

# Table of Contents

File CUP-1995-080

Date 8/6/99

|  |   |   |
|--|---|---|
| P  | S | A few items are denoted with a (*) are to be scanned for permanent record on the ISYS retrieval system. In some instances, not all entries designated to be scanned, are present in the file. There are also documents specific to certain files, not found on the standard list. For this reason, a checklist has been included. |
| r  | e | Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick guide for the contents of each file.   |
| s  | n | Files denoted with (**) are to be located using the ISYS Query System. Planning Clearance will need to be typed in full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.   |
| e  | n |   |
| n  | e |   |
| d  | t |   |
| X  | X | <b>*Summary Sheet – Table of Contents</b>   |
| X  | X | Application form  |
|  |   | Receipts for fees paid for anything   |
| X  | X | <b>*Submittal checklist – Change of Use Review</b>  |
|  |   | <b>*General project report</b>  |
|  |   | Reduced copy of final plans or drawings   |
| X  |   | Reduction of assessor's map   |
|  |   | Evidence of title, deeds  |
| X  | X | <b>*Mailing list</b>  |
|  |   | Public notice cards   |
|  |   | Record of certified mail  |
| X  |   | Legal description   |
|  |   | Appraisal of raw land   |
| X  |   | Reduction of any maps – final copy  |
|  |   | <b>*Final reports for drainage and soils (geotechnical reports)</b>   |
|  |   | Other bound or nonbound reports   |
|  |   | Traffic studies   |
| X  |   | Individual review comments from agencies  |
| X  | X | <b>*Consolidated review comments list</b>   |
| X  | X | <b>*Petitioner's response to comments</b>   |
| X  | X | <b>*Staff Reports – Board of Appeals</b>  |
|  |   | <b>*Planning Commission staff report and exhibits</b>   |
|  |   | <b>*City Council staff report and exhibits</b>  |
|  |   | <b>*Summary sheet of final conditions</b>   |
|  |   | <b>*Letters and correspondence dated after the date of final approval (pertaining to change in conditions or expiration date)</b>   |
| <b><u>DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:</u></b> |   |   |
| X  |   | Posting of Public Notice Signs  |
| X  |   | Comparison of Signs, Illustrative Noises, Heliport, Noise Measurements, Normally Compative Commun. Sound Levels, A-Weighted sound Pressure Level , Advisory Circular-Heliport Design, Heliport/Pads and Gross Wight Chart – Overhead transparencies   |
| X  |   | Aerial Map  |
| X  |   | Existing Zoning   |
| X  | X | Final Conditions of Approval: City Council Hearing – 9/28/95  |
| X  | X | Letter from Warren Dettmer to Comm. Dev. – 6/19/95  |
| X  |   | Document certifying letter received by Warren Dettmer from Comm. Dev.-1/17/96   |
| X  | X | Letter from Michael Drollinger to Warren Dettmer – 1/17/96  |
| X  | X | Letter from Warren Dettmer to Michael Drollinger – 12/15/95   |
| X  | X | Letter from Michael Drollinger to Warren Dettmer – 12/11/95   |
| X  | X | Letter from Warren Dettmer to Comm. Dev. re: FAA findings – 11/27/95  |
| X  | X | Letter from Michael Drollinger to Warren Dettmer re: conditions to be met-11/6/95   |
| X  | X | City Council – 11/1/95 - **   |
| X  | X | Planning Commission Minutes – 9/5/95 - **   |
| X  |   | Letter from Michael Drollinger to Warren Dettmer – 9/29/95  |
| X  |   | Letter from Warren Dettmer to Comm. Dev. – 9/7/95   |
| X  |   | Letter from J.F. Mugnier to Comm. Dev.  |
| X  |   | Notice of Landing Area Proposal   |

CUP-95-00

#2312

CON

# SUBMITTAL CHECKLIST

## CONDITIONAL USE

Location 631 24 1/2 Rd.

Project Name: HELI PAD

| ITEMS                                 | DISTRIBUTION     |                |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              | TOTAL REQ'D. |              |                |              |              |
|---------------------------------------|------------------|----------------|----------------------------|----------------|-------------------|---------------------|---------------|-------------------------|----------------------------------|---------------------|-----------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|
|                                       | DESCRIPTION      | SSID REFERENCE | City Community Development | City Dev. Eng. | City Utility Eng. | City Property Agent | City Attorney | City G.J.P.C. (8 seats) | City Downtown Dev. Authr. Police | City Parks and Rec. | County Planning | Walker Field | City Fire    |              | City Water   | Public Service | vs West      | ST Drainage  |
| ● Application Fee \$350               | VII-1            | 1              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ● Submittal Checklist*                | VII-3            | 1              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ● Review Agency Cover Sheet*          | VII-3            | 1              | 1                          | 1              | 1                 | 1                   | 1             | 1                       | 1                                | 1                   | 1               | 1            | 1            | 1            | 1            | 1              | 1            | 1            |
| ● Application Form*                   | VII-1            | 1              | 1                          | 1              | 1                 | 1                   | 8             | 1                       | 1                                | 1                   | 1               | 1            | 1            | 1            | 1            | 1              | 1            | 1            |
| ● 11"x17" Reduction of Assessor's Map | VII-1            | 1              | 1                          | 1              | 1                 | 1                   | 8             | 1                       | 1                                | 1                   | 1               | 1            | 1            | 1            | 1            | 1              | 1            | 1            |
| ● Evidence of Title                   | VII-2            | 1              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| <del>● Appraisal of Raw Land</del>    | <del>VII-1</del> | <del>1</del>   | <del>1</del>               | <del>1</del>   | <del>1</del>      | <del>1</del>        | <del>8</del>  | <del>1</del>            | <del>1</del>                     | <del>1</del>        | <del>1</del>    | <del>1</del> | <del>1</del> | <del>1</del> | <del>1</del> | <del>1</del>   | <del>1</del> | <del>1</del> |
| ● Names and Addresses                 | VII-3            | 1              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ● Legal Description                   | VII-2            | 1              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ○ Deed                                | VII-1            | X              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ○ Easement                            | VII-2            | X              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ○ Avigation Easement                  | VII-1            | X              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ○ ROW                                 | VII-3            | X              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ● General Project Report              | X-7              | 1              | 1                          | 1              | 1                 | 1                   | 8             | 1                       | 1                                | 1                   | 1               | 1            | 1            | 1            | 1            | 1              | 1            | 1            |
| ● Location Map Full size assessor     | IX-21            | 1              |                            |                |                   |                     |               |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ● Vicinity Sketch Site Plan           | IX-33            | 1              | 1                          | 1              | 1                 | 1                   | 8             | 1                       | 1                                | 1                   | 1               | 1            | 1            | 1            | 1            | 1              | 1            | 1            |
| ● Grading & Drainage Plan             |                  | 1              | 1                          | 1              | 1                 | 1                   | 8             |                         |                                  |                     |                 |              |              |              |              |                |              |              |
| ● Landscape Plan                      |                  | 1              | 1                          | 1              | 1                 | 1                   | 8             |                         |                                  |                     |                 |              |              |              |              |                |              |              |

NOTES: 1) An asterisk in the item description column indicates that a form is supplied by the City.  
 2) Required submittal items and distribution are indicated by filled in circles, some of which may be filled in during the pre-application conference. Additional items or copies may be subsequently requested in the review process.  
 3) Each submitted item must be labeled, named, or otherwise identified as described above in the description column.

PRE-APPLICATION CONFERENCE

Date: 2/14/95
Conference Attendance: Warren Detmer
Proposal: HELIPAD
Location:

Tax Parcel Number:
Review Fee:
(Fee is due at the time of submittal. Make check payable to the City of Grand Junction.)

Additional ROW required?
Adjacent road improvements required?
Area identified as a need in the Master Plan of Parks and Recreation?
Parks and Open Space fees required? Estimated Amount:
Recording fees required? Estimated Amount:
Half street improvement fees required? Estimated Amount:
Revocable Permit required?
State Highway Access Permit required?

Applicable Plans, Policies and Guidelines
Located in identified floodplain? FIRM panel #
Located in other geohazard area?
Located in established Airport Zone? Clear Zone, Critical Zone, Area of Influence?
Avigation Easement required?

While all factors in a development proposal require careful thought, preparation and design, the following "checked" items are brought to the petitioner's attention as needing special attention or consideration. Other items of special concern may be identified during the review process.

- Access/Parking, Screening/Buffering, Land Use Compatibility, Drainage, Landscaping, Traffic Generation, Floodplain/Wetlands Mitigation, Availability of Utilities, Geologic Hazards/Soils, Other

Related Files:

It is recommended that the applicant inform the neighboring property owners and tenants of the proposal prior to the public hearing and preferably prior to submittal to the City.

PRE-APPLICATION CONFERENCE

WE RECOGNIZE that we, ourselves, or our representative(s) must be present at all hearings relative to this proposal and it is our responsibility to know when and where those hearings are.

In the event that the petitioner is not represented, the proposed item will be dropped from the agenda, and an additional fee shall be charged to cover rescheduling expenses. Such fee must be paid before the proposed item can again be placed on the agenda. Any changes to the approved plan will require a re-review and approval by the Community Development Department prior to those changes being accepted.

WE UNDERSTAND that incomplete submittals will not be accepted and submittals with insufficient information, identified in the review process, which has not been addressed by the applicant, may be withdrawn from the agenda.

WE FURTHER UNDERSTAND that failure to meet any deadlines as identified by the Community Development Department for the review process may result in the project not being scheduled for hearing or being pulled from the agenda.

Signature(s) of Petitioner(s)
Signature(s) of Representative(s)



**DEVELOPMENT APPLICATION**  
 Community Development Department  
 250 North 5th Street Grand Junction, CO 81501  
 (303) 244-1430

Receipt 2312  
 Date 5-2-95  
 Rec'd By \_\_\_\_\_  
 File No. CUP 95-80

We, the undersigned, being the owners of property situated in Mesa County, State of Colorado, as described herein do hereby petition this:

| PETITION  | PHASE  | SIZE | LOCATION       | ZONE      | LAND USE   |
|---|--|------|----------------|-----------|--|
| <input type="checkbox"/> Subdivision Plat/Plan      | <input type="checkbox"/> Minor<br><input type="checkbox"/> Major<br><input type="checkbox"/> Resub |      |                |           |  |
| <input type="checkbox"/> Rezone                     |  |      |                | From: To: |  |
| <input type="checkbox"/> Planned Development        | <input type="checkbox"/> ODP<br><input type="checkbox"/> Prelim<br><input type="checkbox"/> Final  |      |                |           |  |
| <input checked="" type="checkbox"/> Conditional Use |  |      | 631 24 1/2 Rd. | HO        | HECIPAD  |
| <input type="checkbox"/> Zone of Annex              |  |      |                |           |  |
| <input type="checkbox"/> Text Amendment             |  |      |                |           |  |
| <input type="checkbox"/> Special Use                |  |      |                |           |  |
| <input type="checkbox"/> Vacation                   |  |      |                |           | <input type="checkbox"/> Right-of-Way<br><input type="checkbox"/> Easement |

|  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> PROPERTY OWNER | <input checked="" type="checkbox"/> DEVELOPER | <input checked="" type="checkbox"/> REPRESENTATIVE |
| <u>WARREN B. DETMER</u>                            | <u>SAME</u>                                   | <u>SAME</u>  |
| Name   | Name  | Name   |
| <u>627 24 1/2 Rd. Grand Jct. Co. 81505</u>         |   |  |
| Address  | Address                                       | Address  |
| <u>Grand Jct. Co. 81505</u>                        |   |  |
| City/State/Zip                                     | City/State/Zip                                | City/State/Zip                                     |
| <u>970-245-1430</u>                                |   |  |
| Business Phone No.                                 | Business Phone No.                            | Business Phone No.                                 |

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all hearings. In the event that the petitioner is not represented, the item will be dropped from the agenda, and an additional fee charged to cover rescheduling expenses before it can again be placed on the agenda.

[Signature] Signature of Person Completing Application 4/13/95 Date

[Signatures] Signature of Property Owner(s) - Attach Additional Sheets if Necessary

Warren B. Dettmer  
P. O. Box 55176  
Grand Junction, Co. 81505

23 April 1995

Board of Community Development  
City of Grand Junction  
250 No. 5th  
Grand Junction, Co. 81505

Dear Board Members,

I am requesting a conditional use permit for a helipad located at 631 24 1/2 Road, Grand Junction, Colorado. I currently am part owner in a Hiller UH-12E, which is a small three place helicopter which I am learning to fly.

The purpose of the helipad is to;

- a. Provide area where the helicopter could land when being used personally.
- b. Provide access to building for storage during periods when helicopter is deactivated.
- c. Provide area where helicopter will be accessible to me immediately from my work or home (627 and 675 1/2 24 1/2 Road, respectively.) should I get an emergency call.

I am applying for this as a private use helipad and not a public use helipad. Also, my application is strictly for a helipad, not a heliport. There will be no fueling or maintenance services or facilities at this location.

It is not the intent of this helipad to be used for commercial aviation services (Part 135), but for a convenient, economical, and readily accessible place to land the helicopter.

I would not normally have a need for allowing helicopters over 5000 pounds gross weight to land at this helipad, but would not object to a weight limit of 14,000 pounds on a very restricted basis, allowing St. Mary's a approved alternate landing site in unforeseen or emergency conditions.

I have furnished a vicinity sketch map showing intended flight routes. The map shows approach and departure routes going west and south, with normal traffic staying west of the helipad, winds permitting. These routes gives the helipad a fairly quick access to the Patterson Road corridor.

Request for conditional use for Helipad (con"t)

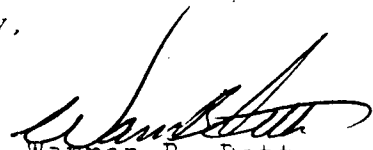
At present, I wouldn't anticipate more than three or four take-off and landings a week. But as opportunities and time to fly increase, and as I get to know other people with helicopters that may want to "drop in", I would say twenty take-off and landings per week would be possible, with an average of closer to ten. I do not expect to do any flyovers at this time.

Flight elevation shall conform with FAA regulation and standard helicopter operating practices, which shall be established at 300 feet AGL (above ground level) for vacant or sparsely populated areas, and 6000 feet MSL (mean sea level) over other areas. Current conditions will leave rate of descent a decision of the pilot, as there are no obstacles to avoid.

It is my intent to establish a safe and friendly base operations that will be acceptable to my neighbors and the community.

Thank you for your attention.

Sincerely,



Warren B. Dettmer  
P.O.Box 55176  
Grand Junction, Co.



*"We've got the world  
at our wingtips"*

# WALKER FIELD Airport Authority

828 Walker Field Drive, Suite 211  
Grand Junction, Colorado 81506  
(303) 244-9100  
FAX (303) 241-9103

## MEMO

**TO:** Michael T. Drollinger  
City of Grand Junction

**FROM:** Marcel J. Theberge, A.A.E.  
Airport Director

**DATE:** August 23, 1995

**SUBJECT:** Project # CUP-95-80  
Heliport/Helipad

This is to advise you that we still have concerns regarding number 2 and number 3 of our original comments of May 16, 1995. The letter dated June 19, 1995 addressed to the Board of Community Development still refers to the facility as a heliport as per item (c) identifying the purpose of the helipad. Additionally, the Site Map identifies an equipment storage building with a wind sock that gives the appearance for helicopter usage and for helicopter storage thus the facility is a heliport. Please note that approvals may be required by FAA and the Colorado Division of Aeronautics for the proposed heliport.

**BOARD OF COMMISSIONERS**  
Earl F. Payne, Chairman  
John R. Crouch, Vice Chairman  
C. Joseph Croker  
Elaine Ingvertsen  
Lawrence J. Jokerst  
Mariann Novack  
Reford C. Theobald

**AIRPORT DIRECTOR**  
Marcel J. Theberge, A.A.E.

# LETTER OF TRANSMITTAL



TO: WALKER FIELD AIRPORT AUTHORITY  
2828 Walker Field Dr; Suite 211  
GJ CO 81506

City of Grand Junction, Colorado  
 250 North 5th Street  
 81501-2668  
 FAX (970) 244-1599

ATTN: MARCEL THERBERGE

DATE: 8-15-95

PROJECT #: CUP-95-80

DELIVERY BY:  MAIL  HAND-DELIVERED  OTHER

WE ARE SENDING ATTACHED OR ENCLOSED THE FOLLOWING ITEMS:

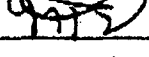
- Copy of Letter
- Plans (Prints)
- Specifications
- Response to Comments
- Copy of Report
- Plans (Originals)
- Shop Drawings
- \_\_\_\_\_

| # COPIES | DATED | DESCRIPTION |
|----------|-------|-------------|
|          |       |             |
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THESE ARE TRANSMITTED:

- For information only
- For review and comment
- Approved with noted changes
- For your use
- For approval
- For distribution
- As requested
- Approved
- Revise and resubmit \_\_\_\_\_ copies
- \_\_\_\_\_

REMARKS: Please advise by 8/21 if your comments (copy attached) have been addressed. This item is going to hearing on Sept. 5th.

