

DR 78-39 - Special Permit to Allow Operation of a Heliport - generally located at the northeast corner of Central and Hillside by the Wesley Medical Center.

o/c
P. 168
Xos 15.16
M. 7/14

ACTION

DATE

COMMITTEE _____

M.A.P.C. Recommended ~~2-18-79~~ 2-15-79

B.C.C./B.C.C.C. 3-2-79
Left ~~26.08~~ 26.08 6/10/79 tim + approval.
4-D Pat's cabinet

Map No. 5748
 Sec. 14
 Twp. 27S
 Range 1E

DATA SHEET

DR - 78-39

Filed 12-20-78

APPLICATION REQUEST: SPECIAL PERMIT TO ALLOW OPERATION OF A HELIPORT

APPLICATION DATA:

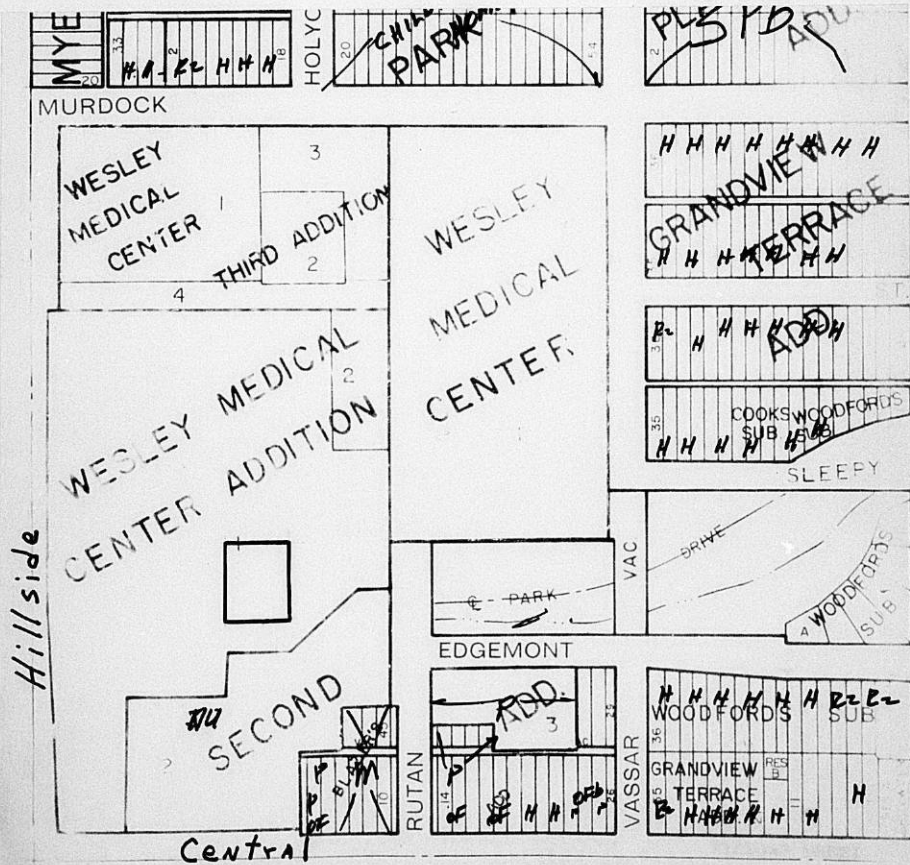
- Applicant: Wesley Medical Center
 Address P.O. Box 8067, Munger Station, 67208 Phone _____
- Agent: _____
 Address _____ Phone _____
- General Location: Northeast corner of Central and Hillside
 Address _____
- Proposed Use: _____

AREA DATA:

- Acres: _____ (90 ft. by 80 ft.)
- Adjoining Zoning: E _____ S _____ W _____ N _____
- Land Use: East WESLEY MEDICAL CENTER South WESLEY MED. CENTER
 West WESLEY MED. CENTER North WESLEY MED. CENTER
- Sketch Plan Land Use is for: _____
- Present Land Use is for: WESLEY MED. CENTER
- Area (is) (is not) platted. _____

PHOTO DATA:

Taken by _____ Date _____ Time _____



LAW OFFICES OF
BOYER, DONALDSON & STEWART

1030 FIRST NATIONAL BANK BUILDING
WICHITA, KANSAS 67202

GEORGE J. HONDROS (1910-1962)
PAUL J. DONALDSON (1911-1978)

JOHN E. BOYER
KENNETH P. STEWART
JAMES R. HANSON
ROBERT L. SMITH
JOHN H. GIBSON
MARTIN R. UFFORD
MICHAEL L. NORTH

February 7, 1979

264-7321
AREA CODE 316



Mr. Mike Meek, Senior Planner
Metropolitan Area Planning Department
City Building
455 North Main
Wichita, Kansas 67202

Re: DR78-39 Wesley Medical Center
Request for Special Permit to
Operate Helicopter at the North-
east Corner of Central and Hillside
Our File No: W-961

Dear Mr. Meek:

The following is information concerning this matter for your use as you deem appropriate in informing members of the commission regarding the matters to be heard.

Wesley is asking for a license for a helistop to operate a helicopter ambulance. The helistop is to be located atop the building which Wesley calls the East Tower located approximately 500 feet West of Vassar and 560 feet south of Murdock. As technically required by City Ordinances Wesley is also asking for an exception from airport zoning requirements since there are airports within eight miles.

Wesley proposes to use two french-made Alouette 3 helicopters for this purpose. These are high performance turbine powered helicopters originally designed for mountain rescue in the Alps. The helicopters will be housed and maintained by Midwest Piper at Comotara Airport from which departures will be made. Availability of the air crew and medical team will also be at Comotara. It is anticipated that

Mr. Mike Meek

February 7, 1979

Page 2

The helistop at Wesley will be used for the delivery and possibly pickup of patients.

Ingress and egress to Wesley will be over the railroad tracks to the North which are a designated helicopter corridor, then over McDonald Park and through the approach/departure paths with designated emergency landing areas as shown by the drawings on file reviewed by Central Inspection. Usage is difficult to estimate but approximately ten flights per month during the first year of operation are presently anticipated.

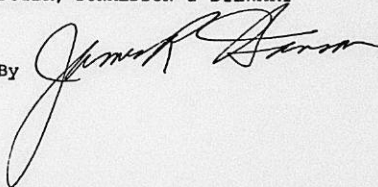
Wesley has obtained and filed the results of an FAA Aeronautical Study finding its proposal will not adversely affect the safe and efficient use of airspace by aircraft; has obtained approval of an ambulance license from the Metropolitan Transit Authority, which is to be heard by the City Commission in conjunction with this matter and has obtained a Certificate of Need for these ambulance services from the Kansas Department of Health and Environment.

The project has been coordinated with the Sedgwick County Emergency Medical Service and is expected to assist EMS when such services are appropriate and available. The project has been reviewed with representatives of Sleepy Hollow, Inc., and is supported by that group as indicated by the attached copy of a letter. I am also informed that the area CPO unanimously approved the project on Tuesday, February 6.

Very truly yours,

BOYER, DONALDSON & STEWART

By



JRH:cpf
Enclosures
cc: Mr. A. B. Davis, Jr.
Mrs. Carol Lindley
Mr. R. L. Davis

Sleepy Hollow, Inc.

555 N. Yale
Wichita, Kansas 67208

September 7, 1978

Mr. Jack Davis
Executive Vice President
Wesley Medical Center
550 N. Hillside
Wichita, Kansas 67214

Dear Mr. Davis:

This letter will confirm the understanding we have concerning the new "helicopter medical service" that Wesley Hospital is planning, and its effect on the neighborhood.

After several discussions you have advised us that your present plan is to have a helicopter pad on the new tower addition currently under construction, with a helicopter base at Comotara field. There would be no other helicopter pad on the Wesley premises or in the area surrounding Wesley Hospital.

This plan is quite acceptable to the neighborhood.

We applaud Wesley's efforts to provide the citizens of Wichita and the State of Kansas with the best possible medical care.

Very truly yours,



Joel M. Pollack, President
Sleepy Hollow Inc.

cc: Tom Kitch
Vern Lang
Sue Amsden
John Morse
Wes Johnson
Ellis Clark

LAW OFFICES OF
BOYER, DONALDSON & STEWART

1030 FIRST NATIONAL BANK BUILDING
WICHITA, KANSAS 67202

JOHN E. BOYER
KENNETH P. STEWART
JAMES R. HANSON
ROBERT L. SMITH
JOHN H. GIBSON
MARTIN R. UFFORD
MICHAEL L. NORTH

GEORGE J. HONDROS (1910-1962)
PAUL J. DONALDSON (1911-1978)

January 31, 1979



264-7321
AREA CODE 316

Metropolitan Area Planning Commission
City Hall
455 North Main Street
Wichita, Kansas 67202

Re: DR78-39 Wesley Medical Center
Request for Special Permit
to operate Helicopter at the
Northeast Corner of Central
and Hillside; Our File W-961

Gentlemen:

On behalf of The Wesley Medical Center and in connection with the above matter, we do hereby request an exception to the spacing requirements of Chapter 28.08 of the City Code regulating airport zoning.

This request is made pursuant to 28.08.100 of the City Code and in support hereof we attach hereto a copy of letters dated October 24, 1978, and January 9, 1979, from the Federal Aviation Administration concluding that the proposed heliport will not adversely affect the safe and efficient use of airspace by aircraft.

We ask that this request for an exception be placed on the agenda at the same time as the request for the heliport permit. Thank you.

Very truly yours,

BOYER, DONALDSON & STEWART

By:

James R. Hanson

JRH:bdr
Enclosure
cc: Mr. A. B. Davis, Jr.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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



January 25, 1979 .

Boyer, Donaldson & Stewart
Attn: Mr. James R. Hanson
1030 First National Bank Building
Wichita, Kansas 67202

RE: 78-ACE-866-OE

Dear Mr. Hanson:

I have discussed your question of marking and lighting the Wesley Medical Center Heliport with Mr. Merle Zongker of the Wichita General Aviation District Office (GADO). Our reason for recommending marking and lighting the penthouse was due to the penetration of a transitional surface.

The structure naturally needed to be lighted at night. To provide an added measure of safety during the day, additional marking should be made even though the structure is obvious.

We have discussed the marking recommendations with Mr. Zongker and conclude that two high intensity discharge lights (white) would be satisfactory for daytime marking. These should be located conspicuously on the side of the penthouse facing the heliport. Two red lights in the same locations, plus a red-lighted windsock, would be satisfactory for nighttime lighting.

If you have further questions, please call me at 816-374-3408.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dwaine E. Hiland".

