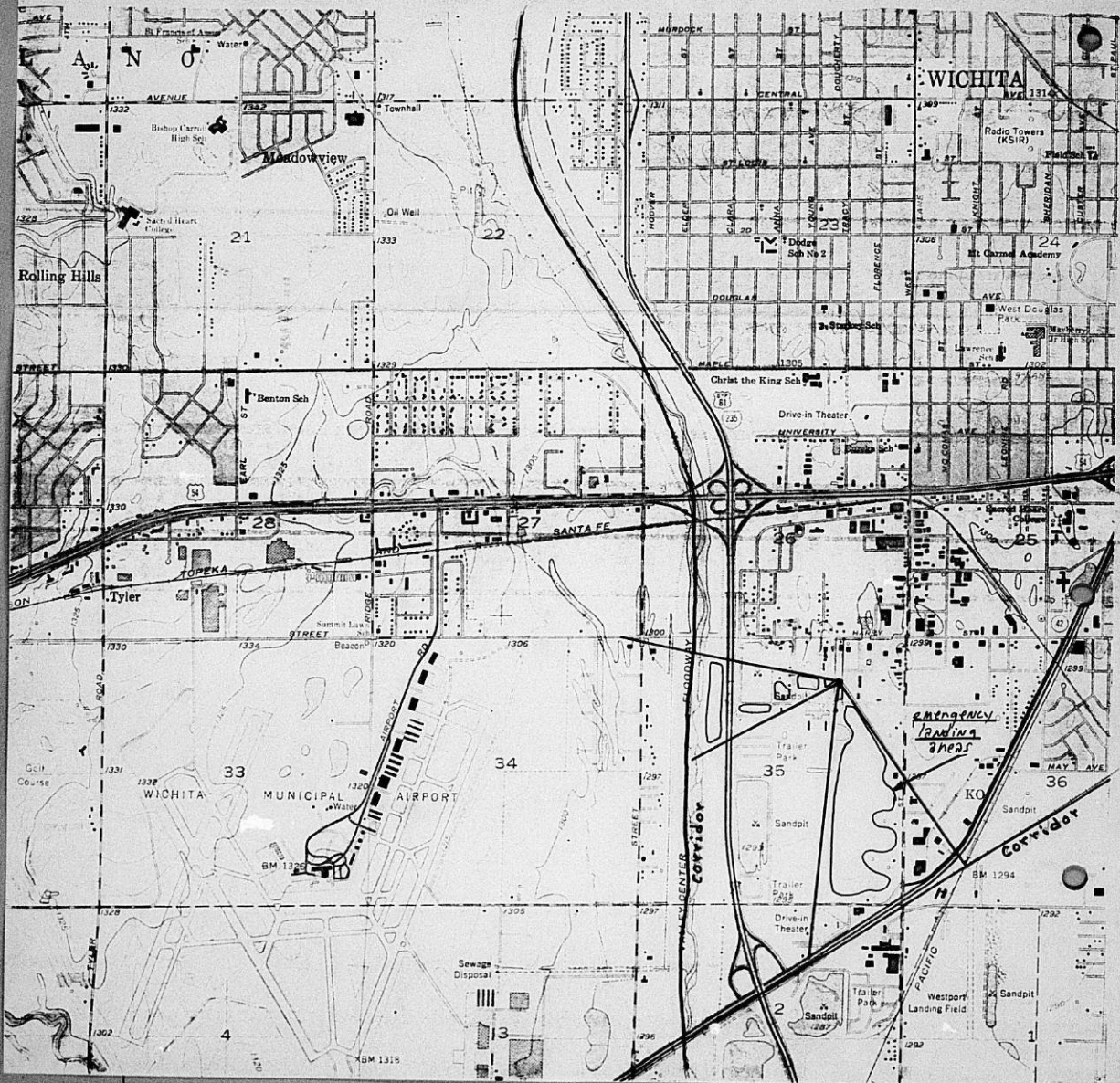
Centered on a line 166° True from the center of the Heliport
and centered on a line 261° True from the center of the Heliport.

We anticipate an average of one take off and landing per day at this site in support of Sherwood Construction Company, Inc., and other Air Taxi customers who may wish to use the heliport rather than the airport.

I will plan to appear before the City Planning Commission on the afternoon of August 18, 1977. If there are any questions in the mean-time feel free to call.

