

PLAT. NO. S/D 80-69 MAP NO. 5853

NAME JOHN SAVUTE ADDITION

LOCATION: Southeast corner of 53rd St. North and Oliver Street.

ENGINEER Reiss & Goodness Engineers

OWNER John Savute, et al

APPLICATION FILED 8-21-80

SKETCH PLAT FILED 8-21-80

PRELIMINARY FILED _____

S/D ACTION _____

FINAL FILED _____

S/D ACTION _____

HAPC ACTION _____

BCC ACTION _____

RECORDED _____

REMARKS _____

Has been annexed into Bel-Aire

S/D 80-69 - JOHN SAVUTE ADDITION -
Southeast corner of 53rd St. North
and Oliver. Reiss & Goodness Engin
eers.

P
1007EP
8-28-80
[Signature]
DATE _____

ACTION

S/D COMMITTEE _____
M.A.P.C. _____
B.C.C./B. CO. C. _____

Map No. 3851
Sec. 24
Twp. 26S
Range 1E

Subdivision Report and Progress

S/D No.: 40-69

Name: JOHN SAVUTE ADDITION

General Location: Southeast corner of 5th Street North and Oliver Street.

Owner: JOHN SAVUTE & Marrie Jo Savute, Nancy Lee and Kathy Lee
Address: 4901 N. Woodlawn Zip Code: 67220 Phone: 744-1971

Subdivider: John Savute
Address: 4901 N. Woodlawn Zip Code: 67220 Phone: 744-1971

Engineer/Surveyor: Beiss & Goodness Engineers
Address: 2160 West 21st Street Zip Code: 67203 Phone: 832-0213

Present Zoning: "R-1"
Proposed Zoning: R-1
Assoc. Zone Case: _____

M.A.P.C. ACTION: _____

Advisory Letter: _____

APPLICATION RECEIVED: 8-21-80
SKETCH PLAT RECEIVED: 8-21-80
Letter of Intent: _____

Closure Data Submitted: _____
Title/Taxes Rec'd. and Reviewed: _____
Final Review: _____
Referral to B.C.C.: _____

PREL. PLAT RECEIVED: _____
S/D Comm. Action: _____

B.C.C. ACTION: _____

Advisory Letter: _____

FINAL PLAT RECEIVED: _____
S/D Comm. Action: _____

Tracing Received: _____
Released for Recording: _____
Plat Recorded: _____

Advisory Letter: _____

Comments:

8/29 See 8/29/80 memo in file - also sent to
Co Public Works on 8/29/80.

Already have recorded plat with this name.

At Riverside Airport, planes line up without a hangar for protection against the wintry weather.



Gregory Drezdzen/Staff Photographer

On the Fields

Small Airports Are Mighty Big Attraction for Pilots

Story by P.J. Rader

It is usually little more than a long, low, corrugated metal shed; a tattered windsock; maybe a couple of gas pumps. A refrigerator can almost always be found inside, stocked with colas and beer.

And outside, stretching for 1,800 feet or 2,600 feet, maybe a little more, is the strip. Sometimes it's a hard-paved surface, more often it's grass or sod. Maybe there are lights, maybe not.

Every private airfield has its own personality, a reflection of the pilots who regularly use it and the planes they store there. But the tiny airports that stripe the landscape in Sedgewick and Butler counties do share one common trait: Every one is a pit stop, a clubhouse, for the local fliers.

Short plane flights are shared as well as tall tales when fliers gather at small Sedgewick County fields such as Westport, Eck, Maize and High Point; and at Butler County strips such as Patty Field, Benton and Beaumont.

"Everybody that's nobody is out there," said Ron Huckins about Eck Field, a grass airstrip just northwest of the intersection of Colwich Road and North Fourth Street West, about five miles south of Colwich.

"Eck has been there for at least 20 years," Huckins said. "It was started by the Eck family (including Rusty Eck, Wichita car dealer), but nobody really runs the airport now. There are six planes out there, I think, and only four of us are active fliers."

Huckins, sales manager for Midwest Corporate Aviation, said he and his flying buddies usually spend nice weekend days taking short hops from Eck Field to Maize Airport or one of the several private fields near Valley Center.

"It's a gathering of the down-to-earth fliers, not the muckety-mucks," Huckins said. "Everybody says, 'Let's go over to Eck and see what's going on.' We keep beer in the fridge, pump our own gas and keep a log of who owes what. It's a chance to get together, fly a little, tell lies."

Bob Bradshaw, another Eck Field regular, works in his family's business, Lewis Street Glass Co. in Wichita. He has been flying since 1976.

"All your little airports have their own



Gregory Drezdzen/Staff Photographer

At most of the small airports, there's a refrigerator stocked with colas, as the sign at Riverside Airport indicates — and probably with beer as well.

gathering of locals," he said. "Someone will wander over, just to see if anything's happening. Generally, somebody's working on something, and we'll help. Or we'll trade rides. Shoot the breeze. It's a lot of fun."