DWAINE E. HILAND
Airspace Specialist

RECEIVED

JAN 29 1979

BOYER, DONALDSON & STEWART

LICENSE APPLICATION

AIRPORT LIMOUSINE

FOR

CHARTERED LIMOUSINE

AMBULANCE - HELICOPTER

TAXICAB

MEDI-COACH

In the City of Wichita, State of Kansas

STATE OF KANSAS

SS:

ADG WICK COUNTY

A. B. Davis, Jr. of lawful age being first duly sworn, hereby applies for a license to operate either a taxicab, or airport limousine, or chartered limousine, or ambulance and/or medi-coach within the City of Wichita, pursuant to the terms of all Ordinances pertaining thereto of said city, and in support of this application, states:

Full name and address of owner Wesley Medical Center

If partnership, name of partners n/a
Board of Trustees Officers: Walter L. Reazin, M.D., Roy C. House, Jack Lipe, Mrs. Elmer C. Moore, A. B. Davis, Jr., Clinton Engstrand

If corporation, name of officers and directors
Place of business 550 North Hillside, Wichita, Kansas 67214 Telephone No. 685-2151

Number of persons vehicle constructed to carry 5 Proposed number of passengers 2

a. Make Alouette 3

d. Serial Number 2265

b. Model SA316B Year 78

e. State License Number Pending

c. Color and Design White with Orange Trim Blue Lettering

f. Other FAA Number Pending

6. Trade name vehicle shall be operated under W.A.T.C.H. (Wesley Air Transport to Community Hospitals)

7. Fares shall be charged on the basis of Per patient mile \$ 2.00
Nursing team per hour 31.50;
plus basic charge per call 75.00

8. Seat belts INSTALLED : ~~Back Seat~~ ~~Front Seat~~ FAA Standards

NEW LICENSE FEE: \$ _____

REPLACEMENT LICENSE FEE: \$ _____

New License Number _____

Old License Number _____

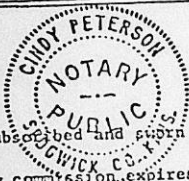
New Vehicle Number _____

Old Vehicle Number _____

Vehicle Inspection Form ATTACHED _____

Old License ATTACHED _____

Replaced Vehicle REPAINTED _____



Subscribed and sworn to before me this 17th day of July, 1978

My commission expires 9/26/80

Wesley Medical Center

(Name of Owner)

By *A. B. Davis, Jr.*

A. B. Davis, Jr., 1978

Cindy Peterson
(Notary Public)

Agenda Item 1
For 9-21-78

THE CITY OF WICHITA
OFFICE OF Metropolitan Transit
Authority

DATE September 20, 1978

TO Transit Authority Members
FROM Elmer Karstensen, Executive Director

SUBJECT WATCH Helicopter License

Wesley Medical Center has submitted an application for a certificate of convenience and necessity and a license for operation of two helicopter ambulances within and into the City. The service is to be operated under the name WATCH (Wesley Air Transport to Community Hospitals). WATCH also operates fixed wing aircraft into Mid-Continent Airport.

WATCH proposes charges of \$75 base charge; \$2 per patient mile (one way charge with patient on board); and a nursing team charge of \$31.50 per hour. The aircraft to be used will be French Alouette helicopters with first one and later two ambulances to be used.

A check has been made with Mr. Willard White of Triangle Copter Service who advises that the proposed charge is quite reasonable. The charge is substantially higher than cost of ground ambulance; however, such comparison is probably not valid.

I have also checked with Major Ray Ramos at Sedgwick County EMS and he has no objection to such emergency ambulance license. I have also contacted the operators of the non-emergency ambulance services and they indicate no objection to this service.

My personal experience with medical helicopter service in the military has been very good and it is my opinion that this service would be an asset to the community.

It is my recommendation that the Authority adopt a license recommending approval of the license. It should be noted that this recommendation is for helicopter ambulance licensing only and does not relate to other City requirements regarding flights over the City or Mid-Continent Airport nor does it relate to approval of any heliport or heliport to be constructed for this service.


Elmer Karstensen
Executive Director

EK:ckm

WICHITA AIRPORT AUTHORITY

MID-CONTINENT AIRPORT WICHITA, KANSAS

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

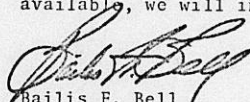
DATE: Nov. 29, 1978

FROM: Bailis F. Bell, Airport Manager

SUBJECT: PROPOSED HELISTOP INSTALLATIONS

With this memorandum are construction plans for two proposed helistops, i.e., Wesley Hospital and KAKE TV, which were transmitted to this office on November 16, 1978.

To the best of our knowledge, it is not within the jurisdiction of the Wichita Airport Authority to comment on the helistop installations themselves. In the past, the Board of City Commissioners has asked the Wichita Airport Authority for an opinion on new aircraft landing installations or improvements within an eight mile radius of Mid-Continent Airport and their effects on air traffic. The Wichita Airport Authority would like to be given the opportunity to comment on the traffic effects of the two proposed helistop installations; however, the basis for comment regarding air traffic is derived from FAA air space studies which have not yet been received by this office from the FAA. When those studies become available, we will initiate comments to your office.



Bailis F. Bell
Airport Manager

BFB:dn

cc: H. Jay Setter, Dir. of Aviation
Floyd J. Roedell, Dir. of Airport
Engineering & Planning

Attach.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64108



OCT 24 1978

Mr. Ray Rowhuff
Director of Operations
Wesley Medical Center
P. O. Box 8067
Munger Station
Wichita, Kansas 67208

Subject: Wesley Medical Center Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-138-NRA

Dear Mr. Rowhuff:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 80' x 80' landing/takeoff area, and a 80' x 80' touchdown area. The proposed heliport will be constructed on the top of the six-story hospital addition (Wesley Medical Center) which is presently under construction. The heliport will be located within the city limits of Wichita, Kansas at latitude 37° 41' 44" and longitude 97° 17' 53".

From information submitted to us from the on-site inspection, approaches to and takeoffs from the proposed rooftop heliport can be made in any direction as the rooftop elevation is higher than any other building in the area. Ingress into the site should be initiated from over McDonald Park directly into the heliport. Egress should be made in the reverse.

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

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach/departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 8 feet horizontally to one foot vertically (8:1).

2.

2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach/departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

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

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

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

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

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

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

Sincerely,

Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosures

Wich
5748
14
275
1E

RECEIVED
DEC 6 1978
Central Inspection Division

WICHITA AIRPORT AUTHORITY
MID-CONTINENT AIRPORT WICHITA, KANSAS

TO: Robert B. Feldner, Supt. of Central Inspection
FROM: Bailis F. Bell, Airport Manager

DATE: Dec. 4, 1978

DR 78-39

SUBJECT: WESLEY MEDICAL CENTER HELIPORT

The staff of the Wichita Airport Authority has received and reviewed the determination of Airspace Case No. 78-ACE-138-NRA as conducted by the FAA. We concur with the results of the study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.

Bailis F. Bell
Bailis F. Bell
Airport Manager

Attach: Letter from FAA to Mr. Rowhuff - dated Oct. 24, 1978

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

N.E. corner Central and Hillside

SEARCHED
INDEXED
SERIALIZED
FILED
DEC 12-7
/ AI
ACTION



CITY OF WICHITA

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

Wichita, Kansas July 17, 1978

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

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

- A. Business Name Wesley Medical Center
- B. Business Address 550 North Hillside, Wichita, Kansas 67214
- C. Helistop Location
1. Legal Description West of Vassar - South of Murdock - North of Sleepy Hollow Park - East of Wesley
(Lot Numbers, Addition or Metes and Bounds)
 2. Address n/a
- D. Class (I, II or III) Helistop being applied for II
- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Not until the proposed amendment is adopted.
- F. Is this application accompanied by:
1. Proposed plans and specifications for Helistop? Previously submitted.
 2. Intended routes or ingress and egress? Previously submitted.
 3. Intended emergency landing areas? Previously submitted.
- G. Does this conform to FAA requirements? Yes AC No: 5390-1B Aug.77
- H. Where will list of authorized pilots be kept? Midwest Piper Flight, Inc. 3514 North Webb Road
- 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? Yes

FOR OFFICIAL USE ONLY

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

APPROVED BY

DISAPPROVED

Central Inspection Dept.

Director of Public Works

Chief of Fire Department

City Commission

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

WICHITA-SEDGWICK COUNTY

DATE

March 19, 1979


METROPOLITAN AREA PLANNING DEPARTMENT

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

SUBJECT DR 78-39 - Special Permit to allow operation of a
helistop - Northeast corner of Central and Hillside.

We have been advised by the Superintendent of Central Inspection that the Board of City Commissioners will consider a request for a helistop license for Wesley Medical Center in conjunction with the above captioned case at 1:30 p.m. on March 27, 1979.

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


Jack H. Galbraith
Chief Planner

JHG:GLS:e1

Attachment

EXCERPT FROM PLANNING COMMISSION MINUTES OF FEBRUARY 15, 1979:

9. Case No. DR 78-39 - Wesley Medical Center requests a Special Permit for the west 152 feet of the east 276 feet of the south 271 feet of the north 552 feet of Lot 1, Wesley Medical Center Addition. Generally located on the Wesley Medical Center site in an area south of Murdock and west of Vassar.

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

COMMENTS:

1. Wesley Medical Center has requested a special permit, under Sections 9.24.010 through 9.24.180 of the Code of the City of Wichita, in order to allow the operation of a helistop on the Wesley site at the northeast corner of Hillside and Central.

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

2. The applicant advises that the helistop is proposed to be constructed on top of the East Tower currently under construction and will be used to provide a maximum of two helicopter ambulances within and into the City. It should be noted that the helicopters are proposed to be stored, fueled, and maintained at a separate location (Comotara Airpark).
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the Federal Aviation Administration (FAA). Attached is a copy of a letter from the FAA regarding this project, as well as a memo from the Airport Manager of the Wichita Airport Authority concurring in the determination of the FAA. Other information submitted by the applicant is also attached.
4. The plans as submitted for the helistop do not comply with the requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops). The applicant has been working with the Department of Law to amend certain portions of the Chapter so as to bring the proposal into compliance.
5. A recommendation of approval of the special permit and waiver of the requirements of Section 28.08.100 should be subject to compliance with the requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops) unless amended or waived by the Board of City Commissioners.

GALBRAITH stated that Wesley Medical Center has proposed and requested the helistop on top of the 10-story East Medical Tower building which is currently under construction. He explained that a helistop by the licensing ordinance of the City was different from a heliport in that a helistop is a landing and takeoff point, but does not have fueling or storage facilities. He said that the staff considers this as an accessory use to the hospital. The FAA has found no conflict in air space provided that a couple of conditions are complied with. GALBRAITH mentioned that the Airport Authority finds that this does not conflict with any air space and have no objections.

CPO Council Area "I" voted 5-0 for approval of the permit application and a letter had been received from the Sleepy Hollow Neighborhood Association approving the project.

BARRIER said that she understood that there was a marked route by which the helicopter would approach the hospital.

GALBRAITH said that was correct, and that a majority of the route would be over open space.

JAMES R. HANSON, attorney, speaking on behalf of the applicant, wanted to correct one thing in his letter that may have been misleading. It indicated that there would be two Alouette helicopters used, but in fact Wesley will initially only have one such vehicle, and should the standby use of the service become appropriate, they will put in a second vehicle. HANSON further commented that Wesley has coordinated this with the County emergency medical service, and it was possible that use of this ambulance by helicopter may eliminate the need for one or more vehicles in western Sedgwick County. He said that they have met with Sleepy Hollow and resolved any differences with that group. HANSON stated that initially the neighborhood was concerned that the helicopter might be housed at Wesley, and that there was to be another landing area in the parking lot; however, after meeting with the neighborhood, those activities have now been eliminated. He presented a map of the approach area to the Commissioners for their examination.