COPY TO: \_\_\_\_\_ SIGNED MICHAEL T. DROLLINGER   
 TITLE: \_\_\_\_\_ PHONE: 244-1439

AUG 17 1995



Warren B. Dettmer  
P. O. Box 55176  
Grand Junction, Co. 81505

19 June 1995

Board of Community Development  
City of Grand Junction  
250 No. 5th  
Grand Junction, Co. 81505

Dear Board Members,

I am requesting a conditional use permit for a helipad located at 631 24 1/2 Road, Grand Junction, Colorado. The primary aircraft using the helipad will be a Hiller UH-12E, which is a small three place helicopter. (technical data enclosed).

The purpose of the helipad is to;

- a. Provide area where the helicopter could land when being used personally.
- b. Provide area where helicopter will be accessible to me immediately from my work or home (627 and 675 1/2 24 1/2 Road, respectively.) should I get an emergency call.
- c. Provide secure area to park helicopter during the development of my heliport.

I am applying for this as a private use helipad and not a public use helipad. Also, my application is strictly for a helipad, not a heliport. There will be no fueling, maintenance, or storage services or facilities at this location.

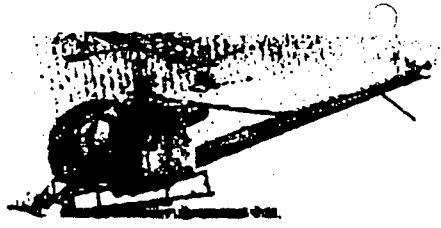
It is not the intent of this helipad to be used for commercial aviation services (Part 135), but for a convenient, economical, and readily accessible place to land the helicopter.

I would not expect any aircraft in excess of 5000 pounds gross weight to land at this helipad.

I have furnished a vicinity sketch map showing intended flight routes. The map shows approach and departure routes going west and south, with normal traffic staying west of the helipad, winds permitting. These routes gives the helipad a fairly quick access to the Patterson Road corridor.

At present, I wouldn't anticipate more than two or three take-off and landings a week. But as opportunities and time to fly increase, and as I get to know other people with helicopters, I would say ten take-off and landings per week would be possible. I do not expect to do any flyovers at this time.

# Rogerson Hiller UH-12E



### ENGINE

|                  |            |         |
|------------------|------------|---------|
| Manufacturer     | Lycoming   |         |
| Model            | VO-640-C2A |         |
| Weight, lbs (kg) | 441        | (200)   |
| Length, in (cm)  | 34.73      | (88.21) |
| Width, in (cm)   | 34.70      | (88.14) |
| Height, in (cm)  | 25.67      | (64.95) |

### POWER RATINGS

|                         |     |       |
|-------------------------|-----|-------|
| Takeoff, hp (kW)        | 305 | (227) |
| Max continuous, hp (kW) | 305 | (227) |

### TRANSMISSION RATINGS

|                     |     |       |
|---------------------|-----|-------|
| Takeoff, hp (kW)    | 305 | (227) |
| Continuous, hp (kW) | 305 | (227) |

### ROTOR SYSTEM

|  |                |              |
|--|----------------|--------------|
|  | Main           | Tail         |
| Number of blades                                       | 2              | 2            |
| Construction   | metal          | metal        |
| Normal rpm   | 370            | 2222         |
| Diameter, ft (m)                                       | 35.33 (10.80)  | 5.50 (1.68)  |
| Chord, ft (m)  | 1.08 (0.33)    | 0.51 (0.15)  |
| Disk area, ft <sup>2</sup> (m <sup>2</sup> )           | 980.62 (91.09) | 23.76 (2.22) |
| Disk loading, lbs/ft <sup>2</sup> (kg/m <sup>2</sup> ) | 3.16 (15.44)   | NA(NA)       |
| Power loading, lbs/shp (kg/kW)                         | 10.16 (6.19)   | NA(NA)       |
| Blade loading  |                | NA           |

### DIMENSIONS, EXTERNAL

|                                |       |         |
|--------------------------------|-------|---------|
| Length, fuselage, ft (m)       | 28.50 | (8.69)  |
| Length, T/R turning, ft (m)    | 30.30 | (9.24)  |
| Length, both turning, ft (m)   | 40.71 | (12.41) |
| Width, fuselage, ft (m)        | 4.93  | (1.50)  |
| Width, widest point, ft (m)    | 10.00 | (3.05)  |
| Width, landing gear, ft (m)    | 7.50  | (2.29)  |
| Height, top rotor hub, ft (m)  | 10.09 | (3.08)  |
| Height, top tail fin, ft (m)   | 6.30  | (1.90)  |
| Height, top, T/R arc, ft (m)   | 9.04  | (2.76)  |
| Gr clearance, fuselage, ft (m) | 1.10  | (0.33)  |
| Gr clearance, T/R, ft (m)      | 3.54  | (1.08)  |

### DIMENSIONS, INTERNAL

|   |               |              |
|---|---------------|--------------|
|   | Cabin         | Baggage      |
| Length, max, ft (m)                       | 5.00 (1.52)   | 3.58 (1.09)  |
| Width, max, ft (m)                        | 4.82 (1.50)   | 2.80 (0.79)  |
| Height, max, ft (m)                       | 4.42 (1.35)   | 2.30 (0.70)  |
| Volume, ft <sup>3</sup> (m <sup>3</sup> ) | 108.73 (3.08) | 10.00 (2.83) |

### ACCOMMODATION

|                  |   |
|------------------|---|
| Standard seating | 3 |
| High density     | 3 |

### WEIGHTS

|                                  |      |        |
|----------------------------------|------|--------|
| Max gross, lbs (kg)              | 3100 | (1406) |
| Empty, std act, lbs (kg)         | 1759 | (798)  |
| Useful load, lbs (kg)            | 1341 | (608)  |
| Useful, with full fuel, lbs (kg) | 1065 | (483)  |
| External load, lbs (kg)          | 1000 | (454)  |
| Gross with ext load, lbs (kg)    | 3100 | (1406) |

### FUEL CAPACITY

|                   | gallons | liters | lbs | kg  |
|-------------------|---------|--------|-----|-----|
| Standard tank     | 46      | 174    | 276 | 125 |
| Aux or ferry tank | 20      | 76     | 120 | 54  |
| Aux or ferry tank | 20      | 76     | 120 | 54  |
| Aux or ferry tank | 20      | 76     | 120 | 54  |

### RANGE

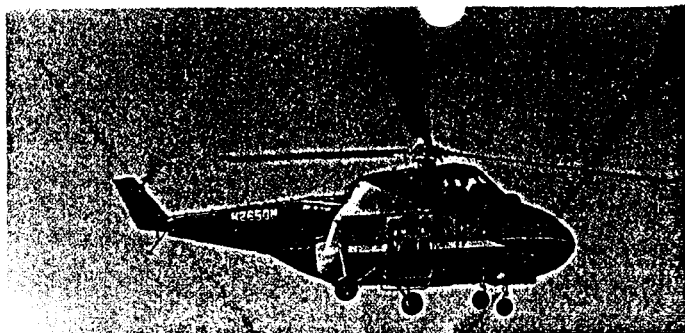
|                                  |        |       |
|----------------------------------|--------|-------|
| Max fuel, nm (km)                | 200    | (370) |
| Max payload, nm (km)             | 200    | (370) |
| Aux fuel, no res, nm (km)        | 368    | (602) |
| Endurance, std fuel, no reserves | 27 min |       |

### PERFORMANCE

|                               |        |        |
|-------------------------------|--------|--------|
| Service ceiling, ft (m)       | 15,000 | (4570) |
| HIGE, ft (m)                  | 10,400 | (3165) |
| HIGE, ISA+20°C, ft (m)        | 9200   | (2804) |
| HOGE, ft (m)                  | 8800   | (2075) |
| HOGE, ISA+20°C, ft (m)        | 6100   | (1900) |
| ROC, oblique, fpm (m/min)     | 1290   | (393)  |
| ROC, vertical, fpm (m/min)    | 740    | (226)  |
| Econ cruise, S/L, kts (km/hr) | 78     | (145)  |
| V <sub>ne</sub> , kts (km/hr) | 83     | (154)  |

### MILESTONES

|                          |            |
|--------------------------|------------|
| Initial development      | 1948       |
| First flight (prototype) | 1948       |
| FAA certification, VFR   | 8 Jan 1959 |
| FAA certification, IFR   | NA         |



**Manufacturer/Model** Orlando Helicopter Airways, Inc./OHA-S-55T "Defender"

**Total production (all variants)** 1800 **First flight** 1950

**Comments** Available with Garrett 331-3 gas turbine or piston engines. New five bladed main rotor system. Available in "Special" categories.

**Engine(s)** (1) Garrett 331-3/(2) P&W R-1340 (approved auto fuel) HP (takeoff) 840 shp

**Dimensions main rotor** 53 ft/16.15 m **Tail rotor** 8 ft/2.66 m

**Height** 13.4 ft/4.06 m **Length** 42.8 ft/13 m **Width** 5.8 ft/1.72 m

**Empty weight** 4,600 lbs/2,100 kg

**Gross weight** 7,200 lbs/3,270 kg (Standard); 7,900 lbs/3,590 kg (Special)

**Useful load** 2,600 lbs/1,180 kg (Standard); 3,300 lbs/1,500 (Special)

**Vne** 99 knts. (Standard); 115 knts. (Special)

**Max rate of climb** 1,200 fpm/370 mpm

**HIGE** 9,500 ft/2,887 m (Standard); 15,000 ft/4,559 m (Special [Est])

**HOGE** 5,500 ft/1,671 m (Standard); 10,000 ft/3,039 (Special [Est])

**Service ceiling** 10,000 ft/3,039 m (Standard);

20,000 ft/6,075 m (Special [Est])

**Std fuel** 180 gal/680 lt **Max range std fuel** 346 mi/200 km

**VFR Crew** 1 **Passengers** 10 **Standard avionics** VHF/VOR/ADF

**1993 base price (\$U.S.)** \$875,000

**For more information** Orlando Helicopter Airways (407) 323-1756.

## BUYER'S GUIDE



**Manufacturer/Model** Robinson R22 Beta

**Total production (all variants)** 2,250 **First flight** 1975

**Comments** Top selling civil helicopter used for powerline patrol, flight training, herding, TV & feature filming, traffic watch, photography, law enforcement, construction & oil industry support, executive & personal transport, fish spotting.

**Engine(s)** (1) Lycoming O-320-B2C HP (takeoff) 160 hp derated to 131 hp

**Dimensions main rotor** 25.2 ft/7.7 m **Tail rotor** 3.5 ft/1.1 m

**Height** 8.75 ft/2.7 m **Length** 28.75 ft/8.8 m **Width** 6.33 ft/1.9 m

**Empty weight** 824 lbs/374 kg **Gross weight** 1,370 lbs/621 kg

**Useful load** 546 lbs/248 kg **External** None

**Vne** 102 kts/189 kmh **Max cruise** 96 kts/178 kmh

**Max rate of climb** 1,000 fpm/305 mpm

**HIGE** 6,970 ft/2,124 m **HOGE** 5,200 ft

**Service ceiling** 14,000 ft/4,267 m **S/E service ceiling** N/A

**Std fuel** 19.2 gal/72.7 lit **Max fuel** 29.7 gal

**Max range std fuel (no reserve)** 209 nm/386.3 km

**Range with opt fuel** 323 nm/598.2 km **VFR Crew** 1 **Passengers** 1

**Standard avionics** King KY 197 COMM transceiver with intercom.

**1993 base price (\$U.S.)** 109,850 includes dual controls, rotor brake, RPM governor, night lights and rate-of-climb.

**For more information** contact Tim A. Goetz (310) 539-0508



**Manufacturer/Model** Robinson R44

**Total production (all variants)** N/A **First flight** March 30, 1991

**Comments** Certified late 1992. Production deliveries commenced late 1992/early 1993.

**Engine(s)** Lycoming O-540-F1B HP (takeoff) 225 shp ea.

**Dimensions main rotor** 33 ft **Tail rotor** 4.8 ft

**Height** 10.8 ft **Length** 38 ft **Width** 4.1 ft

**Empty weight** 1,400 lbs **Gross weight** 2,400 lbs

**Useful load** 1,000 lbs **External** None.

**Vne** 120 KIAS @ 2,400 lb **Max cruise** 115 KIAS

**Max rate of climb** N/A

**HIGE** 7,000+ ft **HOGE** N/A

**Service ceiling** 14,000 ft/4,267m **S/E service ceiling** N/A

**Std fuel** 30 gal **Max fuel** 20 gal

**Max range std fuel (no reserve)** 210 nm

**Range with opt fuel** 350 nm

**VFR Crew** 1 **Passengers** 3

**Standard avionics** KY 197 NAV/COM

**1993 base price (\$U.S.)** 235,000.

**For more information** contact Tim A. Goetz (310) 539-0508



**Manufacturer/Model** Rogerson Hiller Corporation UH12E

**Total production (all variants)** 1000+ **First flight** 1958

**Comments** None.

**Engine(s)** (1) Lycoming VO 540-C2A HP (takeoff) 340 shp ea.

**Dimensions main rotor** 35.40 ft/10.78 m **Tail rotor** 5.50 ft/1.67 m

**Height** 10.08 ft/3.07 m **Length** 28.5 ft/8.68 m **Width** 4.9 ft/1.5 m

**Empty weight** 1,759 lbs/797.87 kg **Gross weight** 3,100 lbs/1,406.14 kg

**Useful load** 1,341 lbs/608.27 kg **External** 1,000 lbs/453.59 kg

**Vne** 96 kts/177.79 kmh **Max cruise** 78 kts/144.46 kmh

**Max rate of climb** 1,290 fpm/193.19 mpm

**HIGE** 10,400 ft/3,169.92 m **HOGE** 6,800 ft/2,072.64 m

**Service ceiling** 15,000 ft/4,572 m **S/E service ceiling** N/A

**Std fuel** 46 gal/174.13 lit **Max fuel** 86 gal/325.55 lit

**Max range std fuel (no reserve)** 210 nm/389 km

**Range with opt fuel** 405 nm/750 km

**VFR Crew** 1 **Passengers** 2

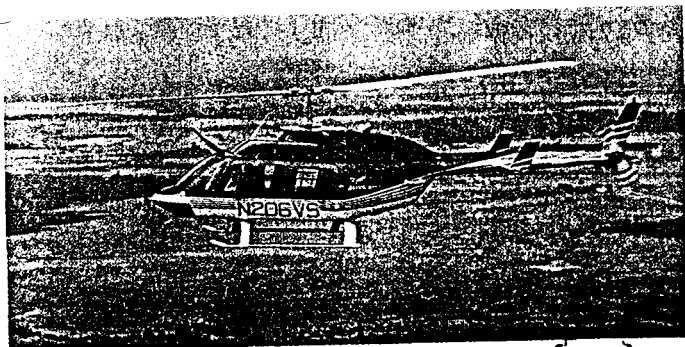
**Standard avionics** None. Optional factory installed avionics available.

**1993 base price (\$U.S.)** Furnished upon request.

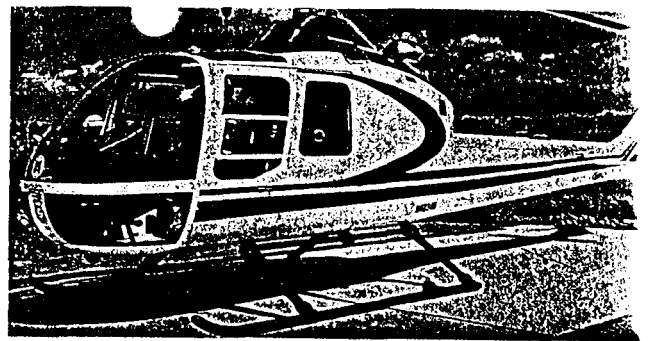
**For more information** contact Marketing Manager (714)660-0666



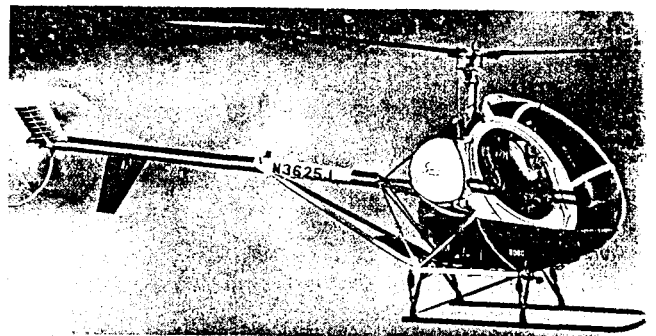
**Manufacturer/Model** Bell Helicopter Textron (Canada) JetRanger-III 206B-III  
**Total production** 4,250+ **First flight** 1977  
**Comments** Vne is 130 kts @ 3,000 lbs and below. External load gross weight is 3,350 lbs.  
**Engine(s)** (1) Allison 250-C20J HP (takeoff) 420 shp, or optional (1) Allison 250-C20R HP (takeoff) 450 shp ea.  
**Dimensions** main rotor 33.33 ft/10.16 m Tail rotor 5.42 ft/1.65 m  
**Height** 9.54 ft/2.91 m **Length** 38.79 ft/11.82 m **Width** 6.4 ft/1.95 m  
**Empty weight** 1,625 lbs/737 kg **Gross weight** 3,200 lbs/1,451 kg  
**Useful load** 1,575 lbs/714 kg **External** 1,500 lbs/680 kg  
**Vne** 122 kts/226 kmh **Max cruise** 118 kts/218 kmh  
**Max rate of climb** 1,280 fpm/390 mpm  
**HIGE** 12,800 ft/3,900 m **HOGF** 8,800 ft/2,680 m  
**Service ceiling** 13,500 ft/4,115 m **S/E service ceiling** N/A  
**Std fuel** 91 gal/344 lit **Max fuel** 91 gal/344 lit  
**Max range std fuel (no reserve)** 398 nm/747 km @ 5,000 ft (1,523 m)  
**VFR Crew** 1 **Passengers** 4  
**Standard avionics** None. Optional factory installed avionics available.  
**1993 base price (\$U.S.)** Furnished upon request.  
**For more information contact** Commercial Marketing (817) 280-2222