Bradshaw said the popularity of any particular private field varies from generation to generation of fliers.

"My folks live up at High Point (an airport just east of Valley Center), and back in the mid-'60s, early '70s, that was the place to go. Now there's not much activity up there."

Airparks like High Point are popular in the Wichita area. They are airstrips surrounded by their own small housing developments and businesses. The homeowners almost always are airplane owners, too. In addition to a garage, each home often has a hangar for the family plane.

Benton Airport in Butler County is an airpark. Another airport is being developed at Oliver and 53rd North by John Savute, a Wichita restaurant owner and local pilot.

Savute also owns the Beaumont Hotel in southeastern Butler County, a favorite flight destination for many local pilots. The hotel has a short grass landing strip just a quarter mile away, and pilots have local permission to taxi from the field to a parking area right by the hotel. Savute currently has the hotel and airstrip listed for sale but predicts that "nobody is going to buy it."

Savute said it is relatively easy to establish a private airport, even if it is open to public use.

"We've been working on it (at 53rd and Oliver) for two years now, and it's open (for use)," Savute said. "I have 90 acres there, and I'm subdividing it into five-acre lots that will have access onto the runway."

Savute said he had to get clearance from the Federal Aviation Administration to make sure the traffic from the new field did not interfere with existing air traffic.

"That's really all there was to it," he said.

The grass runway is a half mile long, a

standard length at private airports in the area. Savute said the city of Bel Aire would probably annex the property, which is now on county land. Bel Aire officials said annexation is a possibility if Savute formally requests it.

As Savute said, the FAA has no regulatory powers over private airports, even if they are used by the general public. Jack Sasser, manager of the airports division of the FAA's central region in Kansas City, Mo., said the FAA has no regulations or requirements governing the operation or maintenance of private airstrips.

"We send them all advisory circulars that contain all of the recommended FAA standards on things like the width of different types of runways, how they're marked, that kind of thing," Sasser said. "We recommend that they carry at least \$2 million to \$3 million in liability insurance. But they are under no obligation to follow those advisories."

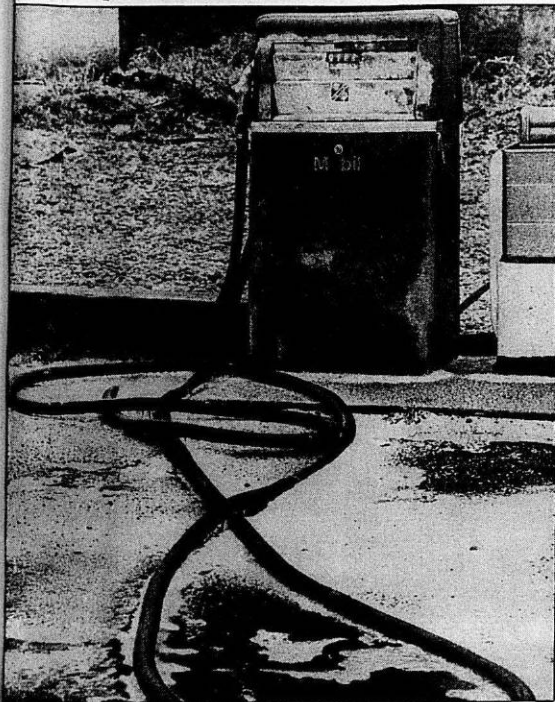
Despite this lack of regulation, FAA officials say they are confident, in general, that private airports are operated safely.

"A large percentage of general aviation accidents are pilot error," said Roland Elder, supervisor of the planning section of the FAA airport division. "On some occasions in an accident investigation, there may be comment on the conditions at an airport during takeoff or landing, but the airport itself is rarely a factor."

Elder said private airports may have a safety advantage over larger fields because they are usually planned and laid out by the pilot who will be using it most.

"These guys are pilots and cognizant of their own limitations and what is needed for safety," Elder said. "Most of these strips are used by people who are very familiar with them and the surroundings."

In the past five years, according to newspaper files, eight crashes near small private airports have occurred in Kansas, but airport conditions were not mentioned as factors in any of the crashes. Four of those crashes were fatal.



Gregory Drezdzon/Staff Photographer

A fuel pump at Riverside Airport waits in the cold for the next plane.

A Rose Hill man was killed in July 1982 when his lightplane crashed 15-minutes after takeoff from Cook Airfield in southeast Sedgewick County. In July 1980, a small plane crashed at Strother Field, about halfway between Winfield and Arkansas City, but no one was seriously hurt. In another crash two weeks earlier at Pratt Airfield, no one was seriously hurt.

The number of lightplane accidents in Kansas, excluding the metropolitan Kansas City area, was 41 in 1982; 56 in 1981; 38 in 1980; and 56 in 1979.