Willard E. White
Vice President and Manager
Triangle Copter Service

WEW/ds



WICHITA

21

22

Rolling Hills

1314

Radio Towers (KSIR)

23

24

Christ the King Sch

UNIVERSITY

28

TOPEKA

27

SANTA FE

26

25

33

WICHITA

MUNICIPAL AIRPORT

34

35

36

EMERGENCY LANDING areas

PACIFIC Corridor

CENTRAL Corridor

4

3

2

1

Ave N

AVENUE

Rolling Hills

STREET

TOPEKA

WICHITA

4

MURDOCK

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

32

31

30

29

28

27

26

25

24

23

22

21

20

19

ST. LOUIS

CLAY

DOUGLAS

DOUBLA

MABLE

MADE

Christ the King Sch

UNIVERSITY

SANTA FE

35

34

33

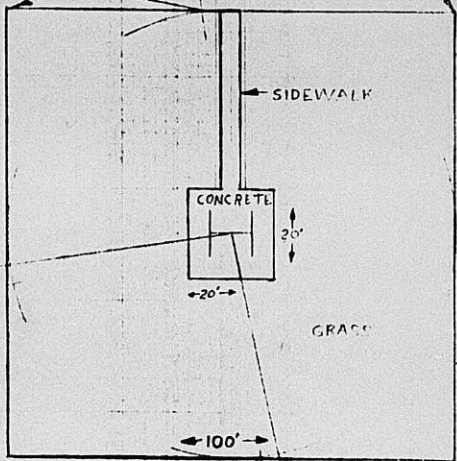
32

31

30

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 type="checkbox"/> AIRPORT <input checked="" type="checkbox"/> HELIPLANE <input type="checkbox"/> SEAPLANE BASE		
NAME OF PROPONENT, INDIVIDUAL OR ORGANIZATION Triangle Copter Service		ADDRESS (No., Street, City, State, Zip Code) (4421 W. Barry) Box 9151 Wichita Ks. 67277				
A. LOCATION OF LANDING AREA						
1. NEAREST CITY OR TOWN Wichita		2. COUNTY Sedgwick		3. STATE Kansas		
4. DIST. & DIRCT TO NEAREST CITY OR TOWN FROM LANDING AREA MILES DIRECTION		5. NAME OF LANDING AREA Triangle Heliport		6. LATITUDE		
				7. LONGITUDE		
				8. ELEVATION 1300		
B. PURPOSE (List below, localities to be served if new facilities, if change in status or alteration, briefly describe change & purpose).						
TYPE USE <input checked="" type="checkbox"/> PUBLIC <input type="checkbox"/> PRIVATE <input type="checkbox"/> PERSONAL		Wichita			CONSTRUCTION DATES TO BEGIN / BEGAN 15 July 1977 EST. COMPLETION 15 Aug 1977	
C. OTHER LANDING AREAS			D. LANDING AREA DATA			
DIST FROM A ABOVE DIST (Miles)			1. BEARING OF RUNWAY(S) OR SEALANE(S) EXISTING (if any) PROPOSED			
Wichita Mid Continent Airport 260° 1.3			AIRPORT OR SEAPLANE BASE			
			2. DIMENSIONS OF LANDING AND TAKEOFF AREA 200' x 198'			
			HELIPLANE DIMENSIONS OF TOUCHDOWN AREA 20 x 20'			
			INGRESS / EGRESS DIRECTION East - West			
			TYPE OF SURFACE (Turf, rooftop, etc.) paved pad			
			3. DESCRIPTION OF LIGHTING (if any) ALL None DIRECTION OF PREVAILING WIND N			
E. OBSTRUCTIONS			F. OPERATIONAL DATA			
TYPE HEIGHT ABOVE LANDING AREA		DIST FROM A ABOVE DIST (Miles)		1. EST. OR ACTUAL NO. BASED ACFT.		
No obstructions penetrate either 1' to 8' plane for arrival and take off path or 2 1' to 2' plane on the sides 2				AIRPORTS MULTISENINE SINGLE ENGINE		
				HELIPLANE UNDER 1500 LBS. MGW 1 OVER 1500 LBS. MGW 25		
G. NOISE CONSIDERATIONS IDENTIFICATION				2. AVERAGE NO. MONTHLY LANDINGS		
Entire area is zoned for heavy industry				AIR CARRIER 60 GENERAL AVIATION 100		
				OTHER (Military glider, etc.)		
				3. ARE IFR OPERATIONS ANTICIPATED <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES WITHIN 10 YEARS		
H. APPLICATION FOR AIRPORT LICENSING						
<input type="checkbox"/> HAS BEEN MADE <input type="checkbox"/> NOT REQUIRED <input type="checkbox"/> COUNTY		<input checked="" type="checkbox"/> WILL BE MADE <input type="checkbox"/> STATE <input checked="" 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		TELEPHONE NO.		
		Vic Pres. & Mgr.		(316) 942-1239		
				DATE		
				6 June 1977		