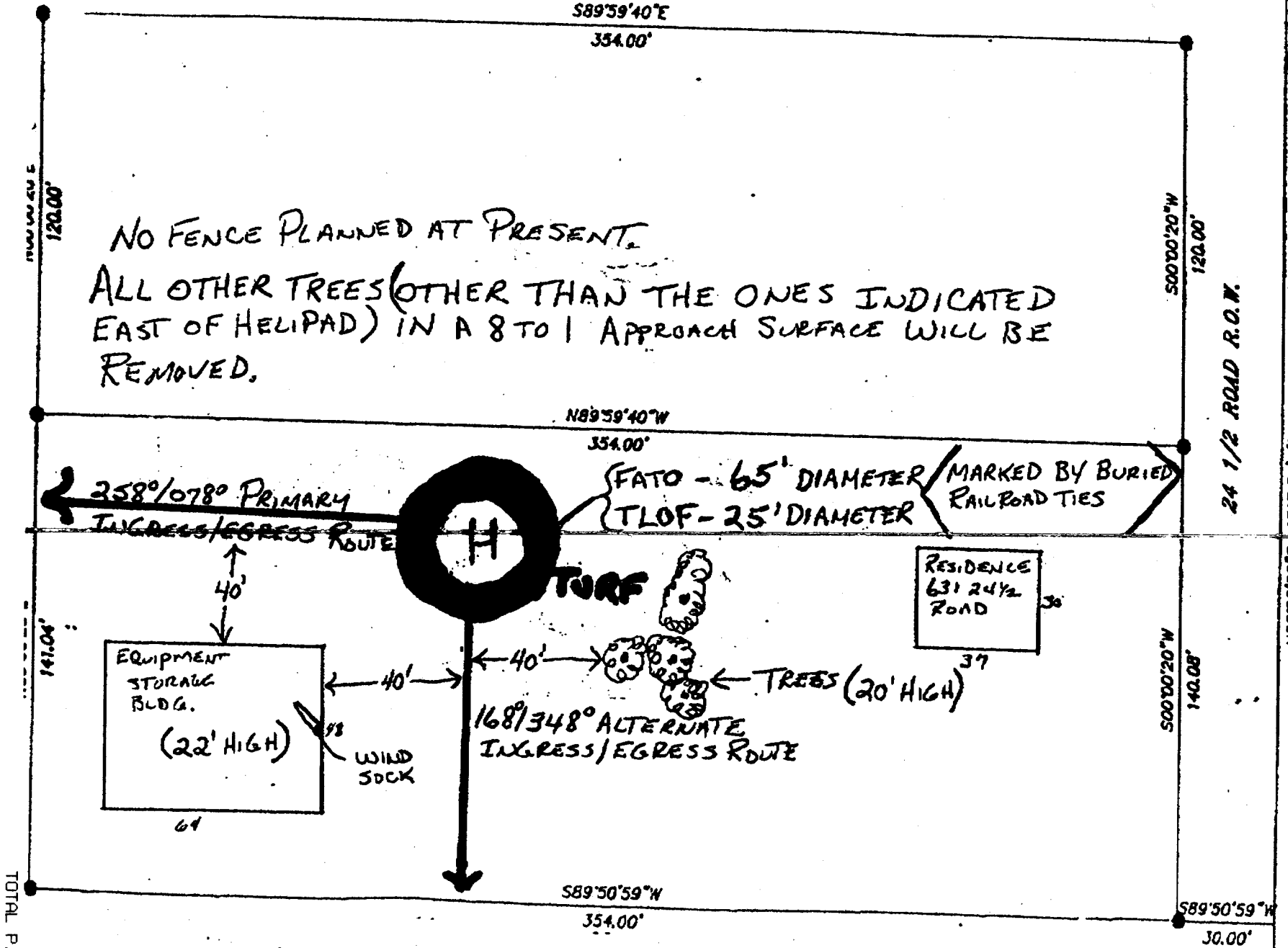
**Manufacturer/Model** Bell Helicopter Textron (Canada) LongRanger-IV 206L-4  
**Total production (all variants)** 1600+ **First flight** 1991  
**Comments** Single-pilot IFR option available.  
**Engine(s)** (1) Allison 250-C30P HP (takeoff) 650 shp ea.  
**Dimensions** main rotor 37 ft/11.3 m Tail rotor 5.42 ft/1.65 m  
**Height** 10.25 ft/3.1 m **Length** 42.7 ft/10.3 m **Width** 7.7 ft/2.34 m  
**Empty weight** 2,274 lbs/1,031 kg **Gross weight** 4,450 lbs/2,018 kg  
**Useful load** 2,176 lbs/987 kg **External** 2,000 lbs/907 kg  
**Vne** 130 kts/241 kmh **Max cruise** 114 kts/211 km/h  
**Max rate of climb** 1,340 fpm/408 mpm  
**HIGE** 10,000 ft/3,048 m **HOGF** 6,500 ft/1,981 m  
**Service ceiling** 10,000 ft/3,048 m **S/E service ceiling** N/A  
**Std fuel** 110.7 gal/419 lit **Max fuel** 110.7 gal/419 lit  
**Max range std fuel (no reserve)** 357 nm/662 km @ 5,000 ft (1,523m)  
**Range with opt fuel** N/A  
**VFR Crew** 1 **Passengers** 6  
**Standard avionics** None. Optional factory installed avionics available.  
**1993 base price (\$U.S.)** Furnished upon request.  
**For more information contact** Commercial Marketing (817) 280-2222



**Manufacturer/Model** Rogerson Hiller Corporation RH1100C  
**Total production (all variants)** 250 **First flight** 1962  
**Comments** None.  
**Engine(s)** (1) Allison 250-C20B HP (takeoff) 420 shp ea.  
**Dimensions** main rotor 35.41 ft/10.79 m Tail rotor 6 ft/1.83 m  
**Height** 9.08 ft/2.77 m **Length** 28.37 ft/8.65 m **Width** 4.34 ft/1.32 m  
**Empty weight** 1,500 lbs/680.39 kg **Gross weight** 2,850 lbs/1,292.74 kg  
**Useful load** 1,335 lbs/604.75 kg **External** 1,250 lbs/566.99 kg  
**Vne** 127 kts/235.2 kmh **Max cruise** 127 kts/235.2 kmh  
**Max rate of climb** 1,600 fpm/487.68 mpm  
**HIGE** 17,000 ft/5,181.60 m **HOGF** 12,000 ft/3,657.6 m  
**Service ceiling** 17,300 ft/5,273 m **S/E service ceiling** N/A  
**Std fuel** 68.5 gal/259.30 lit **Max fuel** 108.5 gal/410.72 lit  
**Max range std fuel (no reserve)** 390 nm/739 km  
**Range with opt fuel** 635 nm/1,176 km  
**VFR Crew** 1 **Passengers** 4  
**Standard avionics** None. Optional factory installed avionics available.  
**1993 base price (\$U.S.)** Furnished upon request.  
**For more information contact** Marketing Manager (714)660-0666



**Manufacturer/Model** Schweizer Aircraft Corp./Schweizer Model 300C  
**Total production (all variants)** 3,210 **First flight** 1971  
**Comments** The 300C is the latest version of the Model 269 series which began in 1956. It is currently being manufactured by Schweizer Aircraft in Elmira, New York.  
**Engine(s)** (1) Lycoming HIO-360-D1A HP (takeoff) 190 shp ea.  
**Dimensions** main rotor 26.83 ft/8.18 m Tail rotor 4.25 ft/1.30 m  
**Height** 8.72 ft/2.66 m **Length** 22.19 ft/6.76 m  
**Overall Length** 30.8 ft/9.39 m **Width** 6.54 ft/1.99 m  
**Empty weight** 1,100 lbs/499 kg **Gross weight** 2,050 lbs/930 kg  
**Useful load** 950 lbs/431 kg **External** 1,050 lbs/476 kg  
**Vne** 109 mph/94.7 kts/175.4 kmh  
**Max cruise** 95 mph/82.6 kts/152.9 kmh  
**Max rate of climb** 750 fpm/3.8 mps **Ceiling** 10,200 ft/3,109 m  
**HIGE** 5,800 ft/1,768 m **HOGF** 2,750 ft/838 m  
**Service ceiling** 10,200 ft/3,108 m **S/E service ceiling** N/A  
**Std fuel** 30 gal/113 lit **Max fuel** 49 gal/185 lit  
**Max range std fuel (no reserve)** 232 mi/201 nm/373 km  
**Range with opt fuel** 379 mi/330 nm/610 km **VFR Crew** 1 **Passengers** 6  
**Standard avionics** None. Optional factory installed avionics available.  
**1993 base price (\$U.S.)** Furnished upon request.  
**For more information contact** Larry A. Brooks (607)739-3821



# SITE MAP

**4. NOTICE TO FAA OF HELIPORT DEVELOPMENT.** Persons proposing to construct, activate, or deactivate a heliport are required by FAR Part 157 to give the FAA notice of their intent. Notice is also required when a heliport is altered by a change in the takeoff and landing area, an approach or departure route, or heliport use, e.g., from private use to public use.

**a. Notification Procedures.** Notification, when required, is accomplished by forwarding a completed FAA Form 7480-1, a layout sketch, and a location map to the appropriate FAA Regional or District Airports Office. The submission should be made at least 90 days prior to construction, alteration, or the date when the proposed use is to begin. In an emergency involving essential public service, health, or safety, or when delay would result in an unreasonable hardship, a proponent may notify the FAA by telephone and submit Form 7480-1 within 5 days. FAA Airports Office addresses are listed on the Form. A section of a 7.5 minute U.S. Geological Survey Quadrangle Map is recommended for the location map. The layout sketch needs to show the heliport takeoff and landing area configuration and the proposed approach and departure routes in relation to buildings, trees, fences, power lines, etc.. Figure 1-2 through 1-4 are an example of a notice submission.

**b. FAA Action.** The FAA will evaluate a heliport proposal for its impact upon the safe and efficient use of navigable airspace; for its impact upon the operation of air navigation facilities; and for its effect on the safety of persons and property on the ground. Proponents will be notified of the results of the FAA evaluation.

**c. Notice Exemption.** The following are exempt from FAA's Part 157 notice requirement; however, the appropriate FAA Air Traffic Facility should be made aware of the aeronautical activity. This exemption does not apply to notifications or approvals required by state law or local ordinance.

(1) **Federally Obligated Heliports.**

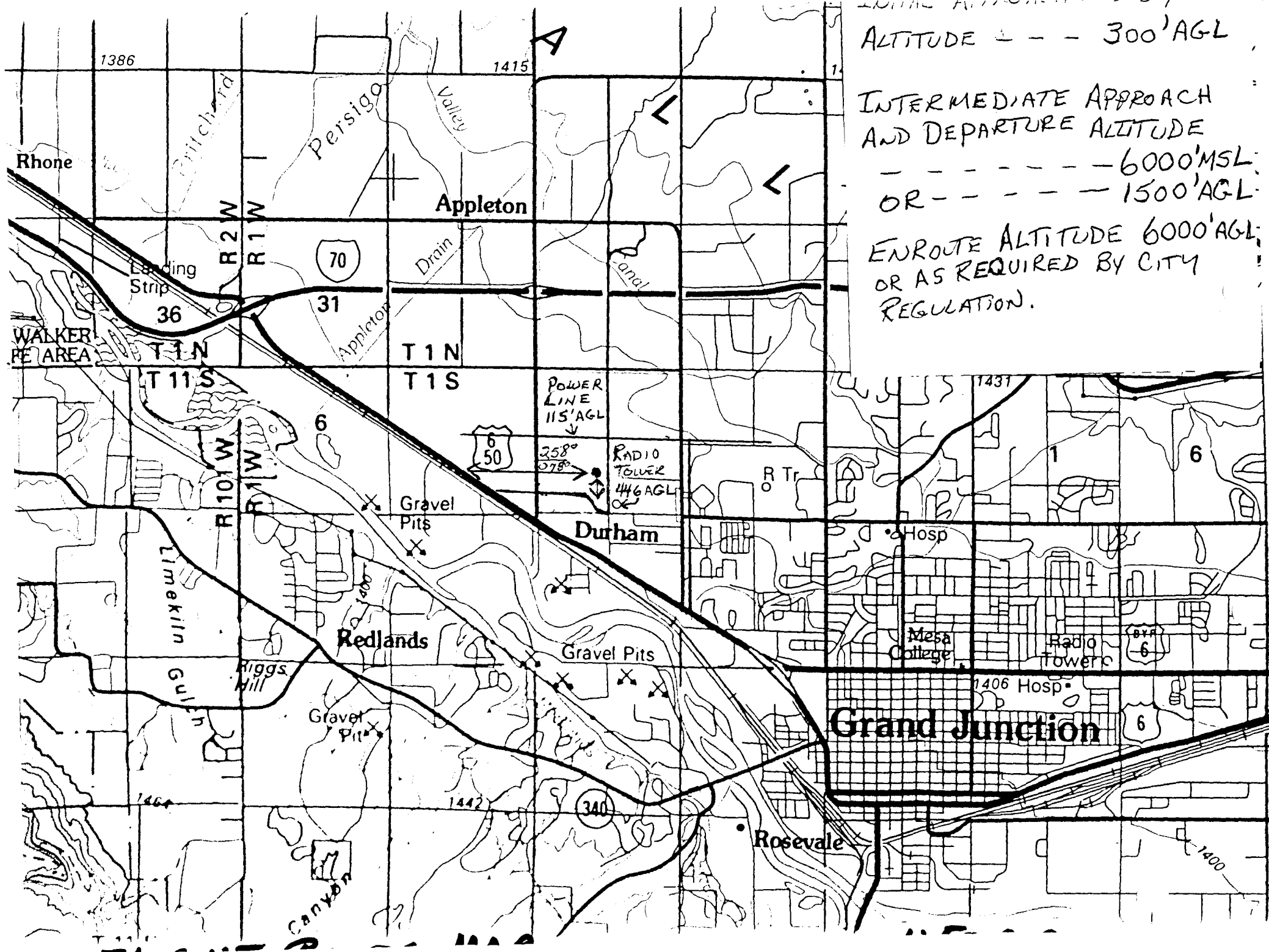
(2) **Temporary Landing Sites.** Sites intended to be used only under VFR weather conditions, for a period of less than 30 consecutive days, and with no more than 10 operations per day.

(3) **Medical Emergency Sites.** Helicopters are capable of taking off and landing at unprepared landing sites, such as the scene of an accident. In the case of medical emergencies, the pilot weighs the helicopter's performance and capability, the site's constraining features, and his or her piloting ability and experience against the operational need to land.

(4) **Emergency Evacuation Facilities.** A designated and cleared area at rooftop or ground level intended exclusively for emergency evacuation operations by helicopters.

**d. Penalty for Failure to Provide Notice.** Failure to provide notice is a violation of Section 901 of the Federal Aviation Act and subjects the violator to a civil penalty not to exceed \$1,000 for each violation.


**Source: FAA Advisory Circular 150/5390-2 "Heliport Design"**




LOCAL APPROACH AND DEPARTURE  
 ALTITUDE — — — 300' AGL  
 INTERMEDIATE APPROACH  
 AND DEPARTURE ALTITUDE  
 — — — — — 6000' MSL  
 OR — — — — — 1500' AGL  
 ENROUTE ALTITUDE 6000' AGL  
 OR AS REQUIRED BY CITY  
 REGULATION.