No government agency distinguishes privately owned airports from publicly owned airports when it comes to compiling accident statistics. For example, the National Transportation Safety Board has statistics showing that 1,483 accidents involving non-commercial aircraft took place at airports in the United States during 1981. But the statistics don't show the ownership of those airports.

Few area private airports have anything as luxurious as landing lights, making most of them daytime operations. Local owners say their airports are expensive enough to maintain without spending as much as \$3,000 on landing lights along the runways.

"It's pretty expensive for us to keep this place up," said Earl Long, who runs Westport Airport, 2558 S. Kessler, with his brother Richard.

The airport, also known as "Dead Cow International" because of a calf killed by a landing plane, has been in south Wichita since the early 1940s, where it was started by the Longs' parents. Although it had fallen into disuse, the Long brothers revived

On the Cover
Patty Field in El Dorado is just one of the many small airports that dot Sedgewick and Butler counties.

it in 1978 and have turned it into one of the bigger airplane-repair centers in the area.

Earl Long said the resurfacing of their paved, half-mile runway this summer cost \$18,000.

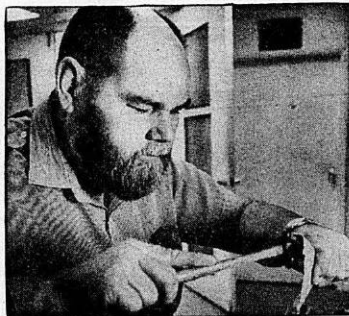
"We're hoping to get five years out of that. We couldn't think of putting in lights at this point. Our taxes every year with specials is more than \$12,000. Nobody gets into this for the money, because there's no money in it. You do it because you love it. You love flying. You love the planes."

Steve Goodwin is one flier who spends "a lot of time" at Westport. He and a friend are restoring an antique plane there. Goodwin, a sales representative for Nabisco, says it is the fellowship of other fliers that make the area's small airports so enjoyable.

"Earl is just an awful good friend," Goodwin said of Long. "The camaraderie out there is great."

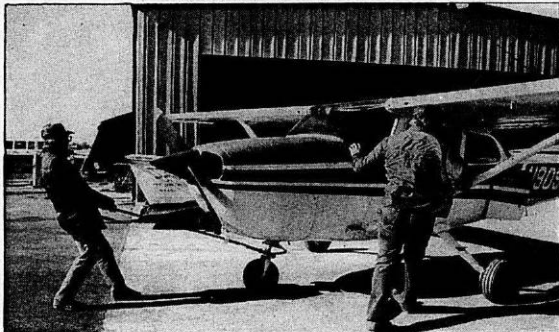
The Benton Airport, just south of Benton in eastern Butler County, is known, not for repair services, but primarily for its pilot-training classes, hangar and plane rentals, and the homes that line the landing strip.

Bob Peckham has owned the airport for four years. He was working there as a flight instructor and bought it when the owner had a heart attack.



Mike Hutmacher/Staff Photographer

Cliff Patty, left, reworks an old airplane part he has been unable to replace. At Westport Airport, below, mechanics helpers Chris Brown, left, and Rick Clark tow a plane from a hangar.



Brian Com/Staff Photographer

"We get all types out here," he said. "Doctors, lawyers, businessmen, factory workers. About 90 percent of our business is out of Sedgewick County."

On a busy day, Benton Airport might have 10 or 12 planes coming in and out. That is a typical amount of traffic for the small private airports in the vicinity, according to owners, pilots and Wichita Flight Service.

Most neighbors who live near the strips have no complaints about the small-plane activity over their homes, with the exception of a few people living near Jabara Airport, on North Webb Road between 29th North and 37th North. Most like watching the pilots, especially those with antiques or reproductions of some of the older planes.

Dorothy Quillen, who lives close to Patty Field, a small airport near El Dorado, said she rarely notices the planes unless she is outside in the yard.

"They don't bother me. I hear a plane and just figure it's a neighbor coming home. Don't really pay much attention."

Jabara Airport, which just became a public facility and has a new, 5,000-foot runway opening this month, is busier than most of the other small fields in the area. Neighbors say noise isn't a problem, but they worry because many pilots take a low approach to the runways.

"We see more traffic from McConnell (Air Force Base) than we do from Jabara," said Gerald Bain, who lives at 9201 42nd N. "Sometimes we'll see quite a few small planes on Saturdays. A lot of them come in awfully low, though. I saw one guy who couldn't have been more than 150 feet up.

He barely cleared the trees. That bothers me."

Riverside Airport, 3520 N. Hoover, has attracted many neighborhood children who later became pilots themselves, according to Ralph Brown, 49, who has been working at the airport since he was 14.

"Kids from the neighborhood come over here all the time," Brown said. "Now I'm seeing the kids of the kids who used to come around 20 years ago."

Riverside has had an unsettled history. Brown said it was started sometime during the 1930s as Cannonball Airport at the corner of Tyler and Maple. It was owned by Orville Sanders, the father of its current owner, Tom Sanders.