BAYOUTH asked if the helicopters could fly anywhere in the City.

HANSON said that they would use corridors approved by the FAA, and that they have chosen north-south to approach in the wind.

TAYLOR asked as part of the feasibility study, she was curious about noise factor and whether that was part of the study, and if the impact of any noise disturbance upon the patient in the helicopter.

HANSON said he did not know as far as the feasibility study was concerned from the hospital standpoint. The noise level has been studied, and they expect the noise level of the helicopter at 500 feet to be 88 decibals; whereas by comparison, trucks at 50 feet would be 95 decibals, and automobiles at 50 feet would be 78 decibals.

There was no one present in opposition to the application.

MOTION: That the Planning Commission recommend to the City Commission that this special permit be approved, and waiver of the requirements of Section 28.08.100, subject to compliance with the requirements of Chapter 9.24 of the Code of the City of Wichita (Heliports and Helistops), unless amended or waived by the Board of City Commissioners. Bayouth moved, Barrier seconded and it carried unanimously. Jones was absent.

March 19, 1979

James R. Hanson
Boyer, Donald and Stewart
1030 First National Bank Building
Wichita, Kansas 67202

Re: DR 78-39 - Special Permit to
allow operation of a helistop -
northeast corner of Central
and Hillside

Dear Mr. Hanson:

We have been advised by the Office of Central Inspection that the above captioned case will be scheduled for consideration by the Board of City Commissioners at 1:30 p.m. March 27, 1979, in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas.

Should you have questions concerning this matter, please call our office or contact Allen Inlow of the Office of Central Inspection.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:GLS:el

cc: Robert Feldner, Superintendent of Central Inspection
Allen Inlow, Central Inspection
Ray Rowhuff, Director of Operations, Wesley Medical
Center, P.O. Box 8067, Munger Station, 67208

March 19, 1979

E. H. Denton, City Manager

Jack H. Galbraith, Chief Planner

DR 78-39 - Special Permit to allow operation of a
helistop - Northeast corner of Central and Hillside.

We have been advised by the Superintendent of Central
Inspection that the Board of City Commissioners will
consider a request for a helistop license for Wesley
Medical Center in conjunction with the above captioned
case at 1:30 p.m. on March 27, 1979.

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

Jack H. Galbraith
Chief Planner

JHG:GLS:e1

Attachment

THE CITY OF WICHITA

OFFICE OF Central Inspection Division

DATE March 14, 1979



TO E. H. Denton, City Manager

FROM Robert B. Feldner, Superintendent of Central Inspection

SUBJECT Request for Helistop License:
Wesley Medical Center

Attached hereto is an application for a license to operate a helistop, as submitted by Wesley Medical Center, 550 North Hillside. The proposed helistop would operate at that site.

The helistop is proposed to be constructed on top of the East Tower, currently under construction, and will be used to provide a maximum of two helicopter ambulances within and into the city. It should be noted that the helicopters are proposed to be stored, fueled and maintained at a separate location (Comotara Airpark).

It should be noted that under Section 28.08.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration (FAA) and the Metropolitan Area Planning Commission (MAPC). The FAA report states that the development of this proposal will not adversely affect the safe and efficient use of airspace. After conducting a public hearing and receiving the proposal, the MAPC recommended approval of the waiver of the requirements of Section 28.08.100.

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

Sleepy Hollow, Inc.:

This is a neighborhood association which surrounds Wesley Medical Center. The applicant submitted a letter from Sleepy Hollow, Inc. which states (in part): "This plan is quite acceptable to the neighborhood."

Wichita Metropolitan Transit Authority:

Reviewed the application for ambulance license and unanimously approved it. In his report, the Executive Director indicated that he had contacted the Wichita/Sedgwick County Emergency Medical Service and the operators of non-emergency ambulance services, all of whom indicated no objection to this service.

Federal Aviation Administration:

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

Wichita Airport Authority:

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

To: E. H. Denton, City Manager
From: Robert B. Feldner
Request for Helistop License:
Wesley Medical Center
Page 2

Metropolitan Area Planning Commission:

The action of MAPC was to recommend approval of this special permit and waiver of the requirements of Section 28.08.100, subject to compliance with the requirements of Chapter 9.24 of the Code of the City of Wichita (titled, "Heliports and Helistops"), unless amended or waived by the Board of City Commissioners.

Citizen Participation Organization Council "I":


Recommended approval of the application by unanimous vote.

Central Inspection Division and Wichita Fire Department:

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

By prior arrangement with your office, this matter has been scheduled for City Commission consideration at 1:30 P.M. on March 27, 1979, in order to provide "lead" time for public notification.

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


Robert B. Feldner
Superintendent of Central Inspection

RBF:bg

Approval:


Don E. Anderson
Director of Housing and Economic Development

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

NOTE TO ALLEN INLOW:

Please mark your records to notify our office of the scheduling date before the City Commission.

JHG

February 20, 1979

James R. Hanson
Boyer, Donaldson & Stewart
1030 First National Bank Building
Wichita, Kansas 67202

Re: DR 78-39 - Special Permit
to allow operation of a
helistop

Dear Mr. Hanson:

At its regular meeting on February 15, 1979, the Metropolitan Area Planning Commission considered the above-captioned request. The action of the Planning Commission was to recommend approval of this Special Permit and waiver of the requirements of Section 28.08.100, subject to compliance with the requirements of Chapter 9.24 of the Code of the City of Wichita (Heliports and Helistops), unless amended or waived by the Board of City Commissioners.

At the request of the Office of Central Inspection, we will provide them the minutes of the Planning Commission and that office will schedule this matter before the Board of City Commissioners at such time as the various conditions are complied with. If you have any questions as to the scheduling of this matter before the City Commission, please contact Allen Inlow of the Office of Central Inspection.

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

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:bbc

cc: Robert Feldner, Superintendent, Central Inspection
Allen Inlow, Central Inspection
Ray Rowhuff, Director of Operations, Wesley Medical Center,
P.O. Box 8067, Munger Station 67208

RE: **AGENDA ITEM #10**
WICHITA-SEDCWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: 2-15-79

Case No. DR 78-39	Request: Special Permit to allow operation of a helistop
-------------------	--

Location: Northeast corner of Central and Hillside

Acres: 0.1	Size: 64' x 64'
------------	-----------------

	<u>Land Use</u>	<u>Zoning</u>
Existing	Wesley Medical Center	"BB"
North	Single Family, Undeveloped & Wichita Childrens Home	"A", "B" & "BB"
East	Single Family	"A"
South	Motel, General Business, & Medical Office Tower	"B", "LC", & "C"
West	General Business & Parking	"B", "LC" & "C"

Platted: Yes. History: Several zone changes approved over the years in conjunction with Medical Center operations.

COMMENTS:

1. Wesley Medical Center has requested a special permit, under Sections 9.24.010 through 9.24.180 of the Code of the City of Wichita, in order to allow the operation of a helistop on the Wesley site at the northeast corner of Hillside and Central.

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

Case No. DR 78-39
MAPC AGENDA
2-15-79
Page 2

2. The applicant advises that the helistop is proposed to be constructed on top of the East Tower currently under construction and will be used to provide a maximum of two helicopter ambulances within and into the City. It should be noted that the helicopters are proposed to be stored, fueled, and maintained at a separate location (Comotara Airpark).
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the Federal Aviation Administration (FAA). Attached is a copy of a letter from the FAA regarding this project, as well as a memo from the Airport Manager of the Wichita Airport Authority concurring in the determination of the FAA. Other information submitted by the applicant is also attached.
4. The plans as submitted for the helistop do not comply with the requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops). The applicant has been working with the Department of Law to amend certain portions of the Chapter so as to bring the proposal into compliance.
5. A recommendation of approval of the special permit and waiver of the requirements of Section 23.03.100 should be subject to compliance with the requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops) unless amended or waived by the Board of City Commissioners.

LAW OFFICES OF
BOYER, DONALDSON & STEWART

1030 FIRST NATIONAL BANK BUILDING

WICHITA, KANSAS 67202

JOHN E. BOYER
KENNETH P. STEWART
JAMES R. HANSON
ROBERT L. SMITH
JOHN H. GIBSON
MARTIN R. UFFORD
MICHAEL L. NORTH

GEORGE J. HONDROS (1910-1962)
PAUL J. DONALDSON (1911-1978)

264-7321
AREA CODE 316

January 31, 1979



Metropolitan Area Planning Commission
City Hall
455 North Main Street
Wichita, Kansas 67202

Re: DR78-39 Wesley Medical Center
Request for Special Permit
to operate Helicopter at the
Northeast Corner of Central
and Hillside; Our File W-961

Gentlemen:

On behalf of The Wesley Medical Center and in connection with the above matter, we do hereby request an exception to the spacing requirements of Chapter 28.08 of the City Code regulating airport zoning.

This request is made pursuant to 28.08.100 of the City Code and in support hereof we attach hereto a copy of letters dated October 24, 1978, and January 9, 1979, from the Federal Aviation Administration concluding that the proposed heliport will not adversely affect the safe and efficient use of airspace by aircraft.

We ask that this request for an exception be placed on the agenda at the same time as the request for the heliport permit. Thank you.

Very truly yours,

BOYER, DONALDSON & STEWART

By: *James R. Hanson*

JRH:bdr
Enclosure
cc: Mr. A. B. Davis, Jr.

LAW OFFICES OF
BOYER, DONALDSON & STEWART

1030 FIRST NATIONAL BANK BUILDING
WICHITA, KANSAS 67202

JOHN E. BOYER
KENNETH P. STEWART
JAMES R. HANSON
ROBERT L. SMITH
JOHN H. GIBSON
MARTIN R. UFFORD
MICHAEL L. NORTH

GEORGE J. HONDROS (1910-1962)
PAUL J. DONALDSON (1911-1978)

February 7, 1979

264-7321
AREA CODE 316



Mr. Mike Meek, Senior Planner
Metropolitan Area Planning Department
City Building
455 North Main
Wichita, Kansas 67202

Re: DR78-39 Wesley Medical Center
Request for Special Permit to
Operate Helicopter at the North-
east Corner of Central and Hillside
Our File No: W-961

Dear Mr. Meek:

The following is information concerning this matter
for your use as you deem appropriate in informing members of
the commission regarding the matters to be heard.

Wesley is asking for a license for a helistop
to operate a helicopter ambulance. The helistop
is to be located atop the building which Wesley
calls the East Tower located approximately 500
feet West of Vassar and 560 feet south of Murdock.
As technically required by City Ordinances Wesley
is also asking for an exception from airport zoning
requirements since there are airports within eight
miles.

Wesley proposes to use two french-made Alouette
3 helicopters for this purpose. These are high
performance turbine powered helicopters originally
designed for mountain rescue in the Alps. The
helicopters will be housed and maintained by
Midwest Piper at Comotara Airport from which departures
will be made. Availability of the air crew and medical
team will also be at Comotara. It is anticipated that

Mr. Mike Meek

February 7, 1979

Page 2

The helistop at Wesley will be used for the delivery and possibly pickup of patients.

Ingress and egress to Wesley will be over the railroad tracks to the North which are a designated helicopter corridor, then over McDonald Park and through the approach/departure paths with designated emergency landing areas as shown by the drawings on file reviewed by Central Inspection. Usage is difficult to estimate but approximately ten flights per month during the first year of operation are presently anticipated.