HELIPAD WOULD  
HAVE EASY  
ACCESS TO  
F ROAD, 24  
ROAD AND  
HWY 6 & 50  
CORRIDORS

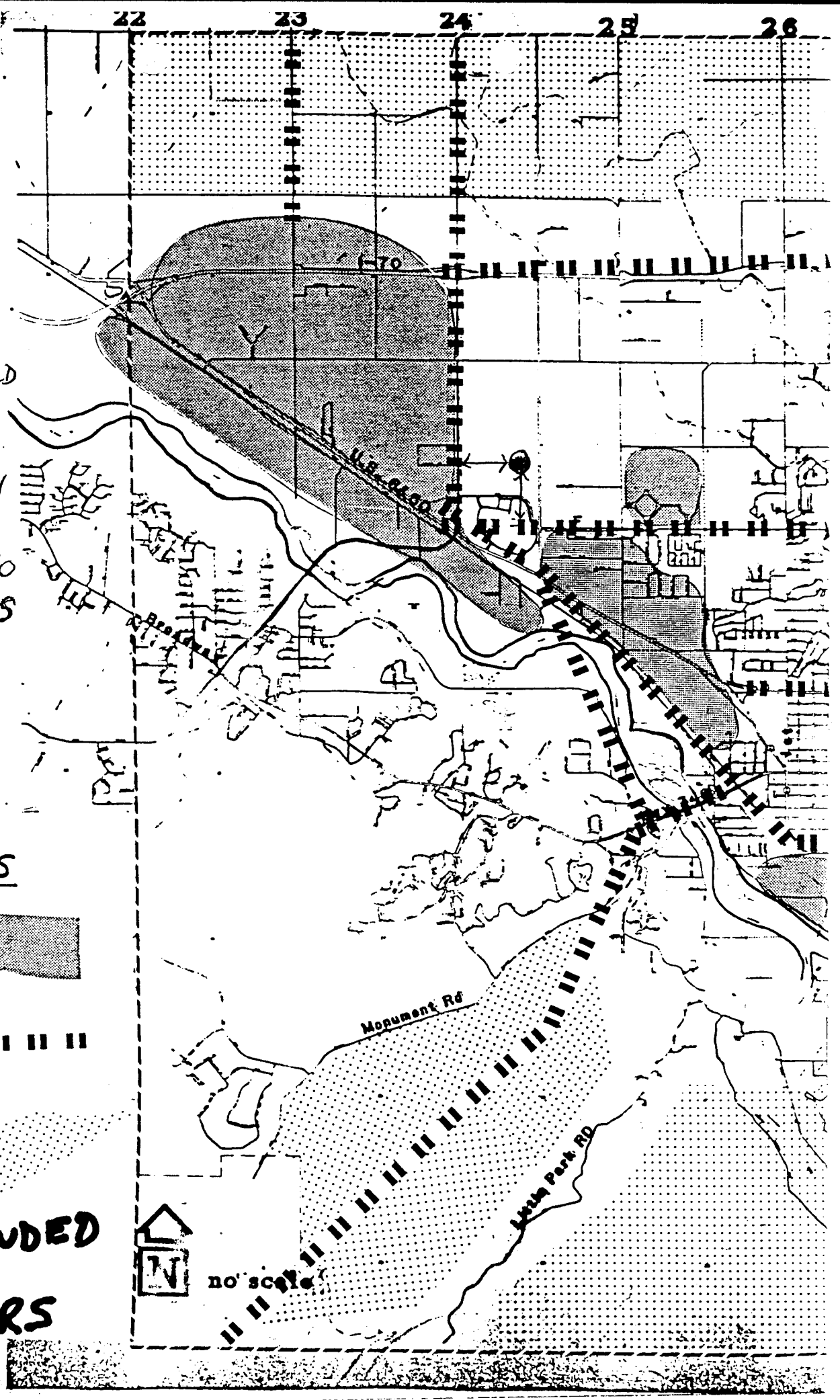
HELIPORTS

POTENTIAL  
LOCATIONS 

PROPOSED  
FLIGHT PATHS 

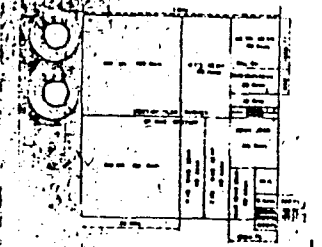
UNRESTRICTED  
AREAS 

**R-COMMENDED  
FLIGHT  
CORRIDORS**

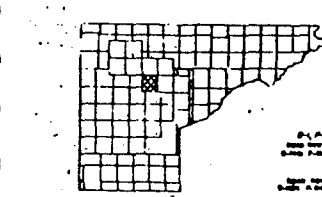
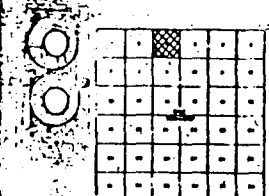




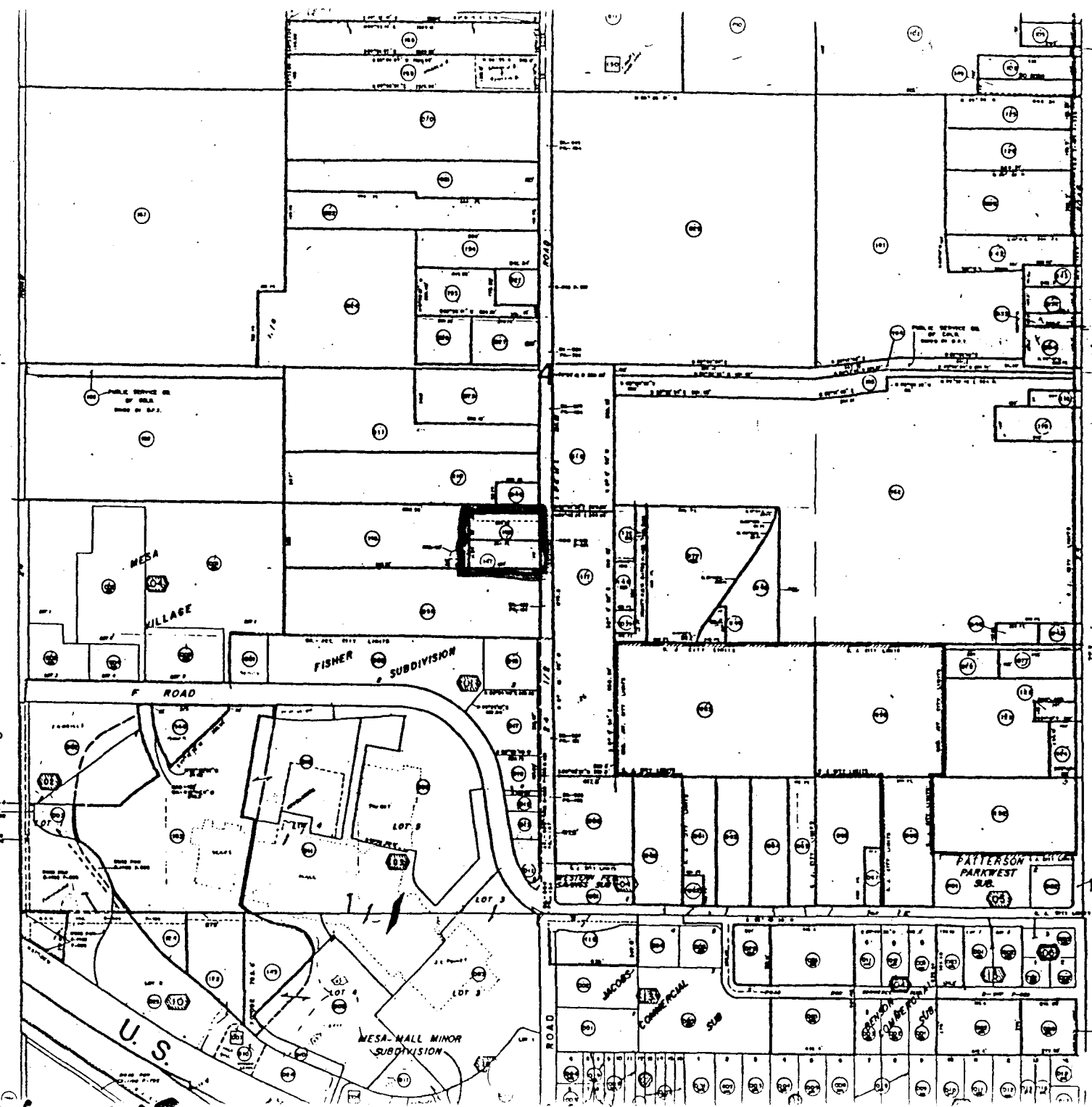
APPROXIMATE  
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2945-05



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A. F. Speedig

639 Panorama Dr.

Grand Junction, Co. 81503

Lloyd O. Loy

639 24 $\frac{1}{2}$  Rd.

Grand Junction, Co. 81505

Fourscored

P. O. Box 654

Grand junction, Co. 81502

William F. Gabriel

Arlene M.

P.O. Box 121

Nucla, Co. 81424-0121

James R. Grady

Sally T.

640 24 $\frac{1}{2}$  Rd.

Grand Junction, Co. 81505

Denver G. Cherry

ETAL C/O Michael Bussey

2150 Shenandoah Dr.

Grand Junction, Co. 81503

# REVIEW COMMENTS

Page 1 of 3

FILE #CUP-95-80

TITLE HEADING: Conditional Use Permit - Helipad  
in an HO Zone District

LOCATION: 631 24 1/2 Road

PETITIONER: Warren Dettmer

PETITIONER'S ADDRESS/TELEPHONE: 627 24 1/2 Road  
Grand Junction, CO 81505  
245-1930

STAFF REPRESENTATIVE: Michael Drollinger

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**NOTE: THE PETITIONER IS REQUIRED TO SUBMIT FOUR (4) COPIES OF WRITTEN RESPONSE AND REVISED DRAWINGS ADDRESSING ALL REVIEW COMMENTS ON OR BEFORE 5:00 P.M., MAY 24, 1995.**

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**GRAND JUNCTION FIRE DEPARTMENT**  
**Hank Masterson**

**5/4/95**  
**244-1414**

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The Uniform Fire Code requires that Helistops:

1. Receive FAA approval before use.
2. Have a touchdown area that is surrounded on all sides by a clear area having minimum average width, at roof level, of 15', but no less than 5'. The clear area must be maintained.

**MESA COUNTY PLANNING**  
**Verna Cox**

**5/4/95**  
**244-1637**

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No. Not compatible with residential uses.

**GRAND JUNCTION DRAINAGE**  
**John Ballagh**

**5/4/95**  
**244-4343**

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There are no known existing or planned Grand Junction Drainage District facilities on the site of the requested helipad. All appropriate measures to contain fuel to the site should be required. The surface drainage from the parking and landing area should be routed through a gas-oil-water trap/seperator. The surface runoff leaving the site should not be contaminated.

**CITY POLICE DEPARTMENT**  
**Dave Stassen**

**5/8/95**  
**244-3587**

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This proposal could cause added strain on the 911 system by causing added 911 calls to complain about noise. I think the petitioner may want to meet with his neighbors and discuss the added noise and dust prior to construction or approval of this project.

**PARKS & RECREATION DEPARTMENT** 5/5/95  
**Don Hobbs** 244-1542

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If an open space fee is required for this action we will need an appraisal.

**COMMUNITY DEVELOPMENT DEPARTMENT** 5/11/95  
**Michael Drollinger** 244-1439

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See attached comments.

**UTE WATER** 5/9/95  
**Gary R. Mathews** 242-7491

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No objections.

**CITY DEVELOPMENT ENGINEER** 5/12/95  
**Jody Kliska** 244-1591

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No comment.

**CITY ATTORNEY** 5/12/95  
**Dan Wilson** 244-1505

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Some evidence that co-tenants Coonprom and Hintz agree with this proposal would be useful at some point before final approval.

**PUBLIC SERVICE COMPANY** 5/15/95  
**Dale Clawson** 244-2695

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Petitioner should contact Public Service Company of Colorado about overhead electric lines on 24 1/2 Road.

**CITY UTILITY ENGINEER** 5/16/95  
**Trent Prall** 244-1507

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No comment.

**WALKER FIELD AIRPORT** 5/16/95  
**Marcel Theberge** 244-9100

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By definition (from the HELICOPTER OPERATIONS GUIDELINES for GRAND JUNCTION), any helicopter facility which has a structure for storage of a helicopter is **not** a helipad, but a heliport. The applicant has stated an intent to store the aircraft during "deactivation". Per Section 2.B of the HELICOPTER GUIDELINES, any helipad/port located within 750 feet of a residential zone must comply with the lowest EQL for the neighboring zone, and the applicant is required to submit a copy of that data as part of the proposal; none was received by this agency. Numerous elements of Section 3., Design and Construction Standards, have not been addressed, specifically G. - site

plan requirements.

Walker Field Airport Authority recommends **denial** of the Conditional Use Permit for the following reasons:

1. The application is incomplete;
2. This application indicates storage, which defines a heliport; and
3. The applicant stated that he is **learning** to fly the helicopter, and from a safety standpoint, student pilots should not be operating helicopters over the City.

**TO DATE, COMMENTS HAVE NOT BEEN RECEIVED FROM:**

City Property Agent  
U.S. West

## STAFF REVIEW

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FILE: #CUP 95-80  
DATE: May 11, 1995  
STAFF: Michael Drollinger  
REQUEST: Conditional Use Permit - Helipad  
LOCATION: 631 24 1/2 Road  
ZONING: HO

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NOTE: This review contains staff comments related to materials submitted for review; planning analysis of Conditional Use Permit criteria will be in staff report prepared for public hearing.

### STAFF COMMENTS:

The project as proposed constitutes a **heliport**, not a helipad, because of the equipment building which would be used for storage of the helicopter. Heliports are not permitted in an HO zone district. The Zoning and Development Code defines helipad and heliport as follows:

**helipad:** a facility without the logistical support provided by a heliport (see Heliport definition) where helicopters take off and land. Helipads do not have structures or facilities for maintenance, repair, fueling or storage of helicopters. A helipad may be located at ground level or elevated on a structure.

**heliport:** an area of land, water, or structural surface containing fuel facilities (whether fixed or mobile) which is designed, used, or intended to be used for the take-off and landing of helicopters and includes any appurtenant areas such as buildings or other facilities used for parking, maintenance, and repair facilities.

The proposal needs to be modified to eliminate the use of the building for storage. The helipad proposal may only be for a takeoff and landing area for a helicopter.

The information submitted for evaluation of the Conditional Use Permit is insufficient. The general requirements and standards for the evaluation of your helipad proposal are contained in the City's *Helicopter Operations Guidelines* (copy attached). For helipads located less than 750 feet from a school or residential zone the following applies:

the helipad must comply with the lowest EQL (Equivalent Sound Level) listed as compatible for that particular neighboring zone. The method for calculation of normally compatible sound levels shall be that cited in the FAA Advisory Circular #150-5020-2 entitled Noise Assessment Guidelines for New Heliports.

Copies of the circular are available from the FAA. The City requires that the petitioner submit a copy of the data as calculated for the specific site, including all pertinent variables.

The helipad must also meet the "Design and Construction Standards" detailed in the City guidelines. Based on a review of the materials which you submitted, the following additional information will be required:

1. A more detailed **site plan** is required. All obstacles on the property, including trees, structures, antennas, utility lines, etc. must be identified. Also include the actual or estimated height of all obstacles so that compliance with FAR Part 77 (Objects Affecting Navigable Airspace) can be determined.
2. The takeoff and landing area must be designed to meet the requirements of the FAA Advisory Circular 150-5390 *Helipad Design* (latest edition) for private use helistops. A site plan must be prepared at a readable scale which at minimum illustrates the following:
  - a. location, size and surface characteristics of the takeoff and landing area.
  - b. proposed marking of helipad consistent with FAA standards.
  - c. wind direction indicator location, if provided.
  - d. fences, existing and proposed
3. A revised **flight route map** must be provided. The base map used should be a USGS Quadrangle as recommended by the FAA. The location of the radio tower identified in the "Notice of Landing Area Proposal" should be identified on the flight route map. Any other towers within a one (1) mile radius must also be identified. The flight route map shall be labeled to indicate approach and/or departure routes. Initial and intermediate minimum approach and departure altitudes (AGL - above ground level) shall be identified on the map. The map scale must also be identified.
4. Please provide the manufacturer's specifications for your helicopter type which were used to determine the takeoff and landing area size (include at a minimum: maximum takeoff weight; overall length and height; number of blades and diameter of main rotor; landing gear type - whether skid or tires and include a drawing of the footprint; number and type of engines; number of crew and passengers).
5. The helipad takeoff and landing area must be designed in a manner to accommodate the largest anticipated helicopter type. Also, please provide specifications for the type.

A complete evaluation of the helipad proposal will take place once *all* of the above information is supplied to the Community Development Department. However, based on an initial evaluation of the proposal, we have the following concerns:

1. The type of helicopters at the proposed location should be limited in size unless an adequately-sized facility with sufficient obstacle clearance can be provided. Also, larger turbine-powered helicopters tend to produce greater noise levels which is of serious concern

given the proximity to residential areas.

2. The operational hours for this helipad should be limited. At this time, it is our recommendation that the hours be limited to 8AM to sunset.
3. There appear to be numerous obstacles in the immediate vicinity of the proposed helipad which would complicate approach and departure procedures and appear not to conform with FAR Part 77 (obstacle clearance) standards.
4. We are concerned that dust and flying debris may be a problem given the proximity of the proposal to piles of landscaping materials.

It is important to remember that a conditional use permit is **not** a use by right. In general terms, the Planning Commission must evaluate whether the proposed use can function satisfactorily at the subject site without creating significant adverse impacts on surrounding properties or public services. The Planning Commission will require more detailed information on this proposal in order to make a determination on the Conditional Use Permit.