"Then they moved it to 29th and Athenian," Brown said. "I believe it's been in this location since about 1953. They've called it Riverside since about 1949."

Although Riverside has a paved runway of 3,000 feet, it isn't that different from Patty Field, which has a short turf runway of only 1,800 feet. Cliff Patty laid out the airport 20 years ago and lives next door. He also helped lay out the runway for the Beaumont Hotel, he said.

"Doesn't take much. You go out and mow, pick up the big rocks, stick up a windsock." He laughed. "This is just a little private field that we have a lot of fun on."

"We build our own planes, repair them. Usually, we're just local people here. In the summertime on a Sunday, people will drop in for a Pepsi. It's just someplace to go. We're the biggest little dinky airport in the state, I'd guess. But we sure do have a heck of a lot of fun."

July 15, 1983

Mr. John Savute
4901 North Woodlawn
Wichita, Kansas 67220

Re: Forwarding of Conditional Use Permit application forms.

Dear Mr. Savute:

Attached please find two application forms for requesting approval for an aircraft landing field in the "R-1" zoning district. As you will note, the application is accompanied by an instruction sheet setting forth the requirements for a certified ownership list and application fee. In addition, a request for an aircraft landing field must also including the following:

1. A letter from the Federal Aviation Administration (FAA) approving the airport proposal.
2. Two copies of a site development plan showing the location of the proposed runway.
3. A statement of intended use for the airport (i.e., number of aircraft to be stored on site, hours of operation, type of aircraft to use field, etc.).

The completed application form accompanied by all of the above items, must be filed with the Planning Department prior to our being able to schedule the required Public Hearing before the Metropolitan Area Planning Commission.

As for your desire to create lots around your proposed aircraft landing field, we outlined what was required in a letter dated September 16, 1980. This letter was addressed to the engineer you selected to prepare and file a sketch plat of your proposed subdivision and a copy of that letter was sent to you. We are, with this letter, providing you with another copy of the September 16, 1980 letter. Please note with special attention, comment number one, along with the paragraph that follows it.

Mr. John Savute
7-15-83
Page 2

If you have any questions about the procedures that must be followed,
please call me at 268-4421.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:FLN:bh

cc: S/D 80-69 plat file.

May 4, 1983

Mr. John Savute
4901 N. Woodlawn
Wichita, Kansas 67220

Re: S/D 80-69 - Proposed plat of John Savute Addition and
the southeast corner of 53rd Street North and Oliver

Dear Mr. Savute:

We are in the process of going through our active subdivision
files in order to close those files for which approval is no
longer requested. The above-referenced subdivision case has
remained inactive since August of 1980.

Please contact me at 268-4421 if you plan on completing this
1980 case. If I have not heard from you by June 10, 1983, this
case will be marked "closed."

Sincerely,

Forrest L. Nagley
Junior Planner

FLN:bh

cc: Reiss and Goodness Engineers, 2160 W. 21st St., 67203

*Savute called & said he wanted plat file
to remain open. Advised him of the
need for a conditional use permit*

*FLN
6/83*

September 16, 1980

Reiss & Goodness Engineers
2160 W. 21st Street
Wichita, KS 67203

RE: S/D 80-69 - Sketch plat of John
Savute Addition at Southeast
corner of 53rd Street North
and Oliver

After reviewing the above referenced sketch plat with several other departments, we have the following comments to make regarding this proposed plat and private airport.

1. Prior to proceeding any further with the platting of this property, it will be necessary for the owner to file a request for a conditional use permit to allow the construction and operation of an aircraft landing field in the "R-1" zoning district.

We feel that this is not an acceptable location for a private airfield due mainly to its proximity to the Comotara Airport. This proposal is not consistent with the comprehensive planning that was done through the Tri-County Airport System Plan study. Authorization will not be given for the filing of a preliminary plat until such a conditional use permit has been approved.

2. We are assuming that the 5-acre lot sizes are necessitated by the soil conditions which may require sewage lagoons to be utilized rather than septic tanks. The proposal for future division into 1-acre lots when municipal sewer becomes available needs further study. We will be happy to work with you on this once you have approval of the conditional use permit.
3. We have several questions regarding the drainage and the proposed road system which we would also like to discuss with you after the conditional use permit is obtained.

Page 2
September 16, 1980
Reiss & Goodness Engineers

With the applicant's copy of this letter I have enclosed a conditional use application. If there are any questions about this application, please contact Jack Galbraith (268-4404) or Lynn Shirkey (268-4390).

Sincerely,

Louise Olivarez
Senior Planner
Current Plans Division

L0:vn
Enclosure
cc: John Savute, 4901 N. Woodlawn, Wichita, KS 67220

WICHITA AIRPORT AUTHORITY

MID-CONTINENT AIRPORT WICHITA, KANSAS

TO: Forrest L. Nagley, Junior Planner
Advance Plans, M.A.P.D.