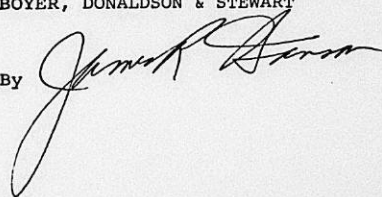
Wesley has obtained and filed the results of an FAA Aeronautical Study finding its proposal will not adversely affect the safe and efficient use of airspace by aircraft; has obtained approval of an ambulance license from the Metropolitan Transit Authority, which is to be heard by the City Commission in conjunction with this matter and has obtained a Certificate of Need for these ambulance services from the Kansas Department of Health and Environment.

The project has been coordinated with the Sedgwick County Emergency Medical Service and is expected to assist EMS when such services are appropriate and available. The project has been reviewed with representatives of Sleepy Hollow, Inc., and is supported by that group as indicated by the attached copy of a letter. I am also informed that the area CPO unanimously approved the project on Tuesday, February 6.

Very truly yours,

BOYER, DONALDSON & STEWART

By



JRH:cpf
Enclosures

cc: Mr. A. B. Davis, Jr.
Mrs. Carol Lindley
Mr. R. L. Davis

Sleepy Hollow, Inc.

555 N. Yale
Wichita, Kansas 67208

September 7, 1978

Mr. Jack Davis
Executive Vice President
Wesley Medical Center
550 N. Hillside
Wichita, Kansas 67214

Dear Mr. Davis:

This letter will confirm the understanding we have concerning the new "helicopter medical service" that Wesley Hospital is planning, and its effect on the neighborhood.

After several discussions you have advised us that your present plan is to have a helicopter pad on the new tower addition currently under construction, with a helicopter base at Comotara field. There would be no other helicopter pad on the Wesley premises or in the area surrounding Wesley Hospital.

This plan is quite acceptable to the neighborhood.

We applaud Wesley's efforts to provide the citizens of Wichita and the State of Kansas with the best possible medical care.

Very truly yours,



Joel M. Pollack, President
Sleepy Hollow Inc.

cc: Tom Kitch
Vern Lang
Sue Amsden
John Morse
Wes Johnson
Ellis Clark

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64108



January 25, 1979 .

Boyer, Donaldson & Stewart
Attn: Mr. James R. Hanson
1030 First National Bank Building
Wichita, Kansas 67202

RE: 78-ACE-866-OE

Dear Mr. Hanson:

I have discussed your question of marking and lighting the Wesley Medical Center Heliport with Mr. Merle Zongker of the Wichita General Aviation District Office (GADO). Our reason for recommending marking and lighting the penthouse was due to the penetration of a transitional surface.

The structure naturally needed to be lighted at night. To provide an added measure of safety during the day, additional marking should be made even though the structure is obvious.

We have discussed the marking recommendations with Mr. Zongker and conclude that two high intensity discharge lights (white) would be satisfactory for daytime marking. These should be located conspicuously on the side of the penthouse facing the heliport. Two red lights in the same locations, plus a red-lighted windsock, would be satisfactory for nighttime lighting.

If you have further questions, please call me at 816-374-3408.

Sincerely,

A handwritten signature in cursive script that reads "Dwaine E. Hiland".

DWAINE E. HILAND
Airspace Specialist

RECEIVED

JAN 29 1979

BOYER, DONALDSON & STEWART

LICENSE APPLICATION

AIRPORT LIMOUSINE FOR CHARTERED LIMOUSINE
 AMBULANCE - HELICOPTER TAXICAB MEDI-COACH

In the City of Wichita, State of Kansas

STATE OF KANSAS
 DWICK COUNTY

A. B. Davis, Jr. of lawful age being first duly sworn, hereby applies for a license to operate either a taxicab, or airport limousine, or chartered limousine, or ambulance and/or medi-coach within the City of Wichita, pursuant to the terms of all Ordinances pertaining thereto of said city, and in support of this application, states:

- Full name and address of owner Wesley Medical Center
- If partnership, name of partners n/a
- Board of Trustees Officers: Walter L. Reazin, M.D., Roy C. House, Jack Lipe, Mrs. Elmer C. Moore, A. B. Davis, Jr., Clinton Engstrand
- If corporation, name of officers and directors
- Place of business 550 North Hillside, Wichita, Kansas 67214 Telephone No. 685-2151
- Number of persons vehicle constructed to carry 5 Proposed number of passengers 2
- a. Make Alouette 3 Serial
- b. Model SA316B Year 78 d. Motor Number 2265
- c. Color and Design White with Orange Trim Blue Lettering e. State License Number Pending
- f. Other FAA Number Pending
- 6. Trade name vehicle shall be operated under W.A.T.C.H. (Wesley Air Transport to Community Hospitals)
- 7. Fares shall be charged on the basis of Per patient mile \$ 2.00
Nursing team per hour 31.50;
plus basic charge per call 75.00
- 8. Seat belts INSTALLED : ~~Back seat~~ FAA Standards ~~Front seat~~

NEW LICENSE FEE: \$ _____ REPLACEMENT LICENSE FEE: \$ _____

New License Number _____ Old License Number _____

New Vehicle Number _____ Old Vehicle Number _____

Vehicle Inspection Form ATTACHED _____ Old License ATTACHED _____

Replaced Vehicle REPAINTED _____



Subscribed and sworn to before me this 17th day of July, 19 78.

My commission expires 9/26/80

Wesley Medical Center
 (Name of Owner)
 By A. B. Davis, Jr.
Cindy Peterson
 (Notary Public)

Agenda Item 1
For 9-21-78

THE CITY OF WICHITA
OFFICE OF Metropolitan Transit
Authority

DATE September 20, 1978

TO Transit Authority Members
FROM Elmer Karstensen, Executive Director

SUBJECT WATCH Helicopter License

Wesley Medical Center has submitted an application for a certificate of convenience and necessity and a license for operation of two helicopter ambulances within and into the City. The service is to be operated under the name WATCH (Wesley Air Transport to Community Hospitals). WATCH also operates fixed wing aircraft into Mid-Continent Airport.

WATCH proposes charges of \$75 base charge; \$2 per patient mile (one way charge with patient on board); and a nursing team charge of \$31.50 per hour. The aircraft to be used will be French Alouette helicopters with first one and later two ambulances to be used.

A check has been made with Mr. Willard White of Triangle Copter Service who advises that the proposed charge is quite reasonable. The charge is substantially higher than cost of ground ambulance; however, such comparison is probably not valid.

I have also checked with Major Ray Ramos at Sedgwick County EMS and he has no objection to such emergency ambulance license. I have also contacted the operators of the non-emergency ambulance services and they indicate no objection to this service.

My personal experience with medical helicopter service in the military has been very good and it is my opinion that this service would be an asset to the community.

It is my recommendation that the Authority adopt a license recommending approval of the license. It should be noted that this recommendation is for helicopter ambulance licensing only and does not relate to other City requirements regarding flights over the City or Mid-Continent Airport nor does it relate to approval of any helistop or heliport to be constructed for this service.


Elmer Karstensen
Executive Director

EK:ckm

WICHITA AIRPORT AUTHORITY

MID-CONTINENT AIRPORT WICHITA, KANSAS

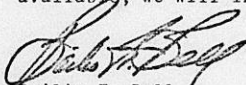
TO: Robert B. Feldner, Supt. of Central Inspection
DATE: Nov. 29, 1978

FROM: Bailis F. Bell, Airport Manager

SUBJECT: PROPOSED HELISTOP INSTALLATIONS

With this memorandum are construction plans for two proposed helistops, i.e., Wesley Hospital and KAKE TV, which were transmitted to this office on November 16, 1978.

To the best of our knowledge, it is not within the jurisdiction of the Wichita Airport Authority to comment on the helistop installations themselves. In the past, the Board of City Commissioners has asked the Wichita Airport Authority for an opinion on new aircraft landing installations or improvements within an eight mile radius of Mid-Continent Airport and their effects on air traffic. The Wichita Airport Authority would like to be given the opportunity to comment on the traffic effects of the two proposed helistop installations; however, the basis for comment regarding air traffic is derived from FAA air space studies which have not yet been received by this office from the FAA. When those studies become available, we will initiate comments to your office.



Bailis F. Bell
Airport Manager

BFB:dn

cc: H. Jay Setter, Dir. of Aviation
Floyd J. Roedell, Dir. of Airport
Engineering & Planning

Attach.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION



CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64108



OCT 24 1978

Mr. Ray Rowhuff
Director of Operations
Wesley Medical Center
P. O. Box 8067
Munger Station
Wichita, Kansas 67208

Subject: Wesley Medical Center Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-138-NRA

Dear Mr. Rowhuff:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 80' x 80' landing/takeoff area, and a 80' x 80' touchdown area. The proposed heliport will be constructed on the top of the six-story hospital addition (Wesley Medical Center) which is presently under construction. The heliport will be located within the city limits of Wichita, Kansas at latitude 37° 41' 44" and longitude 97° 17' 53".

From information submitted to us from the on-site inspection, approaches to and takeoffs from the proposed rooftop heliport can be made in any direction as the rooftop elevation is higher than any other building in the area. Ingress into the site should be initiated from over McDonald Park directly into the heliport. Egress should be made in the reverse.

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

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach/departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 8 feet horizontally to one foot vertically (8:1).

2.

2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach/departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

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

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

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

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

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

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

Sincerely,

Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosures

Map
5748
14
275
1E

WICHITA AIRPORT AUTHORITY
MID-CONTINENT AIRPORT WICHITA, KANSAS

RECEIVED
DEC 6 1978
Central Inspection Division

DATE: Dec. 4, 1978

TO: Robert B. Feldner, Supt. of Central Inspection
FROM: Bailis F. Bell, Airport Manager

DR 78-39

SUBJECT: WESLEY MEDICAL CENTER HELIPORT

The staff of the Wichita Airport Authority has received and reviewed the determination of Airspace Case No. 78-ACE-138-NRA as conducted by the FAA. We concur with the results of the study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.

Bailis F. Bell
Bailis F. Bell
Airport Manager

Attach: Letter from FAA to Mr. Rowhuff - dated Oct. 24, 1978

cc: H. Jay Setter, Dir. of Aviation
Floyd J. Rodell, Dir. of Airport Engineering and Planning

N.E. corner Central and Hillside

ROUTE TO: *RB 12-7*
AI 12-7



CITY OF WICHITA

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

Wichita, Kansas July 17, 1978

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

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

- A. Business Name Wesley Medical Center
- B. Business Address 550 North Hillside, Wichita, Kansas 67214
- C. Helistop Location
 - 1. Legal Description West of Vassar - South of Murdock - North of Sleepy Hollow Park - East of Wesley
(Lot Numbers, Addition or Metes and Bounds)
 - 2. Address n/a
- D. Class (I, II or III) Helistop being applied for II
- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Not until the proposed amendment is adopted.
- F. Is this application accompanied by:
 - 1. Proposed plans and specifications for Helistop? Previously submitted.
 - 2. Intended routes or ingress and egress? Previously submitted.
 - 3. Intended emergency landing areas? Previously submitted.
- G. Does this conform to FAA requirements? Yes AC No: 5390-1B Aug.77
- H. Where will list of authorized pilots be kept? Midwest Piper Flight, Inc.
3514 North Webb Road
- 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? Yes

FOR OFFICIAL USE ONLY

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

APPROVED BY

DISAPPROVED

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

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

THE CITY OF WICHITA

OFFICE OF CITIZEN PARTICIPATION

DATE February 7, 1979

TO Jack Galbraith, Current Plans

FROM Gail Williams, CPO Administrative Aide

SUBJECT Wesley Medical Center
Heliport Permit

On February 6, CPO Council "I" considered the captioned case and voted 5-0 to recommend approval of the permit application.