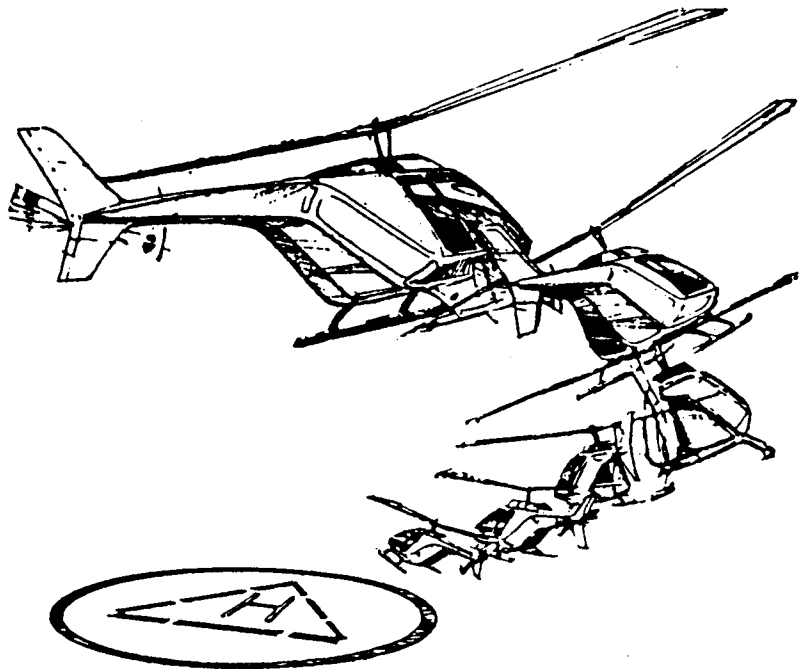
# HELICOPTER OPERATIONS GUIDELINES

## for GRAND JUNCTION

**Intent:** The intent of this guideline is to address the issues, land use concerns, and public safety factors involved with the increasing use of helicopters by business and industry in the Grand Junction area.

**Goal:** The goal is to establish minimum requirements and standards for helicopter landing sites as well as the development of noise abatement procedures applicable to all helipad/heliport operations.

The following criteria are intended as guidelines for the safe and thoughtful planning of helicopter facilities. The Federal Aviation Administration (FAA) and the Helicopter Association International (HAI) have published Advisory Circulars and Development Guidebooks, respectively, from which portions of this guideline have been extracted.



### Definitions

**Helipad:** A minimum facility without the logistical support provided by a heliport (see heliport definition) at which helicopters take off and land. Helipads do not have structures or facilities for maintenance, repair, fueling, or storage of helicopters. A helipad may be located at ground level or elevated on a structure.

**Heliport:** An area of land, water, or a structural surface containing fuel facilities (whether fixed or mobile) which is designed, used, or intended to be used for the take off and landing of helicopters, and any appurtenant areas including buildings or other facilities such as parking, maintenance and repair facilities.

**Public-Use Heliport:** A heliport or helipad that has been designated for use by the general public and is available for such, whether owned or operated by a governmental agency or a private entity, provided that such entity has agreed to that use of their property, in writing.

## Non-Conforming Uses

Non-conforming heliports/pads and helicopter operations:

- 1) Within 30 days of the adoption of these guidelines or within 30 days of annexation to the City, all helicopter operations within the City of Grand Junction will comply with the in-flight operational guidelines.
- 2) Within one year of the adoption of these guidelines or within one year of annexation, all helicopter operations will comply with pad/port locational, noise and design criteria.

## 1. General Requirements

A. Any person, association, firm or corporation wishing to construct or operate helipads or heliports within the City of Grand Junction must first obtain a Conditional Use or Special Use permit through the established procedures adopted by the City.

- 1) All heliports require Conditional Use permits in those zones where not specifically prohibited. Helipads also require Conditional Use permits except for the Industrial

zone where Special Use permits may be obtained if all technical requirements are met (per the Grand Junction Zoning and Development Code).

- 2) Federal Aviation Administration (FAA) and Walker Field Administration policies and regulations will apply to all helicopter operations.



B. Helicopter landings or take-offs in Grand Junction are restricted to approved airports, heliports or helipads unless:

- 1) Initiated as an emergency operation;
- 2) There is prior approval for a limited, temporary helicopter operation as specified in 1.C.

C. The landing of helicopters shall be permitted in any non-residential zone for the following events if prior notification has been given to the City of Grand Junction and local FAA officials:

- 1) Athletic events
- 2) Holiday celebrations
- 3) Advertising promotions
- 4) Construction, maintenance and repair activities
- 5) Similar special events

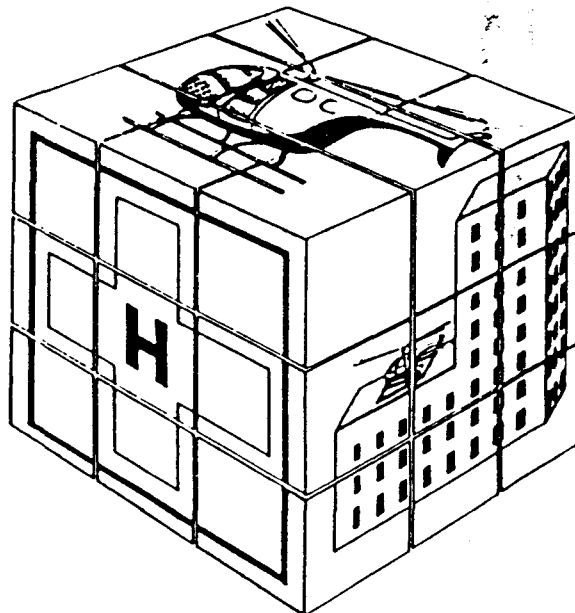
Notification should be in the form of a letter that will include all pertinent information regarding the site and the event. Copies should be submitted to the City Police and Planning Departments at least 48 hours prior to the event. In situations where time does not permit prior written notice, notification may be given through telephone contact, if followed by a written explanation.

## 2. Locational and Noise Level Standards

A. Heliports and helipads should be located not less than 750 feet from the property line of any school or residential zone. All measurements shall be in a straight line horizontally from the center of the touchdown pad of the heliport or helipad to the property line of the school or residence. If a heliport or pad is to be located on a building, the measurement shall be the sum of the following:

- 1) The number of feet the heliport or pad is located above the ground, and
- 2) The number of feet from a point on ground level directly below the center of the touchdown pad to the property line of the school or residence.

B. Heliports and helipads located less than 750 feet from a school or residential zone must comply with the lowest EQL (Equivalent Sound Level) listed as compatible for that particular neighboring zone. The method for calculation of normally compatible sound levels shall be that cited in the FAA Advisory Circular #150/5020-2 entitled Noise Assessment Guidelines for New Heliports. Copies of the circular are available from the FAA, or excerpts of the formula are available at Grand Junction City Planning. Applicants will submit a copy of the data as calculated for the specific site, including all pertinent variables.



C. Heliports and pads for hospitals or similar emergency operations should meet all criteria of paragraphs A and B above. However, the siting and environmental requirements of this guideline shall not necessarily apply to the operation of helicopters used for emergency service facilities (hospitals, police, sheriff and fire departments) when such an operation has been determined to be beneficial to the health, safety and welfare of Grand Junction and neighboring communities.

In such cases, a conditional use permit may be approved by the City of Grand Junction provided that other requirements stated herein are met, and provided that the helicopters and facilities are operated in accordance with other applicable codes, policies and regulations.

D. One common use heliport or helipad should be designed for use within each industrial area.



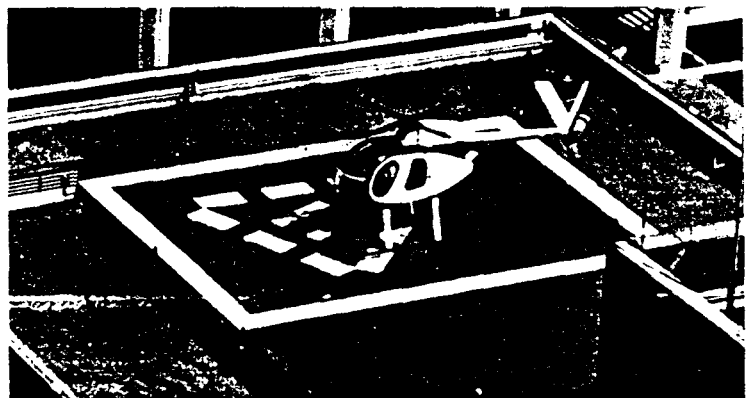
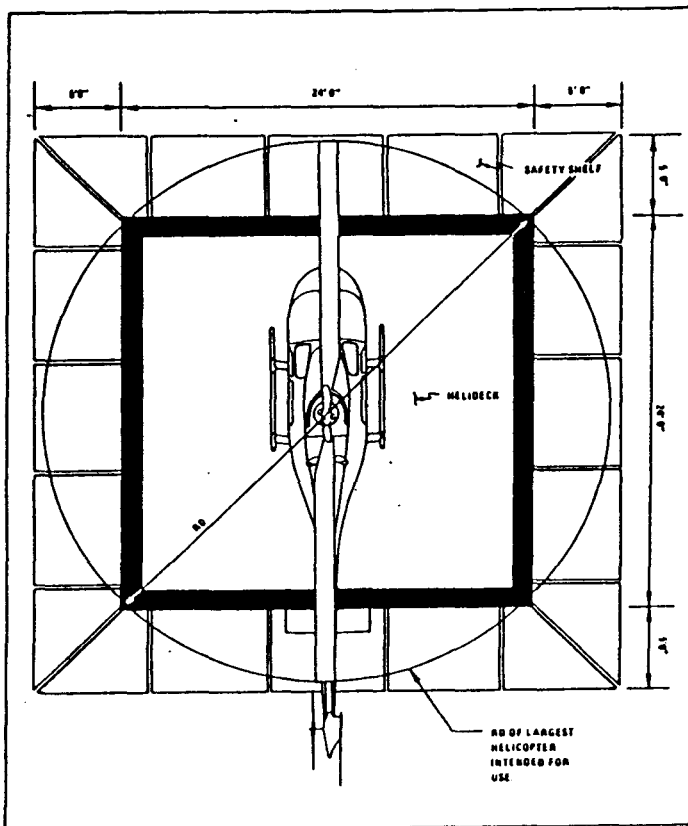
### 3. Design and Construction Standards

- A. The size and shape of a heliport/helipad will be determined by the operation proposed, site available, size and performance of the helicopter, and objects affecting the surrounding airspace.
- B. The surface of the touchdown pad and surrounding surfaces will be free of dust and debris.
- C. All surface areas which will be used to accept full static weight of a helicopter shall have load bearing capabilities consistent with the size and type of helicopter authorized to use the facility.
- D. Heliport/helipad marking and lighting patterns are outlined in the current FAA Advisory Circular #150/5390-1B entitled HELIPORT

DESIGN GUIDE. Adequate additional lighting may be required on any facility prior to approval for night operation.

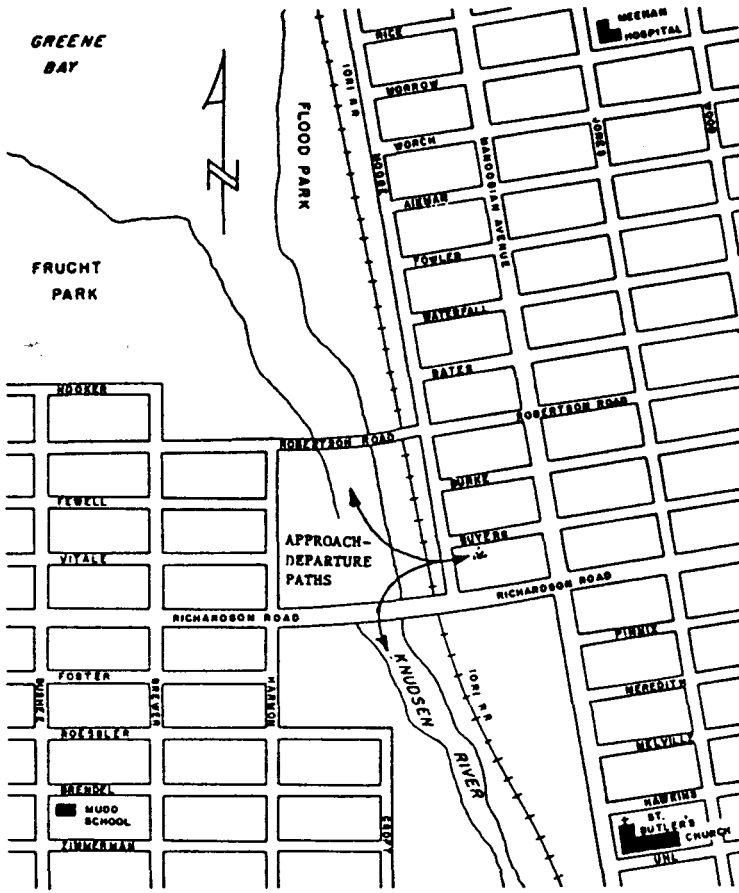
- E. A wind direction indicator will be installed in close proximity to the facility but not so as to be an obstacle or hazard to helicopter operation. It may consist of a standard wind cone, flag, streamer, etc. and must be visible to a helicopter during its approach. The wind direction indicator must be lighted, or be made of light reflective material, for night operation.
- F. Landscaping or other buffering of the perimeters of the site may be required for the purpose of sound abatement. Fences, walls, berming, and evergreen trees may help to absorb or deflect helicopter noise from sensitive areas, as well as providing a visual buffer for surrounding neighbors.

- G. A site plan will be submitted with all heliport/pad proposals showing the above mentioned details. Also included will be helicopter and automobile parking, size, location, and purpose of all structures, structure setbacks, walkways, control fencing around the touchdown pad, fire and first aid equipment, maintenance and fuel areas, elevation (in MSL feet) at touchdown pad, and drainage patterns. Approach and departure routes should be shown as well.



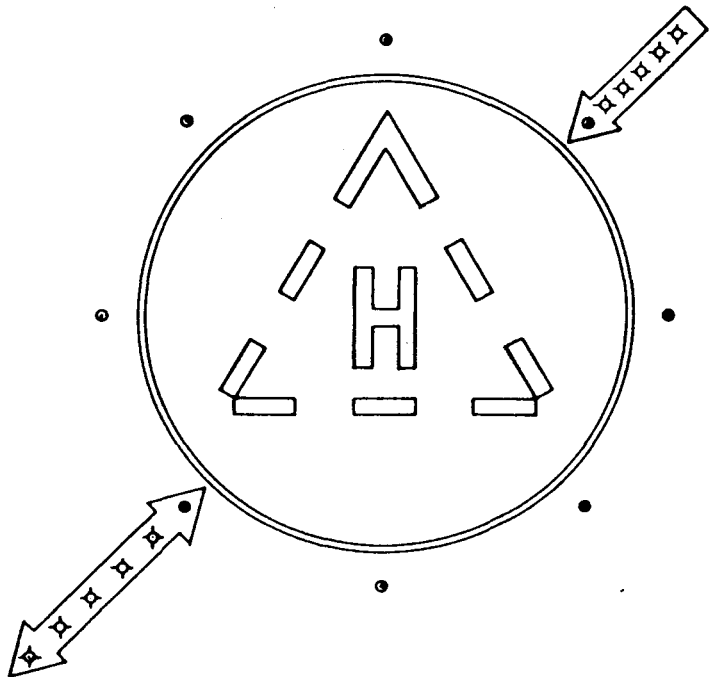
## 4. Operations Standards

- A. The flight paths to and from a proposed heliport should take advantage of low noise sensitivity corridors such as over freeways, railways, commercial areas, etc. Routes should be selected to avoid noise sensitive facilities such as schools, churches, rest homes, and large open-air gatherings of people.
- B. Certain in-flight maneuvers can increase the character and level of helicopter noise. Such maneuvers should be avoided whenever practical, particularly near residential areas.
- C. Noise abatement procedures have been developed for many types of helicopters. Special abatement procedures can also be adopted for site-specific problems. These may include direction of approach and take off, rate of descent and climb, flyover altitudes and limits on the number of helicopter events (take-offs, landings and flyovers).



EXAMPLE - HELIPORT LOCATION MAP

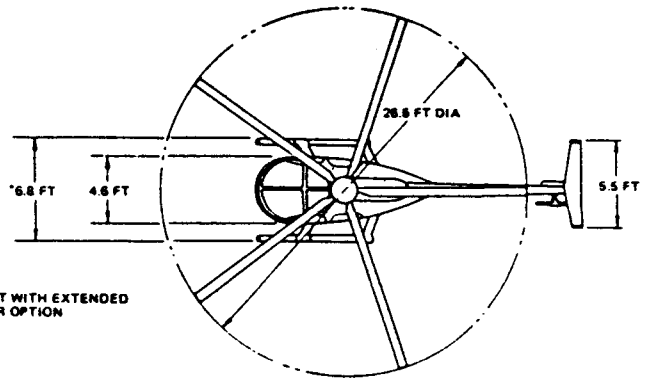
- H. A vicinity sketch map will be included at a scale which shows an area extending at least one-half mile in each direction beyond the boundaries of the helipad or heliport property. The locations of all churches, schools and residential zones within this area must be shown. Also include all major roadways, railways, and bodies of water that may be useful as flight corridors. Proposed flight corridors and flight altitudes should be shown on this map as well. A topographic map of the Grand Junction quadrangle may be used in most cases.



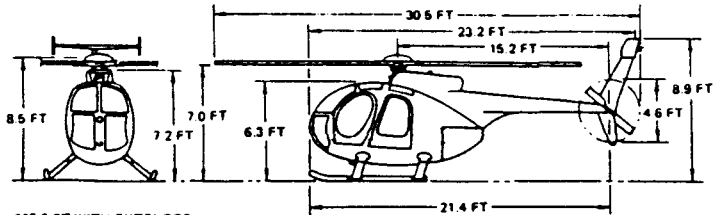
1) The FAA Advisory Circular #150/5020-2 ENTITLED NOISE ASSESSMENT GUIDELINES FOR NEW HELIPORTS provides technical guidance in calculating the noise environment near proposed helicopter facilities as well as other valuable site/route criteria.