DATE: Sept. 10, 1980

FROM: Floyd J. Roedell
Director of Airport Engineering and Planning

SUBJECT: Proposed Airport
John Savute Addition

In response to your memo of August 29, 1980, regarding the proposed airport on the southeast corner of 53rd Street North and Oliver, the Wichita Airport Authority does not believe this is consistent with good planning; and it is not consistent with the comprehensive planning that was done through the Tri-County Airport Systems Plan Study.

The establishment of additional airports in the northeast quadrant of Sedgwick County certainly duplicates other airport activities in the area.


Floyd J. Roedell

FJR:ba

RECEIVED
SEP 10 1980
METROPOLITAN PLANNING
ROUTE Nagley

from: Nagley date: 8/29/80

admin. adv. plans cur. plans social

- lakin stockwell galbraith mitchell
- walter funk lytle lane
- eubanks shen young kohl sansing
- hanson lesew meek hart johns
- neilson, v apodaca shirkey covert miller
- lakin, e ~~curman~~ newby coppel patrick
- henderson reed dobson beebe watson
- brothers schafar olivarez syal krenning
- peters brown davis rojas
- craig buller luettens whitlock
- barnes huggins sharpe brown b.

graphics

- pierce nagley licketig forinash chambers crawford
- stafford garland bechtel mcadden swander phelps
- pale crook commer vinson

See my previous comments. B.C.

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

remarks: Please acknowledge receipt
and provide your comments
by Sept. 5. Also, please return
sketch plot after your use. Thanks

WICHITA-SEDGWICK COUNTY

August 29th 1980

METROPOLITAN AREA PLANNING DEPARTMENT

Jay Setter, Director of Aviation, Airport Authority
TO Forrest L. Nagley, Junior Planner
FROM
SUBJECT Forwarding of sketch plat of John Savute Addition

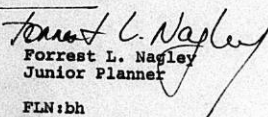
Attached please find a copy of a recently submitted sketch plat which proposes an airport on the southeast corner of 53rd Street North and Oliver. The plat proposes to create 14 5-acre lots around the runway. These 5 acre lots are outlined with a red line. The other lot lines and numerous cul-de-sacs show the configuration of potential replatting into one acre building sites.

We would very much appreciate receiving your comments regarding this proposed airport facility. Please provide your comments by September 5th as we desire to respond to the applicant as soon as possible.

Should you have any questions regarding this matter, please call. My telephone number is 268-4405.

COPY

Sincerely,


Forrest L. Nagley
Junior Planner

FLN:bh
Attachment

cc: Bruce Curfman, Senior Planner, Advance Plans Division

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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



RECEIVED

MAY 16 1980

METROPOLITAN PLANNING
ROUTE

MAY 15 1980

Mr. John Savute, Jr.
4901 N. Woodlawn
Wichita, Kansas 67220

Subject: Savute Airport
Sedgwick County
Kechi, Kansas
Notice of Airspace Determination/Establishment
Airspace Case No. 80-ACE-013-MTA

Dear Mr. Savute:

We have reviewed from an airspace-use standpoint the establishment of subject private-use Savute Airport, having a proposed north/south (17/35) 100' x 2,500' turf runway. The reported airport location is 1.0 statute mile south of Kechi, Kansas, at latitude 37°46'40", and longitude 97°16'38".

The proposal to establish the Savute Airport was circularized to known interested persons. In response to our circularization of this proposal, objections were received for the establishment of the airport. These objections were based primarily on the premise that operations at the Savute Airport would have an adverse effect upon other airports in the area, especially the Comotara Airport located at latitude 37°44'53"N, and longitude 97°13'16"W. There was one complaint related to a subdivision in close proximity to the airport.

From information submitted with your proposal, there is a 30' high powerline 250' north of the landing area. The powerline appears to shield the east/west county road north of the landing area.

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

1. Provided that all traffic patterns at the Savute Airport are flown on the west side of the airport, i.e., right turns to Runway 17, left turns to Runway 35. Failure to adhere to this provision shall make this airspace determination null and void.
2. That the approach to each runway is maintained for a minimum 20:1 glide slope. The approach slope begins 200' beyond the end of a paved runway (or at runway end if a turf runway) and slopes upward at an angle of 20' (horizontal) to 1' (vertical).

3. That the airport transitional surface be maintained for a 7:1 slope. The transitional surface extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7:1 from the sides of the primary surfaces and from the sides of the approach surfaces.

A private use airport by FAA definition, is an airport for exclusive use by the owner or other persons authorized by the owner. We feel that it is your responsibility to inform users of your airport of the existing physical conditions (obstructions in the approaches, runway condition(s), etc.). According to a National Transportation Safety Board (NTSB) study, obstructions in the approaches are a major cause of aircraft accidents.