18'
TRIANGLE
EILAPORT
NO
ADMITTANCE
14'



261° TRUE

49'
100'
264'

160° TRUE

1320'

SITE: SHERWOOD CONST. CO.
4421 W HARRY
WICHITA, KS

ELEVATION
1302' MSL

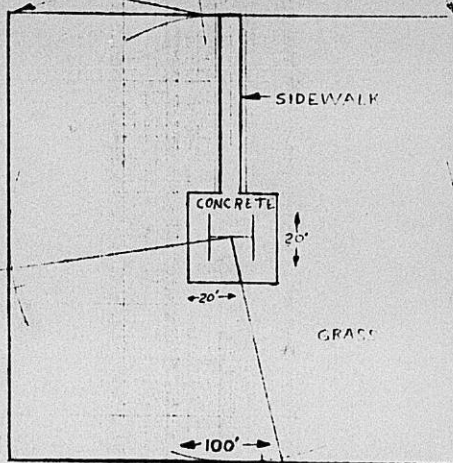
PRESENT
PROPOSED

16' FENCE

SCALE 1"=25'
TRIANGLE
COPTER
SERVICE

TRIANGLE
HILLPORT
NO
ADMITTANCE

14'



3' SINGLE STRAND FENCE

SIDEWALK

CONCRETE

20'

20'

GRASS

100'

49'

100'

264'

261° TRUE

166° TRUE

1320'

SITE: SHERWOOD CONST. CO.
4421 W HARRY
WICHITA, KS

PROPOSED

PRESENT

ELEVATION
1302' MSL

6' FENCE

SCALE 1"=25'
TRIANGLE
COPTER
SERVICE
14 JUNE '77

5745
35
27
1W

223-560

DR 77-18

CITY OF WICHITA

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

Wichita, Kansas June 17, 19 77

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 Triangle Copter Service, Inc.

B. Business Address Box 9151 Wichita, KS 67277

C. Helistop Location

1. Legal Description The east six (6) acres of the northwest quarter of the Northeast Quarter of Section 35, Township 27, South, Range 1, West of the 6th P.M.: (Lot Numbers, Addition or Metes and Bounds)

2. Address 4421 West Harry

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? yes

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 4421 W. Harry

I. Are you applying for a Special Permit for construction work as defined in Section 16 of Ordinance No. 27-904? no

J. Has the required insurance policy for Helistop or Special Permit been filed with the City Clerk? It will be submitted on or about 15 July, '77.

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

APPROVED BY

DISAPPROVED

Robert B. Feldman Central Inspection Dept. _____

RM B. [unclear] Director of Public Works _____

Floyd Hoffa Chief of Fire Department _____

_____ City Commission _____

License No. 151307 Issued 21 Day of June, 1977 by JP

in E. LT. Ind. N. S. E. W.

Between Harry'sst Eastman ave. in an area east of Sabin

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE July 29, 1977

TO ✓ H. Jay Setter, Director of Aviation
Robert A. Lakin, Director of Planning

FROM E. H. Denton, City Manager

SUBJECT Helistop Application at 4421
West Harry



Your attention is invited to the attached copy of an application for a helistop south of Harry and west of West Street by Mr. Willard White, Triangle Copter Service, Inc. The application is made under Sections 9.24.010 through 9.24.080 of the City Code.

Although the City Code does not require Airport Authority or MAPC review and recommendation of such applications, the City Commission has requested that both boards provide a recommendation prior to further Commission consideration. An early review, if possible, is requested in order that the applicant is not unduly constrained by the additional review process.

Detailed information on the application may be secured from Central Inspection.


E. H. Denton
City Manager

Attachment
EHD/tsw

cc: Robert Feldner, Superintendent of Central Inspection