D. The Fly Neighborly program is a voluntary noise reduction program designed to be implemented worldwide by local helicopter operators, large and small. The Helicopter Association International (HAI) organized the program and has published the Fly Neighborly Guide which is available from the HAI.

The City of Grand Junction encourages all helicopter operators to utilize those HAI guidelines and, please, Fly Neighborly!



\*8.3 FT WITH EXTENDED GEAR OPTION



\*\*8.3 FT WITH EXTENDED GEAR OPTION



**NOTE:**

It is important to note that goals, objectives, policies and guidelines are informational in nature and represent only one of the many factors which must be considered in the decision making process. The Planning Commission and City Council shall determine the applicability of any goal, objective, policy or guideline to any specific development situation.

## STAFF REVIEW

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FILE: #CUP 95-80  
DATE: May 11, 1995  
STAFF: Michael Drollinger  
REQUEST: Conditional Use Permit - Helipad  
LOCATION: 631 24 1/2 Road  
ZONING: HO

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NOTE: This review contains staff comments related to materials submitted for review; planning analysis of Conditional Use Permit criteria will be in staff report prepared for public hearing.

### STAFF COMMENTS:

The project as proposed constitutes a **heliport**, not a helipad, because of the equipment building which would be used for storage of the helicopter. Heliports are not permitted in an HO zone district. The Zoning and Development Code defines helipad and heliport as follows:

**helipad:** a facility without the logistical support provided by a heliport (see Heliport definition) where helicopters take off and land. Helipads do not have structures or facilities for maintenance, repair, fueling or storage of helicopters. A helipad may be located at ground level or elevated on a structure.

**heliport:** an area of land, water, or structural surface containing fuel facilities (whether fixed or mobile) which is designed, used, or intended to be used for the take-off and landing of helicopters and includes any appurtenant areas such as buildings or other facilities used for parking, maintenance, and repair facilities.

The proposal needs to be modified to eliminate the use of the building for storage. The helipad proposal may only be for a takeoff and landing area for a helicopter.

The information submitted for evaluation of the Conditional Use Permit is insufficient. The general requirements and standards for the evaluation of your helipad proposal are contained in the City's *Helicopter Operations Guidelines* (copy attached). For helipads located less than 750 feet from a school or residential zone the following applies:

the helipad must comply with the lowest EQL (Equivalent Sound Level) listed as compatible for that particular neighboring zone. The method for calculation of normally compatible sound levels shall be that cited in the FAA Advisory Circular #150-5020-2 entitled Noise Assessment Guidelines for New Heliports.

Copies of the circular are available from the FAA. The City requires that the petitioner submit a copy of the data as calculated for the specific site, including all pertinent variables.

The helipad must also meet the "Design and Construction Standards" detailed in the City guidelines. Based on a review of the materials which you submitted, the following additional information will be required:

1. A more detailed **site plan** is required. All obstacles on the property, including trees, structures, antennas, utility lines, etc. must be identified. Also include the actual or estimated height of all obstacles so that compliance with FAR Part 77 (Objects Affecting Navigable Airspace) can be determined.
2. The takeoff and landing area must be designed to meet the requirements of the FAA Advisory Circular 150-5390 *Heliport Design* (latest edition) for private use helistops. A site plan must be prepared at a readable scale which at minimum illustrates the following:
  - a. location, size and surface characteristics of the takeoff and landing area.
  - b. proposed marking of helipad consistent with FAA standards.
  - c. wind direction indicator location, if provided.
  - d. fences, existing and proposed
3. A revised **flight route map** must be provided. The base map used should be a USGS Quadrangle as recommended by the FAA. The location of the radio tower identified in the "Notice of Landing Area Proposal" should be identified on the flight route map. Any other towers within a one (1) mile radius must also be identified. The flight route map shall be labeled to indicate approach and/or departure routes. Initial and intermediate minimum approach and departure altitudes (AGL - above ground level) shall be identified on the map. The map scale must also be identified.
4. Please provide the manufacturer's specifications for your helicopter type which were used to determine the takeoff and landing area size (include at a minimum: maximum takeoff weight; overall length and height; number of blades and diameter of main rotor; landing gear type - whether skid or tires and include a drawing of the footprint; number and type of engines; number of crew and passengers).
5. The helipad takeoff and landing area must be designed in a manner to accommodate the largest anticipated helicopter type. Also, please provide specifications for the type.

A complete evaluation of the helipad proposal will take place once *all* of the above information is supplied to the Community Development Department. However, based on an initial evaluation of the proposal, we have the following concerns:

1. The type of helicopters at the proposed location should be limited in size unless an adequately-sized facility with sufficient obstacle clearance can be provided. Also, larger turbine-powered helicopters tend to produce greater noise levels which is of serious concern



given the proximity to residential areas.

2. The operational hours for this helipad should be limited. At this time, it is our recommendation that the hours be limited to 8AM to sunset.
3. There appear to be numerous obstacles in the immediate vicinity of the proposed helipad which would complicate approach and departure procedures and appear not to conform with FAR Part 77 (obstacle clearance) standards.
4. We are concerned that dust and flying debris may be a problem given the proximity of the proposal to piles of landscaping materials.

It is important to remember that a conditional use permit is **not** a use by right. In general terms, the Planning Commission must evaluate whether the proposed use can function satisfactorily at the subject site without creating significant adverse impacts on surrounding properties or public services. The Planning Commission will require more detailed information on this proposal in order to make a determination on the Conditional Use Permit.

STAFF REVIEW

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FILE: #CUP 95-80

DATE: August 30, 1995

REQUEST: Conditional Use Permit - Helipad

LOCATION: 631 24 1/2 Road

APPLICANT: Warren B. Dettmer  
627 24 1/2 Road  
Grand Junction, CO 81505

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EXISTING LAND USE: Commercial (landscaping supplies)

PROPOSED LAND USE: Addition of a helipad

SURROUNDING LAND USE:

NORTH: Residential - Single Family  
SOUTH: Vacant (HO zoning)  
EAST: Residential - Single Family  
WEST: Vacant (HO & RSF-R zoning)

EXISTING ZONING: HO

PROPOSED ZONING: No Change

SURROUNDING ZONING:

NORTH: RSF-R  
SOUTH: HO  
EAST: RSF-R  
WEST: RSF-R & HO

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RELATIONSHIP TO COMPREHENSIVE PLAN:

No current comprehensive plan exists for the area. Three plan alternatives have been identified as part of the development of the Grand Junction Growth Plan. By late summer the Growth Plan Steering Committee will be recommending one plan alternative to the Planning Commission and City Council for approval. The current plan alternatives for the residential areas in the vicinity of the proposed helipad are:

Current Practices Alternative: RM - Residential Medium (4-8 units/acre)  
Concentrated Growth Alternative: RMH - Residential Medium-High (8-12 units/acre)  
Urban Core/Outlying Growth Centers Alternative: RMH -Residential Medium-High (8 -12 units/  
acre)

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#### STAFF ANALYSIS:

The staff analysis is divided into three sections: (1) an overview of the proposal; (2) planning analysis of conditional use permit criteria and (3) staff findings and recommendations:

##### The Development Proposal

The petitioner is requesting a conditional use permit for a private-use helipad located at 631 24 1/2 Road. The petitioner has indicated that the primary aircraft using the helipad will be the a Hiller UH-12E, a three place helicopter, although the petitioner indicates that helicopters up to 5,000 lbs. gross weight may use the facility (please refer to attached specifications supplied by the petitioner). The frequency of use of the helipad, according to the petitioner, would be two to three times per week, although this could grow to ten times per week over time. The petitioner has indicated that "it is not the intent of this helipad to be used for commercial aviation services."

##### Planning Analysis

The planning-related documents applicable to this project include the Zoning and Development Code (ZDC), specifically Section 4-8 pertaining to the Conditional Use criteria; the Helicopter Operations Guidelines adopted by City Council (copy attached); and applicable Federal Aviation Administration (FAA) documents, including the Federal Aviation Regulations (FAR) and various FAA Advisory Circulars on helipad design and helicopter operations.

Staff's first concern is with the intended use of the helipad. The petitioner has indicated that it is not his intent to use the helipad for commercial aviation services, with a reference to FAR Part 135. The Federal Aviation Regulations Part 135 prescribes rules governing:

"the carriage in air commerce of *persons or property* (emphasis added) for compensation or hire as a commercial operator having a maximum seating capacity of less than 20 persons . . ."

If the petitioner has indicated that the helicopter will be utilized for personal use, then staff questions why in his June 19, 1995 response to comments he indicates that one of the purposes of the helipad is to:

"provide are where helicopter will be accessible to me immediately from my work or home *should I get an emergency call* (emphasis added)."

This statement is not clear and appears to contradict the "personal use" claim. Operations from the helipad for work-related purposes would qualify it as a commercial-use facility.

The location of the helipad immediately adjacent to a residential zone and residential uses is of great concern to staff. The Helicopter Design Guidelines, Section 2 "Location and Noise Level Standards" specify that helipads should be located no less than 750 feet from the property line of any residential zone. If located closer than this threshold, the helipad must conform with the lowest EQL (Equivalent Sound Level) listed as compatible with adjoining uses as per FAA Advisory Circular #150-5020-2. Both the petitioner and staff were unable to obtain copies of this document, which may be out of print. However, staff has obtained a copy of the Helicopter Noise Model, a computer program which generates noise levels for helicopter operations, and has run the program using the largest helicopter which the petitioner expects to operate from the facility. The detailed results of the computer run will be presented at the hearing, however, high noise levels were found to extend beyond the property boundaries and onto adjoining residential properties.

Staff's concern with noise compatibility extends beyond the noise impacts of this proposal on existing residential uses. According the growth plan alternatives for the residential areas to the north, which are detailed in this staff report, future residential development in the vicinity of the helipad may be as high as twelve (12) units per acre. Thus, the number of residents exposed to the noise generated by helicopter operations from the proposed helipad may greatly increase over time.

The proposed helipad is not located in a "potential location" as determined by the Planning Department as part of the development of the helicopter guidelines in 1985. The potential heliport/helipad locations in general are confined to larger commercial and industrial areas where potential noise impacts are at a minimum. The location of a helipad in one of the areas defined by this analysis is far preferable to the proposed location.

The petitioner is required to provide notice of the intent to establish a helipad to the FAA as per FAR Part 157. The petitioner has not supplied staff with a copy of the notice which was sent to the FAA. The FAA will evaluate the proposal relative to its impact on navigable airspace, for its impact upon the operation of air navigation facilities, and for its effect on the safety of persons and property on the ground. The proposal is located within Class D airspace, which is the airspace under the control of the Walker Field Air Traffic Control Tower.

#### Analysis of Conditional Use Permit Criteria

Section 4-8 of the Zoning and Development Code specifies the criteria used to evaluate all uses requiring a special and conditional use permit. The proposed project falls in the use category of heliport/helipad which requires a conditional use permit in the HO zoning district. This section contains staff's evaluation of the conditional use criteria based on the proposed project. To avoid

repetition, reference may be made to the preceding staff analysis.

It is important to note that a conditional use is *not* a use by right. In general terms, the Planning Commission must evaluate whether the use proposed can function satisfactorily at the subject site without creating significant adverse impacts on surrounding properties or public services. Staff analysis of the specific Code criteria are as follows:

*1. The proposed use must be compatible with adjacent uses.*

As detailed in the preceding staff analysis, it is staff's opinion that the proposed helipad is not compatible with existing or future adjacent residential units. The surrounding residentially-zoned area will develop at higher densities than zoned today which will increase the number of persons exposed to high levels of helicopter noise.

*2. The use shall be approved only if the design features of the site, such as service areas, pedestrian and vehicular circulation, safety provisions, accessory uses, accessways to and from the site, buffering, etc. are sufficient to protect adjacent uses.*

The information supplied by the petitioner is not at a level of detail necessary to evaluate whether adequate obstacle clearance is provided. A *scaled* drawing of the helipad and adjoining obstacles would be necessary to perform this analysis.

*3. Proposed accessory uses must demonstrate that they are necessary and desirable.*

No accessory uses are proposed at this time nor are they permitted. The installation of storage, maintenance or fueling facilities at this location would meet the definition of a heliport, not helipad, which is not permitted in the HO zone.

*4. Adequate public services (e.g. sewage and waste disposal, domestic and irrigation water, gas, electricity, police and fire protection) must be available without the reduction of services to other existing uses.*

The Police Department has expressed a concern regarding the impact of this proposal on the 911 system given the expected number of noise complaints resulting from this proposal.

*5. Other uses complimentary to, and supportive of, the proposed project shall be available including schools, parks, hospitals, business and commercial facilities, transportation facilities, etc.*

No support facilities are required.

*6. The use shall conform to adopted plans, policies and requirements for parking and loading, signs and all other applicable regulations of this Code.*

Staff believes that the proposal does not conform to the intent of the Zoning and Development Code and the Helicopter Operations Guidelines which were adopted by the City Council.

Staff Recommendation

Based on staff's review of the preliminary design and supporting reports and based on the analysis of the conditional use criteria contained in the Zoning and Development Code, staff recommends denial of the conditional use permit for the helipad for the following reasons:

- 1. Incompatibility of the helipad location with the surrounding residentially-zoned area.
- 2. Potential use of helipad for commercial operations.
- 3. Lack of information to determine obstacle clearance compliance.
- 4. No information supplied by applicant detailing the FAA's evaluation of this proposal.

Should the Planning Commission choose to favorably consider the subject application, staff recommends that the permit contain, at a minimum, the following provisions:

- 1. A scaled, detailed site plan must be provided indicating compliance with FAA Part 77, obstacle clearance standards.
- 2. Helicopter operations from the site shall be limited to <sup>1/2 prior to sunrise</sup> 8AM to sunset. No night operations shall be permitted. <sub>half-hour past sunset</sub>
- 3. No more than ten (10) operations (an operation includes a take-off and landing) should be permitted per week. An increase in the number of operations from the helipad shall require an amendment to the Conditional Use Permit and shall require a public hearing.
- 4. The petitioner shall supply the City with documentation of FAA approval of this helipad and shall supply the City with copies of any notice(s) to the FAA of amendments to the proposal. Amendments to the approved approach/departure paths shall require an amendment to the Conditional Use Permit.

5. This conditional use permit shall remain in effect safety & operations  
 as long as there is no FAA ~~complaint~~ <sup>complaint</sup> ~~violation~~ <sup>violation or violations</sup> ~~formally issued~~ <sup>formally issued</sup>

STAFF RECOMMENDATION: <sup>were</sup> no valid ~~complaint~~ <sup>complaint</sup> ~~violation~~ <sup>violation or violations</sup> ~~formally issued~~ <sup>formally issued</sup>

Staff recommends denial of the conditional use permit for the reasons detailed in the staff report. Should approval be considered, staff recommends that conditions #1-#4 above be made part of the Conditional Use Permit.

|    |    |    |    |    |    |
|----|----|----|----|----|----|
| RH | BW | JV | JE | TW | PC |
| Y  | N  | Y  | Y  | Y  | Y  |

MOTION TO: Deny

5-1

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RECOMMENDED PLANNING COMMISSION MOTION

Mr. Chairman, on item #CUP-95-80 I recommend that we approve the Conditional Use Permit with the conditions #1-4 in the staff report (STAFF RECOMMENDS DENIAL).

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STAFF REVIEW (City Council)

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FILE: #CUP 95-80  
DATE: September 28, 1995  
REQUEST: Conditional Use Permit - Helipad  
LOCATION: 631 24 1/2 Road  
STAFF: Michael T. Drollinger  
APPLICANT: Warren B. Dettmer  
627 24 1/2 Road  
Grand Junction, CO 81505

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EXECUTIVE SUMMARY:

**This is an appeal of a Planning Commission denial of a Conditional Use Permit request.** Petitioner is requesting a conditional use permit for a private-use helipad in an HO (Highway Oriented) zone district located at 631 24 1/2 Road. Based on staff's review of the preliminary design and supporting reports and based on the analysis of the conditional use criteria contained in the Zoning and Development Code, staff recommends denial of the conditional use permit for the helipad for reasons which include the following: (1) Incompatibility of the helipad location with the surrounding residentially-zoned area; (2) Potential use of helipad for commercial operations; (3) lack of information to determine obstacle clearance compliance; and no information supplied by applicant detailing the FAA's evaluation of this proposal.

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EXISTING LAND USE: Commercial (landscaping supplies)

PROPOSED LAND USE: Addition of a helipad

SURROUNDING LAND USE:

NORTH: Residential - Single Family  
SOUTH: Vacant (HO zoning)  
EAST: Residential - Single Family  
WEST: Vacant (HO & RSF-R zoning)

EXISTING ZONING: HO

PROPOSED ZONING: No Change



SURROUNDING ZONING:

NORTH: RSF-R  
 SOUTH: HO  
 EAST: RSF-R  
 WEST: RSF-R & HO

RELATIONSHIP TO COMPREHENSIVE PLAN:

No current comprehensive plan exists for the area. Three plan alternatives have been identified as part of the development of the Grand Junction Growth Plan. By late summer the Growth Plan Steering Committee will be recommending one plan alternative to the Planning Commission and City Council for approval. The current plan alternatives for the residential areas in the vicinity of the proposed helipad are:

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STAFF ANALYSIS:

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The Development Proposal

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(FAA) documents, including the Federal Aviation Regulations (FAR) and various FAA Advisory Circulars on helipad design and helicopter operations.