Safe approaches can be provided by lowering or burying of powerlines, fence removal, tree trimming or removal, and/or displacement of runway thresholds, provided runway length is adequate. Displaced runway ends can be used for takeoffs and rollouts, and should be appropriately marked. Painted automobile tires or other appropriate materials can be used for this purpose.

You are reminded that Federal Aviation Regulations (FAR), Part 157 requires that anyone desiring to change the status from personal use (exclusive use by owner) or private use (use by the owner or other persons authorized by the owner) to an airport open to the public must file prior notice with FAA for additional airspace study.

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.

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

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

This airspace determination does not indicate that 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 an airport site for future Federal participation in development of an existing airport.

3

Enclosed is a copy of FAA Form 5010-5 which is self-addressed and postage paid. As soon as your airport 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, a site number assigned, and your airport subsequently included on the appropriate aeronautical charts, provided you indicate your desire for charting on the enclosed FAA Form 5010-5. It will be charted as a restricted use airport.

This airspace determination expires September 1, 1980, unless you notify our office that construction has started or a written request for an extension is submitted prior to the expiration date. Please advise when construction begins.

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

Sincerely,

Original signed by
Frederick D. Cason

FREDERICK D. CASON
Airport Operations Specialist

Enclosure

cc: LHM. Bruce A. Curfman, Metropolitan Area Planning Department Wichita, Kansas
Kansas Department of Transportation
Chief, FSS, Wichita, Kansas
ACE-220 (2)
ACE-530
AAS-330 (w/enclosures)

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

February 28, 1980

Mr. James H. King
Chief, Operations, Procedures & Airspace Branch ACE-530
FAA
601 E. 12th St.
Kansas City, MO. 64106

Dear Mr. King:

Thank you for the opportunity to comment on FAA Case No. 80-ACE-013-NRA, the proposed private airport located approximately 1 mile south of Kechi. The proposed location poses a potential airspace conflict with Comotara Airpark which has been designated in the Airport System as a public general aviation reliever airport. A western approach pattern has been specified for Comotara, further conflicting with the proposed site. The location would also marginally fall within the McConnell AFB airspace. From an Airport System standpoint, we would like to discourage any additional airport development activity in this already congested corridor, except that which should occur at the site previously selected through a Master Plan Study (Comotara) for the Northeast Sedgwick County public reliever airport.

An engineer representing Mr. Savute did contact our staff informally regarding his proposal. He was strongly discouraged from pursuing an airstrip at that location, due to its proximity to an existing residential subdivision and areas of anticipated additional urban growth. To date, however, there has been no formal application made to our office for a conditional use permit which would be required under present zoning. At such time as a formal zoning application is filed, and we receive detailed information concerning runway alignment, proposed facilities and ultimate use (aircraft and operations), we will be in a better position to review the proposal in further detail. Meanwhile, we would appreciate seeing the results of your airspace determination on the proposed airport. I hope the above comments will be of some use in your review.

Sincerely,

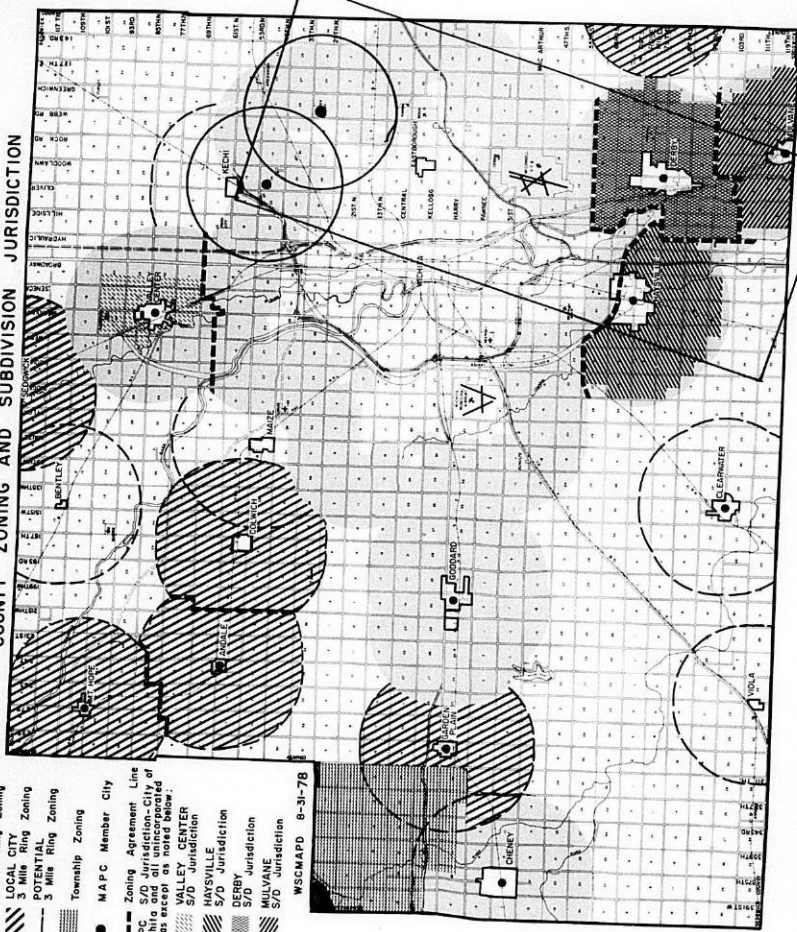
Bruce A. Curfman
Senior Planner
Advance Plans Division