Representatives of Wesley Medical Center explained the measures being taken to hold to a minimum the noise and general disturbance of the surrounding residential neighborhood. Based on those assurances, and on the determination that the Sleepy Hollow neighborhood association has expressed its satisfaction with the proposed operation of the heliport, the Council approved of the issuance of the permit.

Gail Williams
Gail Williams
CPO Administrative Aide

GW:a1



Meek

LAW OFFICES OF
BOYER, DONALDSON & STEWART

1030 FIRST NATIONAL BANK BUILDING
WICHITA, KANSAS 67202

GEORGE J. HONDROS (1910-1962)
PAUL J. DONALDSON (1911-1978)

JOHN E. BOYER
KENNETH P. STEWART
JAMES R. HANSON
ROBERT L. SMITH
JOHN H. GIBSON
MARTIN R. UFFORD
MICHAEL L. NORTH

February 7, 1979

264-7321
AREA CODE 316



Mr. Mike Meek, Senior Planner
Metropolitan Area Planning Department
City Building
455 North Main
Wichita, Kansas 67202

Re: DR78-39 Wesley Medical Center
Request for Special Permit to
Operate Helicopter at the North-
east Corner of Central and Hillside
Our File No: W-961

Dear Mr. Meek:

The following is information concerning this matter
for your use as you deem appropriate in informing members of
the commission regarding the matters to be heard.

Wesley is asking for a license for a helistop
to operate a helicopter ambulance. The helistop
is to be located atop the building which Wesley
calls the East Tower located approximately 500
feet West of Vassar and 560 feet south of Murdock.
As technically required by City Ordinances Wesley
is also asking for an exception from airport zoning
requirements since there are airports within eight
miles.

Wesley proposes to use two french-made Alouette
3 helicopters for this purpose. These are high
performance turbine powered helicopters originally
designed for mountain rescue in the Alps. The
helicopters will be housed and maintained by
Midwest Piper at Comotara Airport from which departures
will be made. Availability of the air crew and medical
team will also be at Comotara. It is anticipated that

2.

2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach/departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

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

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

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

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

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

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

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosures

cc: Ray Arvin, KDOT
Chief, FSS Wichita, KS
ACE-220 (2)
ACE-530
AAP-730 (w/enclosures)
Ms. Jean Ross Howard

OCT 26 1978

FSS-ICT

Chief	<i>[Signature]</i>
Deputy	<i>[Signature]</i>
AC	
<input checked="" type="checkbox"/>	Reading Binder
	File

OCT 24 1978

Mr. Ray Rowhuff
Director of Operations
Wesley Medical Center
P. O. Box 8067
Munger Station
Wichita, Kansas 67208

Subject: Wesley Medical Center Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-138-NRA

Dear Mr. Rowhuff:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 30' x 30' landing/takeoff area, and a 20' x 80' touchdown area. The proposed heliport will be constructed on the top of the six-story hospital addition (Wesley Medical Center) which is presently under construction. The heliport will be located within the city limits of Wichita, Kansas at latitude 37° 41' 44" and longitude 97° 17' 53".

From information submitted to us from the on-site inspection, approaches to and takeoffs from the proposed rooftop heliport can be made in any direction as the rooftop elevation is higher than any other building in the area. Ingress into the site should be initiated from over McDonald Park directly into the heliport. Egress should be made in the reverse.

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

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach/departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 8 feet horizontally to one foot vertically (8:1).

RECEIVED
NOV 30 1978
Mid-Cont. Airp. I

December 21, 1978

Mr. Ray Rowhuff
Director of Operations
Wesley Medical Center
P.O. Box 8067
Munger Station
Wichita, Kansas 67208

Re: DR 78-39 - Request for Special
permit to operate a heliport -
at the northeast corner of
Central and Hillside

Dear Mr. Rowhuff:

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

We note that your request includes the required comments from the Federal Aviation Administration and the Wichita Airport Authority, however, we also need an ownership list, certified by an abstractor, of all property owners within 1000 feet of your property. You might be able to have the lists submitted with your recent zone change request updated, expanded to 1000 feet, and recertified by the Abstract Company.

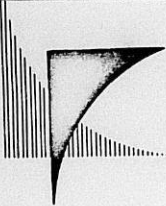
We have tentatively scheduled this item to be considered by the MAPC on January 18, 1979 subject to receipt of an ownership list no later than January 4, 1979.

Should you have questions, please call.

Sincerely,

Mike Meek
Senior Planner

MM:el



MINOR SURGERY CENTER®
of Wichita, Inc.

810 NORTH LORRAINE

PHONE (316) 685-2207

WICHITA, KANSAS 67214

January 10, 1979

Mr. Robert A. Lakin, Director
Metropolitan Area Planning Commission
455 North Main
Wichita, Kansas

Dear Mr. Lakin:

I am writing to you to request that you keep me informed concerning the contemplated landing areas for the new Wesley helicopter. I am aware of the problems which the hospital encountered with the Sleepy Hollow Association when it was believed the helicopter would be landing in that area.

It is my understanding that the helicopter is to land on the roof of the hospital now. However that may not be the end of it and should they ever consider the land they own just South of the Minor Surgery Center as a landing site I would like to be so informed.

We, here at Minor Surgery Center would like to be given adequate opportunity for comment should this ever happen.

Sincerely yours,

M. Robert Knapp

M. Robert Knapp, M.D.

MRK:bb



January 15, 1979

✓ Notice sent

Robert Knapp, M.D.
Minor Surgery Center of Wichita, Inc.
810 North Lorraine
Wichita, Kansas 67214

Re: DR 78-39 - Special Permit Request
for Operation of a Heliport at
Wesley Medical Center

Dear Dr. Knapp:

Pursuant to your letter of January 10, 1979, we have added your name to our files for notification of hearing dates on the above referenced matter. Although we have had initial contact by Wesley on the proposed Heliport, they have not formally requested that the item be scheduled for public hearing and we will not do so until we receive additional information from them.

Heliport operations require approval of a special permit by the Board of City Commissioners after a public hearing and recommendation by the Metropolitan Area Planning Commission. We will notify you of the time and place of the public hearing once this item is scheduled for consideration by the MAPC.

Should you have further questions, please contact our office.

Sincerely,

Mike Meek
Senior Planner

MM:el

Sleepy Hollow, Inc.

555 N. Yale
Wichita, Kansas 67208

September 7, 1978

Mr. Jack Davis
Executive Vice President
Wesley Medical Center
550 N. Hillside
Wichita, Kansas 67214

Dear Mr. Davis:

This letter will confirm the understanding we have concerning the new "helicopter medical service" that Wesley Hospital is planning, and its effect on the neighborhood.

After several discussions you have advised us that your present plan is to have a helicopter pad on the new tower addition currently under construction, with a helicopter base at Comotara field. There would be no other helicopter pad on the Wesley premises or in the area surrounding Wesley Hospital.

This plan is quite acceptable to the neighborhood.

We applaud Wesley's efforts to provide the citizens of Wichita and the State of Kansas with the best possible medical care.

Very truly yours,



Joel M. Pollack, President
Sleepy Hollow Inc.

cc: Tom Kitch
Vern Lang
Sue Amsden
John Morse
Wes Johnson
Ellis Clark

Mr. Mike Meek

February 7, 1979

Page 2

The helistop at Wesley will be used for the delivery and possibly pickup of patients.

Ingress and egress to Wesley will be over the railroad tracks to the North which are a designated helicopter corridor, then over McDonald Park and through the approach/departure paths with designated emergency landing areas as shown by the drawings on file reviewed by Central Inspection. Usage is difficult to estimate but approximately ten flights per month during the first year of operation are presently anticipated.

Wesley has obtained and filed the results of an FAA Aeronautical Study finding its proposal will not adversely affect the safe and efficient use of airspace by aircraft; has obtained approval of an ambulance license from the Metropolitan Transit Authority, which is to be heard by the City Commission in conjunction with this matter and has obtained a Certificate of Need for these ambulance services from the Kansas Department of Health and Environment.

The project has been coordinated with the Sedgwick County Emergency Medical Service and is expected to assist EMS when such services are appropriate and available. The project has been reviewed with representatives of Sleepy Hollow, Inc., and is supported by that group as indicated by the attached copy of a letter. I am also informed that the area CPO unanimously approved the project on Tuesday, February 6.

Very truly yours,

BOYER, DONALDSON & STEWART

By 

JRH:cpf
Enclosures
cc: Mr. A. B. Davis, Jr.
Mrs. Carol Lindley
Mr. R. L. Davis

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: 2-15-79

Case No. DR 78-39	Request: Special Permit to allow operation of a helistop
Location: Northeast corner of Central and Hillside	
Acres: 0.1	Size: 64' x 64'

	<u>Land Use</u>	<u>Zoning</u>
Existing North	Wesley Medical Center Single Family, Undeveloped & Wichita Childrens Home	"BB" "A", "B" & "EB"
East South	Single Family Motel, General Business, & Medical Office Tower	"A" "D", "LC", & "C"
West	General Business & Parking	"B", "LC" & "C"

Platted: Yes. History: Several zone changes approved over the years in conjunction with Medical Center operations.

COMMENTS:

1. Wesley Medical Center has requested a special permit, under Sections 9.24.010 through 9.24.180 of the Code of the City of Wichita, in order to allow the operation of a helistop on the Wesley site at the northeast corner of Hillside and Central.

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

Case No. DR 78-29
MAPC AGENDA
2-15-79
Page 2

2. The applicant advises that the helistop is proposed to be constructed on top of the East Tower currently under construction and will be used to provide a maximum of two helicopter ambulances within and into the City. It should be noted that the helicopters are proposed to be stored, fueled, and maintained at a separate location (Comotara Airpark).
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the Federal Aviation Administration (FAA). Attached is a copy of a letter from the FAA regarding this project, as well as a memo from the Airport Manager of the Wichita Airport Authority concurring in the determination of the FAA. Other information submitted by the applicant is also attached.
4. The plans as submitted for the helistop do not comply with the requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops). The applicant has been working with the Department of Law to amend certain portions of the Chapter so as to bring the proposal into compliance.
5. A recommendation of approval of the special permit and waiver of the requirements of Section 28.03.100 should be subject to compliance with the requirements of Chapter 9.24 of the Code of the City of Wichita (Helicopters and Helistops) unless amended or waived by the Board of City Commissioners.