#### *Use of Helipad*

Staff's first concern is with the intended use of the helipad. The petitioner has indicated that it is not his intent to use the helipad for commercial aviation services, with a reference to FAR Part 135. The Federal Aviation Regulations Part 135 prescribes rules governing:

"the carriage in air commerce of *persons or property* (emphasis added) for compensation or hire as a commercial operator having a maximum seating capacity of less than 20 persons . . ."

If the petitioner has indicated that the helicopter will be utilized for personal use, then staff questions why in his June 19, 1995 response to comments he indicates that one of the purposes of the helipad is to:

"provide are where helicopter will be accessible to me immediately from my work or home *should I get an emergency call* (emphasis added)."

This statement is not clear and appears to contradict the "personal use" claim. Operations from the helipad for work-related purposes would qualify it as a commercial-use facility.

#### *Noise Impacts*

The location of the helipad immediately adjacent to a residential zone and residential uses is of great concern to staff. The Helicopter Design Guidelines, Section 2 "Location and Noise Level Standards" specify that helipads should be located no less than 750 feet from the property line of any residential zone. If located closer than this threshold, the helipad must conform with the lowest EQL (Equivalent Sound Level) listed as compatible with adjoining uses as per FAA Advisory Circular #150-5020-2. Both the petitioner and staff were unable to obtain copies of this document, which may be out of print. However, staff has obtained a copy of the Helicopter Noise Model, a computer program which generates noise levels for helicopter operations, and has run the program using the largest helicopter which the petitioner expects to operate from the facility. The detailed results of the computer run will be presented at the hearing, however, high noise levels were found to extend beyond the property boundaries and onto adjoining residential properties. The noise model's usefulness is limited because it provides only a 24-hour average of noise impacts and does not model the impacts of a single overflight, which may produce a significantly higher noise level than a number of overflights averaged over time. Staff was unable to obtain noise data for the specific model of helicopter owned by the petitioner. The City Council has the discretion to require the petitioner to retain a consultant to conduct a noise study should more information on noise impacts be desired.

### *Land Use Compatibility*

Staff's concern with noise compatibility extends beyond the noise impacts of this proposal on existing residential uses. According to the growth plan alternatives for the residential areas to the north, which are detailed in this staff report, future residential development in the vicinity of the helipad may be as high as twelve (12) units per acre. Thus, the number of residents exposed to the noise generated by helicopter operations from the proposed helipad may greatly increase over time.

The proposed helipad is not located in a "potential location" as determined by the Planning Department as part of the development of the helicopter guidelines in 1985. The potential heliport/helipad locations in general are confined to larger commercial and industrial areas where potential noise impacts are at a minimum. The location of a helipad in one of the areas defined by this analysis is far preferable to the proposed location.

### *FAA Requirements*

The petitioner is required to provide notice of the intent to establish a helipad to the FAA as per FAR Part 157. The petitioner has not supplied staff with a copy of the notice which was sent to the FAA. The FAA will evaluate the proposal relative to its impact on navigable airspace, for its impact upon the operation of air navigation facilities, and for its effect on the safety of persons and property on the ground. The proposal is located within Class D airspace, which is the airspace under the control of the Walker Field Air Traffic Control Tower.

### Analysis of Conditional Use Permit Criteria

Section 4-8 of the Zoning and Development Code specifies the criteria used to evaluate all uses requiring a special and conditional use permit. The proposed project falls in the use category of heliport/helipad which requires a conditional use permit in the HO zoning district. This section contains staff's evaluation of the conditional use criteria based on the proposed project. To avoid repetition, reference may be made to the preceding staff analysis.

It is important to note that a conditional use is *not* a use by right. In general terms, the Planning Commission and/or City Council must evaluate whether the use proposed can function satisfactorily at the subject site without creating significant adverse impacts on surrounding properties or public services. Staff analysis of the specific Code criteria are as follows:

#### *1. The proposed use must be compatible with adjacent uses.*

As detailed in the preceding staff analysis, it is staff's opinion that the proposed helipad is not compatible with existing or future adjacent residential units. The surrounding residentially-zoned area will develop at higher densities than zoned today which will increase the number of persons exposed to high levels of helicopter noise.

*2. The use shall be approved only if the design features of the site, such as service areas, pedestrian and vehicular circulation, safety provisions, accessory uses, accessways to and from the site, buffering, etc. are sufficient to protect adjacent uses.*

The information supplied by the petitioner is not at a level of detail necessary to evaluate whether adequate obstacle clearance is provided. A *scaled* drawing of the helipad and adjoining obstacles would be necessary to perform this analysis.

*3. Proposed accessory uses must demonstrate that they are necessary and desirable.*

No accessory uses are proposed at this time nor are they permitted. The installation of storage, maintenance or fueling facilities at this location would meet the definition of a heliport, not helipad, which is not permitted in the HO zone.

*4. Adequate public services (e.g. sewage and waste disposal, domestic and irrigation water, gas, electricity, police and fire protection) must be available without the reduction of services to other existing uses.*

The Police Department has expressed a concern regarding the impact of this proposal on the 911 system given the expected number of noise complaints resulting from this proposal.

*5. Other uses complimentary to, and supportive of, the proposed project shall be available including schools, parks, hospitals, business and commercial facilities, transportation facilities, etc.*

No support facilities are required.

*6. The use shall conform to adopted plans, policies and requirements for parking and loading, signs and all other applicable regulations of this Code.*

Staff believes that the proposal does not conform to the intent of the Zoning and Development Code and the Helicopter Operations Guidelines which were adopted by the City Council.

#### Staff Recommendation

Based on staff's review of the preliminary design and supporting reports and based on the analysis of the conditional use criteria contained in the Zoning and Development Code, staff recommends denial of the conditional use permit for the helipad for the following reasons:

1. Incompatibility of the helipad location with the surrounding residentially-zoned area.
2. Potential use of helipad for commercial operations.
3. Lack of information to determine obstacle clearance compliance.

4. No information supplied by applicant detailing the FAA's evaluation of this proposal.

Should the City Council choose to favorably consider the subject application, staff recommends that the permit contain, at a minimum, the following provisions:

1. A scaled, detailed site plan must be provided indicating compliance with FAA Part 77, obstacle clearance standards.
2. Helicopter operations from the site shall be limited to 8AM to sunset. No night operations shall be permitted.
3. No more than ten (10) operations (an operation includes a take-off and landing) should be permitted per week. An increase in the number of operations from the helipad shall require an amendment to the Conditional Use Permit and shall require a public hearing.
4. The petitioner shall supply the City with documentation of FAA approval of this helipad and shall supply the City with copies of any notice(s) to the FAA of amendments to the proposal. Amendments to the approved approach/departure paths shall require an amendment to the Conditional Use Permit.



#### STAFF RECOMMENDATION:

Staff recommends denial of the conditional use permit for the reasons detailed in the staff report. Should approval be considered, staff recommends that conditions #1-#4 above be made part of the Conditional Use Permit.



#### PLANNING COMMISSION RECOMMENDATION

At their September 3, 1995 meeting the Planning Commission denied the subject application 5-1.

# REVIEW COMMENTS

Page 1 of 3

FILE #CUP-95-80

TITLE HEADING: Conditional Use Permit - Helipad  
in an HO Zone District

LOCATION: 631 24 1/2 Road

PETITIONER: Warren Dettmer

PETITIONER'S ADDRESS/TELEPHONE: 627 24 1/2 Road  
Grand Junction, CO 81505  
245-1930

STAFF REPRESENTATIVE: Michael Drollinger

**NOTE: THE PETITIONER IS REQUIRED TO SUBMIT FOUR (4) COPIES OF WRITTEN RESPONSE AND REVISED DRAWINGS ADDRESSING ALL REVIEW COMMENTS ON OR BEFORE 5:00 P.M., MAY 24, 1995.**

GRAND JUNCTION FIRE DEPARTMENT 5/4/95  
Hank Masterson 244-1414

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The Uniform Fire Code requires that Helistops:

1. Receive FAA approval before use.
2. Have a touchdown area that is surrounded on all sides by a clear area having minimum average width, at roof level, of 15', but no less than 5'. The clear area must be maintained.

MESA COUNTY PLANNING 5/4/95  
Verna Cox 244-1637

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No. Not compatible with residential uses.

GRAND JUNCTION DRAINAGE 5/4/95  
John Ballagh 244-4343

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There are no known existing or planned Grand Junction Drainage District facilities on the site of the requested helipad. All appropriate measures to contain fuel to the site should be required. The surface drainage from the parking and landing area should be routed through a gas-oil-water trap/separator. The surface runoff leaving the site should not be contaminated.

CITY POLICE DEPARTMENT 5/8/95  
Dave Stassen 244-3587

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This proposal could cause added strain on the 911 system by causing added 911 calls to complain about noise. I think the petitioner may want to meet with his neighbors and discuss the added noise and dust prior to construction or approval of this project.

**PARKS & RECREATION DEPARTMENT**

5/5/95

**Don Hobbs**

244-1542

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If an open space fee is required for this action we will need an appraisal.

**COMMUNITY DEVELOPMENT DEPARTMENT**

5/11/95

**Michael Drollinger**

244-1439

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See attached comments.

**UTE WATER**

5/9/95

**Gary R. Mathews**

242-7491

---

No objections.

**CITY DEVELOPMENT ENGINEER**

5/12/95

**Jody Kliska**

244-1591

---

No comment.

**CITY ATTORNEY**

5/12/95

**Dan Wilson**

244-1505

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Some evidence that co-tenants Coonprom and Hintz agree with this proposal would be useful at some point before final approval.

**PUBLIC SERVICE COMPANY**

5/15/95

**Dale Clawson**

244-2695

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Petitioner should contact Public Service Company of Colorado about overhead electric lines on 24 1/2 Road.

**CITY UTILITY ENGINEER**

5/16/95

**Trent Prall**

244-1507

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No comment.

**WALKER FIELD AIRPORT**

5/16/95

**Marcel Theberge**

244-9100

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By definition (from the HELICOPTER OPERATIONS GUIDELINES for GRAND JUNCTION), any helicopter facility which has a structure for storage of a helicopter is not a helipad, but a heliport. The applicant has stated an intent to store the aircraft during "deactivation". Per Section 2.B of the HELICOPTER GUIDELINES, any helipad/port located within 750 feet of a residential zone must comply with the lowest EQL for the neighboring zone, and the applicant is required to submit a copy of that data as part of the proposal; none was received by this agency. Numerous elements of Section 3., Design and Construction Standards, have not been addressed, specifically G. - site

plan requirements.

Walker Field Airport Authority recommends **denial** of the Conditional Use Permit for the following reasons:

1. The application is incomplete;
2. This application indicates storage, which defines a heliport; and
3. The applicant stated that he is **learning** to fly the helicopter, and from a safety standpoint, student pilots should not be operating helicopters over the City.

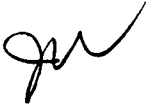
**TO DATE, COMMENTS HAVE NOT BEEN RECEIVED FROM:**

City Property Agent  
U.S. West



DATE: August 11, 1995

TO: ANM-530

FROM: Jerry Woodhouse   
for ANM-460

SUBJECT: Location Grand Junction, CO

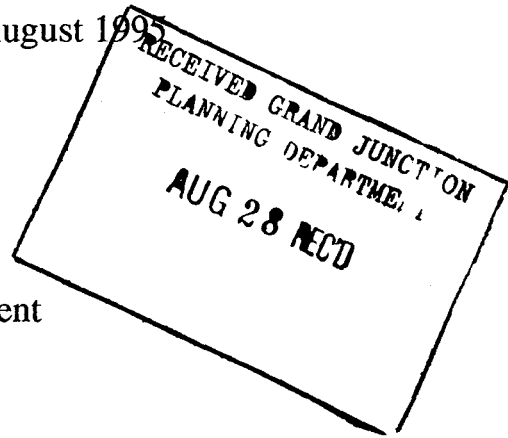
Description Helipad

NRA Study No. 95 - DEN-107 -NRA

The subject Airspace Action has been coordinated in ANM-400. The proposed action should have no effect on existing or planned FAA facilities.

*Jim Mason PSDO*  
*F.C. 10/16/95*

25 August 1995



City of Grand Junction  
Community Development and Planning Department  
250 North 5th Avenue  
Grand Junction, CO 81501

RE: Helicopter Landing at 627 24 1/2 Road

Dear Sirs,

On 25 August, our helicopter (registration N111GJ) will land at the southwest corner of Sticks and Stones' lot located at 627 24 1/2 Road in preparation for a joint advertising promotion between Sticks and Stones and Helicopter One. The event will begin 26 August and run through Columbus Day, 9 October.

You have been notified of this event by telephone today. We would have provided 48 hours written notice of the event, but were told initially that there were no temporary provisions for landing a helicopter in the city limits. Section 1-C of the city's helicopter guidelines does, in fact, allow events of this type.

Please contact me if you have any additional questions. Thank you for your cooperation.

Sincerely,

J. F. Mugnier  
President  
Helicopter One  
970-243-1626

Final Conditions of Approval:  
City Council Hearing September 28, 1995

1. A scaled, detailed site plan must be provided indicating compliance with FAA Part 77, obstacle clearance standards.
2. Helicopter operations from the site shall be limited to 8 a.m. to sunset. No night operations shall be permitted.
3. No more than ten (10) operations (an operation includes a take-off and landing) should be permitted per week. An increase in the number of operations from the helipad shall require an amendment to the Conditional Use Permit and shall require a public hearing.
4. The petitioner shall supply the City with documentation of FAA approval of this helipad and shall supply the City with copies of any notice(s) to the FAA of amendments to the proposal. Amendments to the approved approach/departure paths shall require an amendment to the Conditional Use Permit.

Upon motion by Council member Terry, seconded by Council member Mantlo and carried by roll call vote, the Conditional Use Permit was approved with the conditions as recommended in the staff report items #1 through #4 plus additional conditions:

5. There be no increase in size of the helicopter.
6. There be no commercial use of the helicopter at this site.
7. Flights into the site be restricted to south and west.
8. The permit be subject to review in two years in regards to surrounding land uses.



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

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**Subject:** Proposed Monument Helipad, Grand Junction,  
Colorado

**Date:** November 1, 1995

**From:** Manager, Salt Lake City Flight Standards District  
Office

**Reply to:** T. Mason  
**Attn of:** (801) 524-4247

**To:** ANM-220/Jim Green

The proposed Monument Helipad in Grand Junction, Colorado, was inspected on October 16, 1995, by Inspector Timothy J. Mason of this office. Inspector Mason reports the following:

- The proposed helipad's surface will be covered by approximately 2" gravel. It is an adequate size for the proposed operation and equipment.
- The location of the helipad is on the applicants private property. Commercial property borders this property approximately 75 to 100 feet from the proposed helipad. Other private property borders the applicants property on the West through North quadrants. The property is not occupied and appears to be grazing and agricultural property.
- Approaches from and departures to the East are not possible due to large Cottonwood trees (approximately 50 to 75 feet tall). These trees are located approximately 50 feet from the Eastern edge of the proposed helipad.
- There is an unfinished 2 story building on the Southwest corner of the applicants property that is located approximately 50 to 75 feet from the proposed helipad. When finished, this may possibly preclude approaches from and departures to the Southwest.
- There is a commercial radio station with a 100 to 125 foot tall antennae located approximately one-quarter mile to the Southeast. This should not pose a problem for flight operations as it is well marked and operations from that direction are not anticipated.

- Multiple strand high tension wires running East to West and standing approximately 75 to 100 feet tall are located approximately one-half mile to the North. They should not interfere with approaches and departures.
- U.S. West operates helicopters from their property located approximately one-half mile to the East. Conflict is not considered a probability due to the low frequency of flight operations.
- Environmental impact is considered minimal. There are no wetlands, game refuges, etc., in the immediate vicinity. No hospitals, rest homes, or schools are near. There are several occupied dwellings on the Northeast through East sections of the applicants property. These are well away from the proposed helipad and because of large trees overflight will most likely not occur.
- The City of Grand Junction has an ordinance that disallows helipads within the city limits. This property is within the city limits.



**D. L. CHRISTENSEN**

Attachment: FAA Form 7480-1



Grand Junction Community Development Department  
Planning • Zoning • Code Enforcement  
250 North Fifth Street  
Grand Junction, Colorado 81501-2668  
(970) 244-1430 FAX (970) 244-1599

November 6, 1995

Warren B. Dettmer  
P.O. Box 55176  
Grand Junction CO 81505

**Re:** Conditional Use Permit for Helipad at 631 24 1/2 Road

Dear Mr. Dettmer,

The purpose of this letter is to inform you of the remaining steps prior to receiving the Conditional Use Permit for the helipad. While at last Wednesday's Council meeting you received approval for a helipad, there are a number of conditions you must meet **prior** to commencing operations from the site. Specifically, conditions #1 & #4 in the staff report must be satisfied (copy attached). Also, all construction and installation of the required markings must be completed and inspected by our office prior to commencement of operations from the site. Once all requirements have been met, our office will issue the Conditional Use Permit.

If you have any questions or require further information please do not hesitate to contact me.

Sincerely yours,

A handwritten signature in black ink, appearing to read "M. Drollinger", is written over the typed name and title.