BAC:rh

cc: Willard L. Stockwell, Chief Planner, Advance Plans Division
Jack Galbraith, Chief Planner, Current Plans Division
Jay Setter, Director, Airport Authority

COUNTY ZONING AND SUBDIVISION JURISDICTION

- SENGWICK COUNTY
- Ring Zoning
- LOCAL CITY ZONING
- 3 Mile Ring Zoning
- POTENTIAL
- 3 Mile Ring Zoning
- Township Zoning
- MAPC Member City
- Zoning Agreement Line
- S/D Jurisdiction-City of Wichita
- areas except as noted below
- VALLEY CENTER S/D Jurisdiction
- HAYSVILLE S/D Jurisdiction
- WATERBURY S/D Jurisdiction
- MILVANE S/D Jurisdiction
- WESCAMPO 6-31-78



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FEB 5 1980

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



REPLY
REFER TO: ACE-538

SUBJECT: Establishment of Private Airport; Case No. 80-ACE-013-NRA

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

TO: ALL KNOWN INTERESTED PERSONS:

1. Name: Savute Airport
2. Proposal: Establishment
3. Proponent: John Savute, Jr.
4. Location: Kechi, Kansas
5. Elevation: 1405' AMSL
6. Federal Aid Involved: No
7. Chart: Wichita South Sectional
8. Remarks: Proposes Runway 17/35, 2500' x 100',
grass surface.

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

Please address reply to Chief, Operations, Procedures and Airspace Branch, Air Traffic Division, 601 East 12th Street, Kansas City, Missouri 64106. Replies received by March 16, 1980, will be considered before final action is taken on this proposal.