LAW OFFICES OF
BOYER, DONALDSON & STEWART

1030 FIRST NATIONAL BANK BUILDING
WICHITA, KANSAS 67202

JOHN E. BOYER
KENNETH P. STEWART
JAMES R. HANSON
ROBERT L. SMITH
JOHN H. GIBSON
MARTIN R. UFFORD
MICHAEL L. NORTH

GEORGE J. HONDROS (1910-1962)
PAUL J. DONALDSON (1911-1978)

264-7321
AREA CODE 316

January 31, 1979



Metropolitan Area Planning Commission
City Hall
455 North Main Street
Wichita, Kansas 67202

Re: DR78-39 Wesley Medical Center
Request for Special Permit
to operate Helicopter at the
Northeast Corner of Central
and Hillside; Our File W-961

Gentlemen:

On behalf of The Wesley Medical Center and in connection with the above matter, we do hereby request an exception to the spacing requirements of Chapter 28.08 of the City Code regulating airport zoning.

This request is made pursuant to 28.08.100 of the City Code and in support hereof we attach hereto a copy of letters dated October 24, 1978, and January 9, 1979, from the Federal Aviation Administration concluding that the proposed heliport will not adversely affect the safe and efficient use of airspace by aircraft.

We ask that this request for an exception be placed on the agenda at the same time as the request for the heliport permit. Thank you.

Very truly yours,

BOYER, DONALDSON & STEWART

By:

James R. Hanson

JRH:bdr
Enclosure
cc: Mr. A. B. Davis, Jr.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CENTRAL REGION
601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64108



January 25, 1979 .

Boyer, Donaldson & Stewart
Attn: Mr. James R. Hanson
1030 First National Bank Building
Wichita, Kansas 67202

RE: 78-ACE-866-OE

Dear Mr. Hanson:

I have discussed your question of marking and lighting the Wesley Medical Center Heliport with Mr. Merle Zongker of the Wichita General Aviation District Office (GADO). Our reason for recommending marking and lighting the penthouse was due to the penetration of a transitional surface.

The structure naturally needed to be lighted at night. To provide an added measure of safety during the day, additional marking should be made even though the structure is obvious.

We have discussed the marking recommendations with Mr. Zongker and conclude that two high intensity discharge lights (white) would be satisfactory for daytime marking. These should be located conspicuously on the side of the penthouse facing the heliport. Two red lights in the same locations, plus a red-lighted windsock, would be satisfactory for nighttime lighting.

If you have further questions, please call me at 816-374-3408.

Sincerely,

A handwritten signature in cursive script that reads "Dwaine E. Hiland".

DWAINE E. HILAND
Airspace Specialist

RECEIVED

JAN 29 1979

BOYER, DONALDSON & STEWART

AIRPORT LIMOUSINE
AMBULANCE - HELICOPTER

LICENSE APPLICATION

FOR

CHARTERED LIMOUSINE

TAXICAB

MEDI-COACH

In the City of Wichita, State of Kansas

STATE OF KANSAS

SS:

ADG WICK COUNTY

A. B. Davis, Jr. of lawful age being first duly sworn, hereby applies for a license to operate either a taxicab, or airport limousine, or chartered limousine, or ambulance and/or medi-coach within the City of Wichita, pursuant to the terms of all Ordinances pertaining thereto of said city, and in support of this application, states:

1. Full name and address of owner Wesley Medical Center
2. If partnership, name of partners n/a
Board of Trustees Officers: Walter L. Reazin, M.D., Roy C. House, Jack Lipe, Mrs. Elmer C. Moore, A. B. Davis, Jr., Clinton Engstrand
3. If corporation, name of officers and directors Moore, A. B. Davis, Jr., Clinton Engstrand
4. Place of business 550 North Hillside, Wichita, Kansas 67214 Telephone No. 685-2151
5. Number of persons vehicle constructed to carry 5 Proposed number of passengers 2
- a. Make Alouette 3
- b. Model SA316B Year 78
- c. Color and Design White with Orange Trim Blue Lettering
- d. ~~Motor~~ Number 2265
- e. State License Number Pending
- f. Other FAA Number Pending
6. Trade name vehicle shall be operated under W.A.T.C.H. (Wesley Air Transport to Community Hospitals)
7. Fares shall be charged on the basis of Per patient mile \$ 2.00
Nursing team per hour 31.50;
plus basic charge per call 75.00
8. Seat belts INSTALLED : ~~Back seat~~ FAA Standards ~~Front seat~~

NEW LICENSE FEE: \$ _____

New License Number _____

New Vehicle Number _____

Vehicle Inspection Form ATTACHED _____

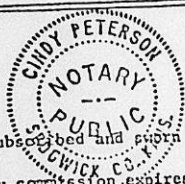
REPLACEMENT LICENSE FEE: \$ _____

Old License Number _____

Old Vehicle Number _____

Old License ATTACHED _____

Replaced Vehicle REPAINTED _____



Subscribed and sworn to before me this 17th day of July, 19 78.

My commission expires 9/26/80

Wesley Medical Center
(Name of Owner)

By A. B. Davis, Jr.

Cindy Peterson
(Notary Public)

Agenda Item 1
for 9-21-78

THE CITY OF WICHITA
OFFICE OF Metropolitan Transit
Authority

DATE September 20, 1978

TO Transit Authority Members

FROM Elmer Karstensen, Executive Director

SUBJECT WATCH Helicopter License

Wesley Medical Center has submitted an application for a certificate of convenience and necessity and a license for operation of two helicopter ambulances within and into the City. The service is to be operated under the name WATCH (Wesley Air Transport to Community Hospitals). WATCH also operates fixed wing aircraft into Mid-Continent Airport.

WATCH proposes charges of \$75 base charge; \$2 per patient mile (one way charge with patient on board); and a nursing team charge of \$31.50 per hour. The aircraft to be used will be French Alouette helicopters with first one and later two ambulances to be used.

A check has been made with Mr. Willard White of Triangle Copter Service who advises that the proposed charge is quite reasonable. The charge is substantially higher than cost of ground ambulance; however, such comparison is probably not valid.

I have also checked with Major Ray Ramos at Sedgwick County EMS and he has no objection to such emergency ambulance license. I have also contacted the operators of the non-emergency ambulance services and they indicate no objection to this service.

My personal experience with medical helicopter service in the military has been very good and it is my opinion that this service would be an asset to the community.

It is my recommendation that the Authority adopt a license recommending approval of the license. It should be noted that this recommendation is for helicopter ambulance licensing only and does not relate to other City requirements regarding flights over the City or Mid-Continent Airport nor does it relate to approval of any helistop or heliport to be constructed for this service.


Elmer Karstensen
Executive Director

EK:ckm

WICHITA AIRPORT AUTHORITY

MID-CONTINENT AIRPORT WICHITA, KANSAS

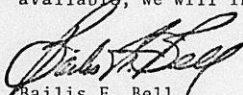
TO: Robert B. Feldner, Supt. of Central Inspection
DATE: Nov. 29, 1978

FROM: Bailis F. Bell, Airport Manager

SUBJECT: PROPOSED HELISTOP INSTALLATIONS

With this memorandum are construction plans for two proposed helistops, i.e., Wesley Hospital and KAKE TV, which were transmitted to this office on November 16, 1978.

To the best of our knowledge, it is not within the jurisdiction of the Wichita Airport Authority to comment on the helistop installations themselves. In the past, the Board of City Commissioners has asked the Wichita Airport Authority for an opinion on new aircraft landing installations or improvements within an eight mile radius of Mid-Continent Airport and their effects on air traffic. The Wichita Airport Authority would like to be given the opportunity to comment on the traffic effects of the two proposed helistop installations; however, the basis for comment regarding air traffic is derived from FAA air space studies which have not yet been received by this office from the FAA. When those studies become available, we will initiate comments to your office.



Bailis F. Bell
Airport Manager

BFB:dn

cc: H. Jay Setter, Dir. of Aviation
Floyd J. Roedell, Dir. of Airport
Engineering & Planning

Attach.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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



OCT 24 1978

Mr. Ray Rowhuff
Director of Operations
Wesley Medical Center
P. O. Box 8067
Munger Station
Wichita, Kansas 67208

Subject: Wesley Medical Center Heliport
Sedgwick County
Wichita, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 78-ACE-138-NRA

Dear Mr. Rowhuff:

We have reviewed from an airspace-use standpoint the establishment of the subject private-use heliport, having a proposed 80' x 80' landing/takeoff area, and a 80' x 80' touchdown area. The proposed heliport will be constructed on the top of the six-story hospital addition (Wesley Medical Center) which is presently under construction. The heliport will be located within the city limits of Wichita, Kansas at latitude 37° 41' 44" and longitude 97° 17' 53".

From information submitted to us from the on-site inspection, approaches to and takeoffs from the proposed rooftop heliport can be made in any direction as the rooftop elevation is higher than any other building in the area. Ingress into the site should be initiated from over McDonald Park directly into the heliport. Egress should be made in the reverse.

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

1. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach/departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 8 feet horizontally to one foot vertically (8:1).

2.

2. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach/departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

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

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

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

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

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

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

Sincerely,

Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosures

Map
5748
14
275
1E

WICHITA AIRPORT AUTHORITY
MID-CONTINENT AIRPORT WICHITA, KANSAS

RECEIVED
DEC 6 1978
Central Inspection Division

TO: Robert B. Feldner, Supt. of Central Inspection
FROM: Bailis F. Bell, Airport Manager
SUBJECT: WESLEY MEDICAL CENTER HELIPORT

DATE: Dec. 4, 1978

DR 78-39

The staff of the Wichita Airport Authority has received and reviewed the determination of Airspace Case No. 78-ACE-138-NRA as conducted by the FAA. We concur with the results of the study as it regards traffic at Mid-Continent Airport in that it is not anticipated to have any adverse effect.

Bailis F. Bell
Bailis F. Bell
Airport Manager

Attach: Letter from FAA to Mr. Rowhuff - dated Oct. 24, 1978

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

N.E. corner Centline and Hillside

ROUTE TO: *RBT 12-7*
AI 12-7
ACTION

THE CITY OF WICHITA

OFFICE OF Central Inspection Division

DATE September 27, 1978

TO John Dekker, Director of Law
FROM John J. Riddel, Building Plans Examiner

SUBJECT Review of Wesley Medical Center
Elevated Helistop

The following remarks are for your consideration:

1. The definition of airport in Section 28.08.010 of the Code of the City of Wichita includes heliports and helistops by inference. Section 28.08.100 requires that no airport shall be established within a radius of eight miles of an existing airport reference point unless an exception to the spacing requirement is granted by the board.
2. A Class II helistop is defined in Chapter 9.24 of the Code of the City of Wichita as an area set aside for the landing and take off of rotary wing aircraft having a maximum gross weight of more than three thousand five hundred pounds and less than seven thousand pounds. The minimum landing area requirement for the establishment and operation of an elevated Class II helistop shall be eighty feet in length and eighty feet in width.

The proposed take-off and landing area, shown on the preliminary plans, measures sixty-four feet in length and sixty-four feet in width. These dimensions do not meet minimums required by Section 9.24.010(b).

3. In addition to the landing area requirement, there is a requirement for an additional safety area cleared of obstructions extending above the height of the helistop proper and extending a minimum distance of sixty feet beyond the perimeter boundaries.

The elevator penthouse obstructs one side of the landing area in such a way that the sixty feet of safety area required by Section 9.24.010(b) cannot be provided.



September 27, 1978
John Dekker
Re: Wesley Medical Center Helistop
Page 2

4. Approach zones are required to fan outward on both sides from the minimum boundaries of the safety area of an elevated helistop to a width of one thousand five hundred feet measured at a point two thousand feet from the line of beginning. Since the sixty feet of safety area cannot be provided, the approach zones have been designed to fan out on both sides from assumed boundaries of the required safety area.
5. The required emergency landings shall have minimum dimensions equivalent to twice the diameter of the rotor blade or twice the length of the aircraft whichever is the greater, with operationally adequate approach and lateral clearances and so situated as to be accessible upon engine failure at any time during approach to or climb out from the helistop. Data on the aircraft size has not been provided.
6. License requirements, fees, and insurance requirements are specified in Sections 9.24.050, 9.24.060, 9.24.070, and 9.24.100.
7. Section 9.24.090 stipulates that the landing area shall be not less than the minimum area set forth in Section 9.24.010.

John J. Riddel
John J. Riddel
Building Plans Examiner

JJR:mm1

cc: Jack Calbraith, Metropolitan Planning
Max Anderson, Fire Department

Approved:

Robert B. Feldner
Robert B. Feldner
Superintendent of Central Inspection

Approved:

R. W. Bruggeman
R. W. Bruggeman
Director of Public Works



223-560

CITY OF WICHITA

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

Wichita, Kansas July 17, 1978

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

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

A. Business Name Wesley Medical Center

B. Business Address 550 North Hillside, Wichita, Kansas 67214

C. Helistop Location

1. Legal Description West of Vassar - South of Murdock - North of Sleepy Hollow Park - East of Wesley
(Lot Numbers, Addition or Metes and Bounds)

2. Address n/a

D. Class (I, II or III) Helistop being applied for II

E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Not until the proposed amendment is adopted.

F. Is this application accompanied by:

1. Proposed plans and specifications for Helistop? Previously submitted.

2. Intended routes or ingress and egress? Previously submitted.

3. Intended emergency landing areas? Previously submitted.

G. Does this conform to FAA requirements? Yes AC No: 5390-1B Aug.77

H. Where will list of authorized pilots be kept? Midwest Piper Flight, Inc.
3514 North Webb Road

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? Yes

FOR OFFICIAL USE ONLY

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

APPROVED BY

DISAPPROVED

Central Inspection Dept. _____

Director of Public Works _____

Chief of Fire Department _____

City Commission _____

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

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

Wichita, Kansas July 17, 1978

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

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

- A. Business Name Wesley Medical Center
- B. Business Address 550 North Hillside Wichita, Kansas 67214
- C. Helistop Location
1. Legal Description West of Vassar - South of Murdock - North of Sleepy Hollow Park - East of Wesley
(Lot Numbers, Addition or Metes and Bounds)
 2. Address n/a
- D. Class (I, II or III) Helistop being applied for II
- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Not until the proposed amendment is adopted.
- F. Is this application accompanied by:
1. Proposed plans and specifications for Helistop? Previously submitted.
 2. Intended routes or ingress and egress? Previously submitted.
 3. Intended emergency landing areas? Previously submitted.
- G. Does this conform to FAA requirements? Yes AC No: 5390-1B Aug. 77
- H. Where will list of authorized pilots be kept? Midwest Piper Flight, Inc.
3514 North Webb Road
- 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? Yes

FOR OFFICIAL USE ONLY

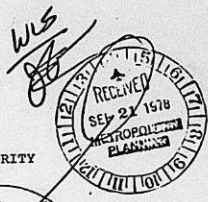
I have examined this application, it is complete and meets the requirements of the Code of the City of Wichita, Kansas.

APPROVED BY

DISAPPROVED

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

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



AGENDA
THE WICHITA METROPOLITAN TRANSIT AUTHORITY
FOR REGULAR MEETING
ON THURSDAY, SEPTEMBER 21, 1978
AT 4:00 P.M.
IN THE
CITY COMMISSION MEETING ROOM - CITY HALL
WICHITA, KANSAS

APPROVAL OF MINUTES OF PREVIOUS MEETING

APPROVAL OF AGENDA

1. PUBLIC HEARING ON THE APPLICATION OF WESLEY MEDICAL CENTER FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY FOR A HELICOPTER AMBULANCE SERVICE.

Wesley Medical Center has submitted an application for a certificate of convenience and necessity for licensing of up to two helicopters for emergency ambulance service within and into the City of Wichita. The aircraft would be operated under the trade name WATCH (Wesley Air Transport to Community Hospitals).

The aircraft would be 1978 French Alouette helicopters designed for 5 persons. Proposed charges are a base charge of \$75, nursing team charge of \$31.50, and \$2 per patient mile.

Notice of public hearing has been published as required by ordinance. The Chairman will announce that interested members of the public will be heard at this time.

The Executive Director recommends that the application be approved.

ACTION:

Approve the application and adopt a resolution recommending that the City Commission authorize issuance of a certificate of convenience and necessity and the necessary licenses.

2. DISCUSSION OF 1979 BUDGET AND PUBLIC HEARING ON FARE POLICY.

The action of the City Commission on the 1979 budget request of the MTA was to reduce the local subsidy for transit by \$50,000. This also reduces the amount of federal assistance by a like amount. A close examination of the budget indicates a net shortfall of \$75,500 for the 1979 budget.

A discussion paper has been provided to the Authority outlining alternatives of service reduction or fare increases. Five options for fare increases have been examined and revenue

DR 78-39 - 57 "Notice to Adjoining Property Owners" mailed 2/2/79 for the
MAPC meeting for 2/15/79

1 (including map) to CPO Office

—
58 TOTAL

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

February 2, 1979

NOTICE TO ADJOINING PROPERTY OWNERS:

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

CASE NO. DR 78-39

Special Permit to Allow the Construction of
a Heliport for Wesley Hospital

The west 152 feet of the east 276 feet of the
south 271 feet of the north 552 feet of Lot 1, Wesley
Medical Center Addition. Generally located on the
Wesley Medical Center site in an area south of
Murdock and west of Vassar.

Wesley Medical Center has applied for a special permit to allow a heliport to be constructed on top of the six story hospital addition (Wesley Medical East Tower). The proposal is for up to two helicopters to be used for emergency ambulance service within and into the City of Wichita. The helicopters are proposed to be stored, fueled, and maintained at a separate location (Comotara Airpark) and will be used to provide emergency service to the hospital.

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

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

Robert A. Lakin
Secretary



today

Deliver to Metropolitan Planning

attn: Jack Galbraith

from James R. Hanson for
Wesley Medical Center

SECURITY ABSTRACT AND TITLE CO., INC.
432 North Main • Wichita, Kansas 67202 • Telephone (316) 267-6371
SECURITY IS KNOWING

OWNERSHIP LIST

DR 38-39

Lot	Addition	Property Owner
lots 1 and 2 and Reserve	Wesley Medical Center Add.	✓ City of Wichita 455 N. Main 67202
all of lots 2 & 3, lot 1 except that portion platted as Wesley Medical Center 3rd Addition	Wesley Medical Center 2nd	✓ City of Wichita 455 N. Main 67202
lots 1,3,4	Wesley Medical Center 3rd	✓ City of Wichita 455 N. Main 67202
Sub Floor A Office 1 & 14.202% int. in common areas	Wesley Medical Arts Tower	✓ City of Wichita 455 N. Main 67202
Sub Floor B Office 2 & 11.700% int. in common areas	" " "	✓ City of Wichita 455 N. Main 67202
First floor Office 3	" " "	
3-1 with .472% int. in common areas	" " "	✓ BOFEM Associates, a partnership 411 First Natl. Bank Bldg. 67202
3-2 and 3-3 3-4, -36, 3-8	" " "	✓ Wesley Building Company, a partnership 3243 East Murdock 67208
3-5 with .887% int. in common areas	" " "	D BOFEM Associates, a partnership 411 First Natl. Bank Bldg. 67202
3-7 with 2.767% interst in common areas	" " "	✓ Medical Computer Services 3333 East Central 67208
Second Floor Office 4 4-1 with 7.318 % interest in common area	" " "	✓ Virginia G. Mastio 620 Stratford Road 67206
4-2 with 3.871% interest in common areas	" " "	✓ M & W Company 8900 Ward Parkway Kansas City, Missouri 64114
4-3 with 1.654% interest in common areas	" " "	✓ BKM Investments 3243 East Murdock, Suite 200 67208

Lot	Addition	Property Owner
Third Floor Office 5		
5-1 with 6.997% interest in common areas	Wesley Medical Arts Tower	✓ VMB Investment, a partnership 3243 East Murdock, suite 300 67208
5-2 with 5.846% int. in common areas	" " ? "	⊕ The Wesley Medical Center 550 N. Hillside 67214
Fourth Floor Office 6 6-1	" " "	✓ Kroh Brothers Development Co. 3700 W. 65th St. Shawnee Mission, Kansas 66208
6-2 with 2.587% int. in common areas	" " "	✓ B & R Associates 3243 East Murdock, Suite 500 67208
6-3 with 2.701% int. in common areas	" " "	✓ Robinson & Porter Properties 3243 East Murdock 67208
6-4 with 5.446% int. in common areas	" " "	✓ Medical Properties 3243 East Murdock 67208
Fifth Floor Office 7	" " "	✓ IMA Investments 3243 East Murdock, Suite 500 67208
Sixth Floor Office 8	" " "	
8-1 and 8-3 with 6.615% int. in common areas		✓ Dorothy H. Langenwalter 1201 Charlotte 67208 ✓ Bobbie J. Bastian 62 Norfolk Drive 67206
8-2 and 8-5	" " "	✓ Ronald D. Linhardt, M.D. 3243 E. Murdock 67208
8-4,8-6,8-7	" " "	⊕ Kroh Brothers Development Co. 3700 West 65th Street Shawnee Mission, Kansas 66208
lots 5,6,7,8,9,10 and lot 11 exc. E 15' together with S½ vac. alley adjacent	Blazer's Addition	✓ Ralph A. Shenk & Ina M. 1405 Willow Road 67208
East 5.84 ft lot 13 all of lots 14 & 15 on Central	Blazer's Addition	⊕ A. E. Hiebert 1530 West 13th St. 67203

Lot	Addition	Property Owner
lot 16, Central	Blazer's Addition	L. G. MASON & Maria Mason Address Unknown
lot 17, Central	Same	✓ Abraham E. Hiebert 1530 West 13th St. 67203
lots 18,19,20,21 Central	Same	✓ Sammy Harry Kouri and Jacqueline Minnie Kouri 3243 East Murdock 67208
lots 22,23,24,25 & W 20' lot 26 Central	Same	✓ Automobile Club of Kansas 3340 East Central 67208
South 70' of lots 44,45,46 & 47, exc. E 15' lot 44, together with N $\frac{1}{2}$ vacated adjacent said lots on South	Same	D Ralph A. Shenk and Ina M. 1405 Willow Road 67208
West 20' lot 29, lots 30 & 31, and vacated alley adj. on South, Edgemont Place	Same	D Automobile Club of Kansas 3340 East Central 67208
lots 29,31,33,35 Central	Grandview Terrace Add.	✓ J. R. Vosburgh & Mary K. 7611 Donegal 67206
lots 25 & 27, Elm	Same	✓ Daniel W. Oungst 202 N. Rock Road, Apt. 302 67206
lots 29 & 31, Elm	Same	✓ John Timothy Lewis and Molly Lynn Pearson Lewis 3404 Sleepy Hollow 67208
lots 33 and 35, Elm	Same	✓ Myron S. Hull & Betty L. 3402 East Elm 67208
lots 26 & 28, Pine	Same	Edward W. Graham & Julia N. Address Unknown
lots 30 & 32, Pine	Same	✓ Mae Mayer, 3407 E. Pine 67208
29,31,33,35 Pine	Grandview Terrace Add.	✓ Harmon M. Holladay & June M. 327 N. Rutan 67208
lots 26,28 Edgemont Place	Woodford's Replat	✓ Kenneth W. Hedberg & Evelyn F. 1226 Patricia 67208
lots 30,32 Edgemont Place	Same	✓ Wesley R. Johnson & Avice E. 3411 Edgemont 67208