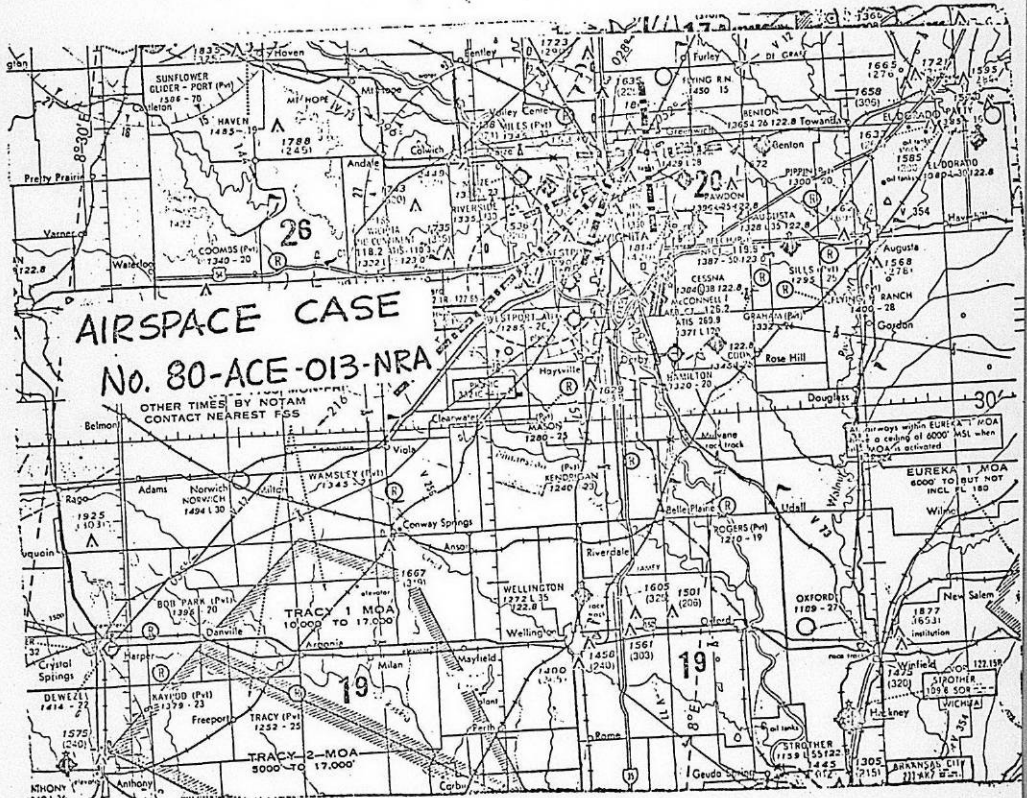
James H. King
for JAMES H. KING

RECEIVED

FEB 22 1980

METROPOLITAN PLANNING

ROUTE _____



AIRSPACE CASE
No. 80-ACE-013-NRA

OTHER TIMES BY NOTAM
CONTACT NEAREST FSS

TRACY 1 MOA
10000 TO 17000

TRACY 2 - MOA
3000 - TO 17000

EUREKA 1 MOA
6000 TO BUT NOT
INCL FL 180

9-5-80

Phil Dietrich said that
for 5-000 size lots,
suburban streets would
be acceptable. He made
no appraisal of the 1-000
lots other than to say that
streets for this size lots would
need to be wider types.
He also would make no
comment on the runway.
Left that analysis up
to planning.

August 29, 1980

Jay Setter, Director of Aviation, Airport Authority
Forrest L. Nagley, Junior Planner

Forwarding of sketch plat of John Savute Addition

Attached please find a copy of a recently submitted sketch plat which proposes an airport on the southeast corner of 53rd Street North and Oliver. The plat proposes to create 14 5-acre lots around the runway. These 5 acre lots are outlined with a red line. The other lot lines and numerous cul-de-sacs show the configuration of potential replatting into one acre building sites.

We would very much appreciate receiving your comments regarding this proposed airport facility. Please provide your comments by September 5th as we desire to respond to the applicant as soon as possible.

Should you have any questions regarding this matter, please call. My telephone number is 268-4405.

Sincerely,

Forrest L. Nagley
Junior Planner

FLN:bh
Attachment

cc: Bruce Curfman, Senior Planner, Advance Plans Division

Map No.: 5853
Section: 24
Twp.: 26S
Range: 1E

S/D No. 80-69

APPLICATION FOR SUBDIVISION APPROVAL

Name of Subdivision: John Savute Addition

General Location: SE Corner of 53rd Street North and Oliver Street

Name of Property Owner: John Savute & Mattie Jo Savute, Nancy Lee and Kathy Lee
Address: 4901 N. Woodlawn, Wichita, KS. Zip Code: 67220 Phone: 744-1971
Name of Subdivider: John Savute
Address: 4901 N. Woodlawn, Wichita, KS. Zip Code: 67220 Phone: 744-1971
Name of Engineer/Surveyor: Reiss & Goodness Engineers
Address: 2160 West 21st Street, Wichita, KS. Zip Code: 67203 Phone: 832-0213
Date of Application: 8-21-80

SUBDIVISION INFORMATION:

1. Gross Acreage of Plat 88 acres approx.
2. Number of Lots:
 - Residential 14
 - Commercial 0
 - Industrial 0
 - Other 0
3. Total Number of Lots 14
4. Minimum Lot Frontage 370 ft.
5. Minimum Lot Area 5 Acres
6. Existing Zoning R-1
7. Proposed Zoning R-1
7. Lineal Feet of New Streets:
 - a. 70 R/W 5600 ft.
 - b. R/W ft.
 - c. R/W ft.
 - d. R/W ft.
 - e. R/W ft.
 - TOTAL ft.
8. Are Sidewalks existing? Yes No X
9. Is a public water supply available? Yes No X, Name
10. Is a sanitary sewer available? Yes X No , Name
11. Has Health Department approval been obtained (where applicable) Yes X No
12. City of Wichita Three Mile Area X Outside of Wichita

The owner herein agrees to comply with the Subdivision Regulations for the Wichita-Sedgwick County Metropolitan Area, as approved, and all other pertinent ordinances of the City of Wichita and/or Resolutions of Sedgwick County, Kansas, and Statutes of the State of Kansas. He further agrees that he waives the 60-day statutory period in which the Planning Commission or governing body must act. In addition, it is agreed that all costs of recording the plat and supplemental documents thereto with the Register of Deeds, as well as all costs of publication of initiating resolutions approving any petition for improvements, such as streets, sewer, sidewalks, etc., shall be assumed and paid for by the owner when billed. The undersigned further states that he is the owner of the property proposed for platting.

Owner's Signature: John Savute Jr.

Wichita-Sedgwick County Metropolitan Area
Planning Commission, 10th Floor, City Hall,
455 North Main, Wichita, Kansas 67202

Received by FLM
Date 8/21/80
Fee Submitted \$200.00

T9-301B
(7-79)

FORM 28-021

PAYMENT NOTICE
City of Wichita

Bldg.	Use of Str.	Code Bks	Copies
Elec	Elev. Insp.	Hse Moving	Lic.
Mech	Boiler Insp.	Pav. Cuts	Cert.
Plbg	Exam Fees	Sewer	Elev.
Signs	Plan Rev. (P.W.)	Cement	M.S.P.
	Planning		

DESCRIPTION	AMOUNT
-------------	--------

NAME

ADDRESS

FUND

DUE DATE

COMMENTS

DATE

BY