Lot	Addition	Property Owner
lots 34,36 Edgemont Place	Woodford's Replat	✓ Robert F. Vosburgh 3407 Edgemont 67208
lots 2 and 4 Murdock	Grandview Sub. <i>Returned</i>	✓ Rodney E. Peterson 1674 Wichita 67213
lot 10 & W 15.5' lot 12, Murdock	Same <i>Returned 5040 N. Hydroville v.c., ks 67147</i>	✓ Nestor R. Weigand Jr. 150 N. Market 67202
lots 6 & 8, Murdock	Same	James William Whittemore and Polly Sue Whittemore Address Unknown
East 9.5 ft lot 12 all lot 14, West 5.7 ft lot 16 Murdock	Same	D Highland House, a partnership 150 N. Market 67202
East 19.3 ft lot 16 all lot 18, Murdock	Same	✓ Inez I. Peterson 2433 Redbud Lane 67204
lot 1	Gerald Rupert Addition	✓ Nestor R. Weigand Jr. Highland House, a partnership 150 N. Market 67202
lots 35 and 36	Myers Sub.	✓ Luann H. Weigand 150 N. Market 67202
lots 20 thru 50 inclusive, Murdock	Sunrise Park Addition	✓ Wichita Children's Home 810 N. Holyoke 67208
City Park and Parkway	Woodford's Replat	X Dedicated to public
Reserve B except North 90 feet	Nob Hill Addition	✓ <i>Tom Allen</i> Board of Park Commissioners 455 N. Main 67202
East 44.5 ft Reserve D	Maple Grove Addition	✓ Thel Dee Self, First Natl. Bank, Leah A. Self Wight, Co-Trustees, 628 S. Brookside 67218
East 89 ft of Res. D except E 44.5 feet	Same	✓ The Fourth Natl. Bank & Trust Co., in Wichita, Kansas, Trustee of the E. H. Rieger, M.D. FACS, Chartered Pension Plan and Trust Broadway at Douglas 67202
N 90' of W 98½' Res. D	Same	X Stella Unger, deceased
Reserve H exc E 20'	Same	✓ S & N Fast Foods, Inc. 8815 Birch Lane 67212
Reserve G	Same	✓ Robert W. Keeler & Dorothy B. 5102 East 2nd St. 67208

Lot	Addition	Property Owner
60,62,64,66,68,70 72,74,76,78,80,82, 84,86,88,90,92,94, 96,98 and 100 Lorraine	Resurvey of Buck's 2nd Addition	<input checked="" type="checkbox"/> The Wesley Medical Center 550 N. Hillside 67214
49,51,53,55,57, 59,61 & 63, Hillside	Same	<input checked="" type="checkbox"/> Mary J. Blood 647 N. Hillside 67214
65,67,69,71, 73,75,77,79 & N 15' of 81 Hillside	Same	<input checked="" type="checkbox"/> The Wesley Medical Center 550 N. Hillside 67214
S 10 ft lot 81 all 83,85 & 87 Hillside	Same	<input checked="" type="checkbox"/> Jack W. Kice 2040 South Mead 67211
89,91,93,95 97 & 99, Hillside	Same	<input checked="" type="checkbox"/> The Wesley Medical Center 550 N. Hillside 67214
101,103,105,107 Hillside	Same	<input checked="" type="checkbox"/> Browns Grill East Inc. 545 N. Hillside 67214
109 & 111, Hillside	Same	<input checked="" type="checkbox"/> Richard J. Brown, Larry D. Brown, Charles D. Brown 545 N. Hillside 67214
E 26.25' of lots 102,104,106 Lorraine	Same	Gladys Oweida Snodgrass, Trust - Address Unknown
lot 1 & N 35' lot 2	Poling Addition	<input checked="" type="checkbox"/> James L. Fleming 17 Norfolk Drive 67208
South 65' lot 2 all lot 3	Same	<input checked="" type="checkbox"/> Vision Associates, a partnership 3333 East Central, Suite 504 67208
lots 1,2,3,4,5,6,7 Hillside	Schuckman's Addition	<input checked="" type="checkbox"/> Richard J. Brown, Larry D. Brown, Charles D. Brown 545 N. Hillside 67214
lots 8,9 and N 24.44' of lot 10, Hillside	Same	<input checked="" type="checkbox"/> Herman W. Beuttel & Helen G. 115 S. Rutan, Apt. 3C 67218
S 0.54' lot 10 Hillside	Same	<input checked="" type="checkbox"/> Roy Hawk and Cleora R. Hawk 501 N. Hillside 67214
lots 15 & 16 Lorraine	Same	Holiday Oil Company Inc. - Address Unknown

Lot	Addition	Property Owner
1	Hodson's 2nd	✓ Roy Hawk 501 N. Hillside 67214
2	" " "	" " " "
3	" " "	✓ Cleora R. Hawk & Roy Hawk 501 N. Hillside 67214
All Lot 4 & N 26' of Lot 5	" " "	" " " " " "
S 24' of Lot 5 exc. W 60' & all Lot 6 exc W 60'	" " "	✓ Cleora R. Hawk 501 N. Hillside 67214
W 60' of S 24' of Lot 5 & W 60' of Lot 6	" " "	Dunn Investment Co. address unknown
Lot 1	Central State Bank	✓ Central State Bank 3433 E. Central 67214
N $\frac{1}{2}$ of N 12 $\frac{1}{2}$ ' of S $\frac{1}{2}$ of Lot 8	Howard's Addition to College Hill	✓ Vera M. Losbhough address unknown
Beginning 74.62' " " " S of NW corner of Lot 8, thence S 49.93', thence E 151.74' to a point 124.81' S of N line Lot 8 thence N 49.93' thence W 151.74' to beg. exc E 10'	" " "	✓ William M. Mack National Investment Trust 3860 Whitney Ave. Hamden, Connecticut 06514
Lots 7 & 10 exc W 10'	" " "	H.A. Loshbough & Vera address unknown
S 69 $\frac{1}{2}$ ' of W 141.75' of Lot 9	" " "	✓ William M. Mack National Investment Trust 3860 Whitney Ave. Hamden, Connecticut 06514
Beginning 150' " " " S of NW corner of Lot 8, thence S 25', thence E 141.75' thence N 25', thence W 141.75' to beg.	" " "	✓ Mabel Redfield Lester Eugene Redfield 910 Fabrique 67218

Lot	Addition	Property Owner
Beginning 150' S of NW corner of Lot 8, thence N 25', thence E 141.75', thence S 25', thence W 141.75' to beg.	Howard's Addition to College Hill	H.P. Cloninger address unknown
W 50' of Lot 6	" " "	Hettie L. Mercer (Life Estate) - address unknown Theresa Marie Foltz - address unknown Earl Richard Goodin ✓ 18 Cypress Dr. 67206 Helen Margaret Fine - address unknown
E 56 3/4' of Lot 6	" " "	William M. Mack National Investment Trust 3860 Whitney Ave. Hamden, Connecticut 06514
W 45' of E 101 3/4' of Lot 6	" " "	Ellen M. Hibbard - address unknown
Lot 5	" " "	William M. Mack National Investment Trust 3860 Whitney Ave. Hamden, Connecticut 06514
Lot 12	" " "	" " " " " "
Lots 1 & 3 on Holyoke	Floral 2nd	Ellen M. Hibbard - address unknown

also: James R. Hanson
1st Natl Bank Bldg. 67307

Robert Knapp M.D.
Minor Surgery Center of Wilbury, Inc.
810 N. Lockaine, 67284

~~Tom Kitch~~ sent notices:
Tom Kitch Attorney ✓
~~125 N. Market~~
3740 Sleepy Hollow Ct.
67208

Vern Sainy, Att ✓ also
200 W. Douglas
67202

John Morse, Att. ✓
125 N. Market 67202

Wm. I Robinson ✓
3343 Country Club Place
67203

We hereby certify the foregoing to be a true and correct list of the property owners of:

A 750 foot radius of: The West 152 feet
of the East 276 feet of the South 271 feet
of the North 552 feet of Lot 1, Wesley
Medical Center Addition

as shown by the last deeds of record on file in the Office of the Register
of Deeds of Sedgwick County, Kansas, on the 29th day of January, 1979
at 7:00 o'clock A.M.

THE SECURITY ABSTRACT & TITLE CO., INC.

By

Mary Gable

Vice President

Order No. 273378
wh

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

February 2, 1979

NOTICE TO ADJOINING PROPERTY OWNERS:

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

CASE NO. DR 78-39

Special Permit to Allow the Construction of
a Heliport for Wesley Hospital

The west 152 feet of the east 276 feet of the south 271 feet of the north 552 feet of Lot 1, Wesley Medical Center Addition. Generally located on the Wesley Medical Center site in an area south of Murdock and west of Vassar.

Wesley Medical Center has applied for a special permit to allow a heliport to be constructed on top of the six story hospital addition (Wesley Medical East Tower). The proposal is for up to two helicopters to be used for emergency ambulance service within and into the City of Wichita. The helicopters are proposed to be stored, fueled, and maintained at a separate location (Comotara Airpark) and will be used to provide emergency service to the hospital.

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

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

Robert A. Lakin
Secretary

DR 78-39

WICHITA - SEDGWICK COUNTY
W S C
METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

Rec'd 2-12-79

Important! Notice of Meeting Enclosed

NOT RETURNED TO SENDER
NOT DELIVERABLE AS ADDRESSED
NO FORWARDING ORDER ON FILE
VALLEY CENTER, KS

Edie

RODNEY E. PETERSON
9040 N. HYDRAULIC
VALLEY CENTER, KS. 67147
WICHITA

*This address is correct per
phone book + zip code book*

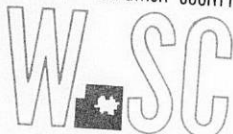


NOT RETURNED TO SENDER
NOT DELIVERABLE AS ADDRESSED
NO FORWARDING ORDER ON FILE
VALLEY CENTER, KS

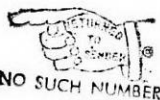
DR 78-39

Eddie

WICHITA - SEDGWICK COUNTY



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



RODNEY E. PETERSON
~~1674 WICHITA~~
~~WICHITA, KS. 67213~~

*9040 N. Hydraulic
Valley Center 67147*

Important! Notice of Meeting Enclosed