Michael T. Drollinger  
Senior Planner

Encl.

cc: John Shaver, Assistant City Attorney  
Code Enforcement

h:\cityfil\1995\95-807.wpd



FEDERAL AVIATION  
ADMINISTRATION

DENVER AIRPORTS DISTRICT OFFICE  
5440 ROSLYN STREET, SUITE 300  
DENVER, COLORADO 80216-6026

November 13, 1995

Mr. Waren B. Dettmer  
675½ 24½ Road  
Grand Junction, CO 81505

Dear Mr. Dettmer:

Airspace Case No. 95-DEN-107-NRA  
Monument Helipad  
Grand Junction, Colorado

An airspace analysis (Airspace Case No. 95-DEN-107-NRA) of the proposed heliport has been completed. Based on this study, the Federal Aviation Administration (FAA) objects to the proposal unless the owner briefs any user about nearby obstructions which may inhibit operations at the helipad. Safe ingress/egress routes should be established considering the environment described in the attached site visit inspection memo dated November 1, 1995.

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected program of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed man-made objects (on file with the FAA) and known natural objects within the affected area would have on the proposal.

The FAA cannot prevent the construction of structures near a heliport. The heliport environs can only be protected through such means as local zoning ordinances or acquisition of property rights.

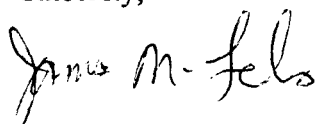
No evaluation of the environmental aspects of the proposal was made in reaching this determination. Therefore, this determination is not to be construed as approval of the proposal from an environmental standpoint under Public Law 91-190 (National Environmental Policy Act of 1969).

When the heliport becomes operational, please complete and return the enclosed FAA Form 5010-5, Airport Master Record. If the heliport does not become operational within 12 months of the date of this letter, this airspace determination will expire unless you request a time extension.

If in the future you wish to open the heliport to public use, a new airspace determination will be required. In addition, if the airport changes names, changes ownership, if there is a change in the owner's address or other substantial changes, please notify the FAA, NFDC on Form 5010-5. If the FAA solicits information on the heliport without response, it may be considered inactive.

Thank you for your cooperation in this matter. If you have any questions, please contact me at the number above.

Sincerely,



James M. Fels, P.E.  
Colorado State Planner  
Denver Airports District Office

Enclosure

cc:

AAS-300 w/7480-1 & sketch

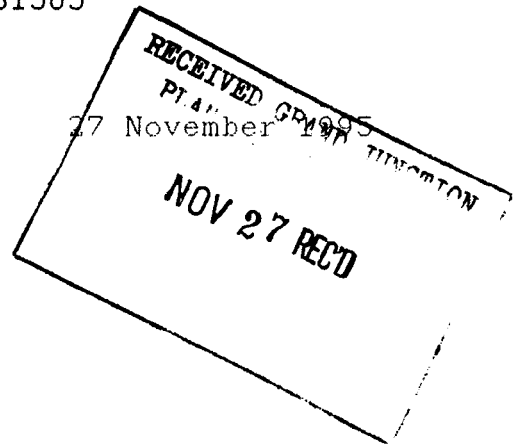
ANM-530

State Aeronautics

County Planning Department



Warren B. Dettmer  
P. O. Box 55176  
Grand Junction, Co. 81505



Board of Community Development  
City of Grand Junction  
250 No. 5th  
Grand Junction, Co. 81505

Dear Staff,

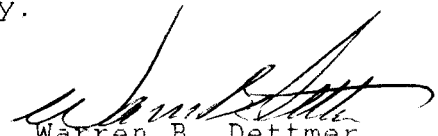
Enclosed please find ;

1. Copy of FAA findings regarding Monument Helipad.
2. A scaled, detailed, site map showing obstruction identification developed in accordance with AC-150/5390-2a and FAR Part 77.
3. Copy of FAA Form 7490-1 which was submitted to the FAA in April 1995.

This should complete the Planning Department's requirements. Placement of the FATO borders shall be completed when the date has been set for issuance of the conditional use permit.

Thank you for your attention.

Sincerely,

  
Warren B. Dettmer  
P.O.Box 55176  
Grand Junction, Co.

Tim Mason

FAA Salt Lake  
City

1-800-532-0263

**NOTICE OF LANDING AREA PROPOSAL**

Department of Transportation  
Federal Aviation Administration

|   |   |      |  |  |
|---|---|------|--|--|
| NAME OF PROPONENT, INDIVIDUAL OR ORGANIZATION<br><b>WARREN B. DETTMER</b><br>ADDRESS (No., Street, City, State, Zip Code)<br><b>675 1/2 24 1/2 GRAND Jct. Co. 81505</b> | <input checked="" type="checkbox"/> Establishment or Activation<br><input type="checkbox"/> Alteration<br><input type="checkbox"/> Deactivation or Abandonment<br><input type="checkbox"/> Change of Status | } OF | <input type="checkbox"/> Airport<br><input type="checkbox"/> Heliport<br><input checked="" type="checkbox"/> Other (Specify)<br><b>HELIPAD</b> | <input type="checkbox"/> Ultralight Flightpark<br><input type="checkbox"/> Seaplane Base |
|---|---|------|--|--|

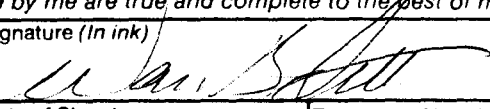
|                             |  |             |              |   |
|-----------------------------|--|-------------|--------------|---|
| 1. LOCATION OF LANDING AREA |  | 2. COUNTY   | 3. STATE     | 4. DISTANCE AND DIRECTION TO NEAREST CITY OR TOWN |
| GRAND Jct.                  |  | MESA        | Co.          | Miles   Direction                                 |
| NAME OF LANDING AREA        |  | 6. LATITUDE | 7. LONGITUDE | 8. ELEVATION                                      |
| MONUMENT HELIPAD            |  | 39°105'149" | 108°135'159" | 4575  |

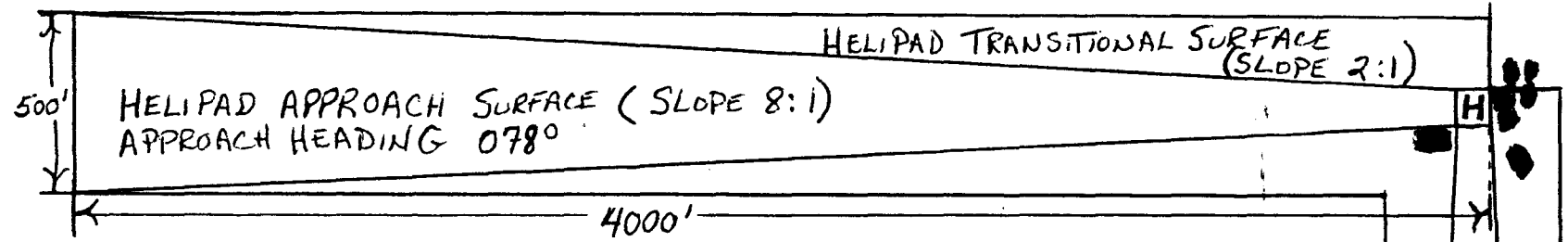
|   |  |                    |                 |
|---|--|--------------------|-----------------|
| Purpose   |  | Construction Dates |                 |
| Type Use  | Type Ownership   | To Begin/Began     | Est. Completion |
| <input type="checkbox"/> Public<br><input checked="" type="checkbox"/> Private<br><input type="checkbox"/> Personal | <input type="checkbox"/> Public<br><input checked="" type="checkbox"/> Private | 5/20/95            | 6/1/95          |

| Other Landing Areas  | Ref. A5 Above               |                            | D. Landing Area Data                                   |                                       |   |                              | Existing (If any)         |        |     | Proposed |     |  |  |
|----------------------|-----------------------------|----------------------------|--|---------------------------------------|---|------------------------------|---------------------------|--------|-----|----------|-----|--|--|
|                      | Direction from Landing Area | Distance from Landing Area | 1.   | 2.                                    | 3.  | Rwy #1                       | Rwy #2                    | Rwy #3 | Rwy | Rwy      | Rwy |  |  |
| WALKER FIELD AIRPORT | NE                          | 4.3                        | 1. Magnetic Bearing of Runway(s) or Sealane(s)         | Airport, Seaplane base, or Flightpark | 2. Dimensions of Landing and Takeoff Area in Feet |                              |                           |        |     |          |     |  |  |
|                      |                             |                            | Length of Runway(s) or Sealane(s) in Feet              |                                       |   |                              |                           |        |     |          |     |  |  |
|                      |                             |                            | Width of Runway(s) or Sealane(s) in Feet               |                                       |   |                              |                           |        |     |          |     |  |  |
|                      |                             |                            | Type of Runway Surface (Concrete, Asphalt, Turf, Etc.) |                                       |   |                              |                           |        |     |          |     |  |  |
| Obstructions         | Direction from Landing Area | Distance from Landing Area | 3. Description of Lighting (If any)                    | All                                   | NONE  | Direction of Prevailing Wind |                           |        |     |          |     |  |  |
|                      |                             |                            |  |                                       |   | Type                         | Height Above Landing Area | SW     |     |          |     |  |  |
|                      |                             |                            |  |                                       |   | RADIO TOWER                  | 430'                      | SSE    | 3   | TURF     |     |  |  |

| F. Operational Data   |  |   |                     |  |                          |     |
|---|--|---|---------------------|--|--------------------------|-----|
| 1. Estimated or Actual Number Based Aircraft  |  |   |                     |  |                          |     |
| Airport, Flightpark, Seaplane base  | Present (If est. indicate by letter "E") | Anticipated 5 Yrs. Hence  | Heliport            | Present (If est. indicate by letter "E")   | Anticipated 5 Yrs. Hence |     |
| Multi-Engine  |  |   | Under 3500 lbs. MGW | 1  |                          |     |
| Single-Engine   |  |   | Over 3500 lbs. MGW  |  |                          | 1 E |
| Glider  |  |   |                     |  |                          |     |
| 2. Average Number Monthly Landings  |  |   |                     |  |                          |     |
|   | Present (If est. indicate by letter "E") | Anticipated 5 Yrs. Hence  |                     | Present (If est. indicate by letter "E")   | Anticipated 5 Yrs. Hence |     |
| Jet   |  |   | Helicopter          | E 45   | E 60                     |     |
| Turboprop   |  |   | Ultralight          |  |                          |     |
| Prop  |  |   | Glider              |  |                          |     |
| 3. Are IFR Operations Anticipated   |  |   |                     |  |                          |     |
| <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes    Within _____ Years    Type Navaid: |  |   |                     |  |                          |     |
| H. Application for Airport Licensing  |  |   |                     |  |                          |     |
| <input checked="" type="checkbox"/> Has Been Made<br><input type="checkbox"/> Will Be Made                |  | <input type="checkbox"/> Not Required<br><input type="checkbox"/> State |                     | <input type="checkbox"/> County<br><input checked="" type="checkbox"/> Municipal Authority |                          |     |

**CERTIFICATION:** I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.

|  |   |
|--|---|
| Name, title, (and address if different than above) of person filing this notice—<br>type or print. | Signature (In ink)<br><br>Date of Signature |
|  | Telephone No. (Precede with area code)  |



OBSTRUCTION IDENTIFICATION FOR VISUAL OPERATIONS

Notes

1. No obstrutcions exist in the Approach Surface.
2. Obstructions in Helipad Transition Surface will be addressed by alerting user pilots before allowing them to use the helipad. (As directed by FAA)

Legend

- Red = Obstructions in Transitional Surface
- Blue = Helipad Transitional Surface
- Green = Helipad Approach Surface
- Scale - 1" = 500'



APPROACH HEADING 348°



Grand Junction Community Development Department  
Planning • Zoning • Code Enforcement  
250 North Fifth Street  
Grand Junction, Colorado 81501-2668  
(970) 244-1430 FAX (970) 244-1599

December 11, 1995

Warren B. Dettmer  
P.O. Box 55176  
Grand Junction CO 81505

**Re: Conditional Use Permit for Helipad at 631 24 1/2 Road**

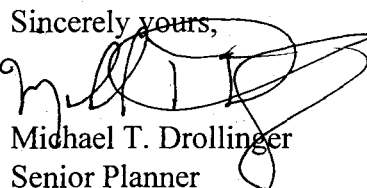
Dear Mr. Dettmer,

I have reviewed the information you submitted November 27th, 1995. The following needs to be addressed:

1. Form 7480-1 indicates "turf" as the type of surface to be used on the helipad, however the FAA memorandum from T. Mason dated November 1, 1995 reports the type of surface to be used as 2" of gravel. Please clarify.
2. How do you intend to notify users of the helipad (other than yourself) of the obstacles within the approach path of the helipad as identified by the FAA and illustrated on your "Obstruction Identification Map?"

I also need clarification on what physical construction will occur to mark the helipad. Will you construct the helipad according to the map provided with your June 19, 1995 submittal (copy attached)?

Please respond in writing to the above items. If you have any questions or require further clarification please do not hesitate to contact me.

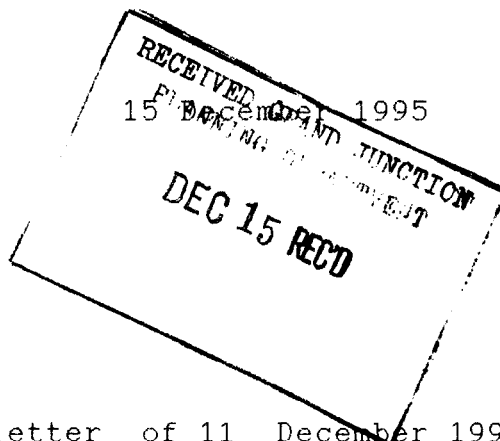
Sincerely yours,  
  
Michael T. Drollinger  
Senior Planner

Encl.

cc: John Shaver, Assistant City Attorney

  
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Warren B. Dettmer  
P. O. Box 55176  
Grand Junction, Co. 81505



Board of Community Development  
City of Grand Junction  
250 No. 5th  
Grand Junction, Co. 81505

Dear Mr. Drollinger,

I am writing in response to your letter of 11 December 1995 regarding conditional use #CUP-95-80.

When I started my request for this helipad, I had only landed on grass and asphalt pads, and was unaware that loose gravel would be stable and not blow around. During the last six months I have had the opportunity to experience many different landing surfaces and came to realize that gravel, of sufficient size such as the two inch I discussed with Mr. Mason, makes an excellent landing surface. And since it is my intention to pave the area at a later date, using gravel initially will give me the advantage of compacting the base as I use it, rather than with sod, I would have to remove the sod and soil and start over.


In regards to notification of other users, J.F. Mugnier and Myself are currently the only intended users and J.F. has been informed of the obstructions. Since this is a Private Use Helipad, no one may use the helipad without my permission, and at the time other users make their request to use the helipad, I will brief them on the obstructions. But, due to the helicopter size and frequency of use restrictions, it is doubtful that I will allow any other users.

Construction will conform with the site map drawing, with the outer limits of the FATO being identified by buried ties and the FATO and TLOF separation identified by different colors of gravel. The only change is that the surface of the landing area will be gravel rather than sod. A copy of the map you reference was not enclosed as indicated, so I did assume it was the site map. Final construction will begin as soon as all administrative requirements have been met and the date is known for when issuance of the conditional use could be made.

If you have any other questions, please call me at 245-1930.

Thank you for your attention.

Sincerely,

  
Warren B. Dettmer  
P.O.Box 55176  
Grand Junction, Co.



Grand Junction Community Development Department  
Planning • Zoning • Code Enforcement  
250 North Fifth Street  
Grand Junction, Colorado 81501-2668  
(970) 244-1430 FAX (970) 244-1599

January 17, 1996

Warren B. Dettmer  
P.O. Box 55176  
Grand Junction CO 81505

**Re:** Conditional Use Permit for Helipad at 631 24 1/2 Road

Dear Mr. Dettmer:

This letter constitutes a Conditional Use Permit for the operation of a helipad at 631 24 1/2 Road. Based on a field inspection by our office yesterday, the helipad has been constructed in accordance with City requirements and as per FAA guidelines. In addition, you have supplied this office with the required FAA approval documentation (Condition #4 of your approval) and have fulfilled the requirements of Condition #1 of your approval, namely the provision of a scaled, detailed site plan indicating compliance with FAA Part 77.

The Conditional Use Permit is being issued with the following conditions which were part of the City Council approval:

1. Helicopter operations from the site shall be limited to 8AM to sunset. No night operations shall be permitted;
2. No more than ten (10) operations (an operation includes a take-off and landing) shall be permitted per week. An increase in the number of operations from the helipad shall require an amendment to the Conditional Use Permit and shall require a public hearing;
3. Flights to the site shall be restricted to the south and west. Amendments to the approved approach/departure paths shall require an amendment to the Conditional Use Permit;
4. There shall be no increase in size of the helicopter (Hiller UH-12E; max. gross weight 3,100 lbs.)
5. No commercial operations are permitted from the helipad;
6. The permit shall be subject to review in two years (from the date of issuance) in regards to surrounding land uses.

To: Warren Dettmer  
Re: Helipad at 631 24 1/2 Road  
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Violations of the helipad approval shall be subject to Chapter 11 of the Zoning and Development Code and other applicable City ordinances.

Please do not hesitate to contact me should you have any questions or if you require clarification of any items. Thank you in advance for your cooperation.

Sincerely yours,



Michael T. Drollinger  
Senior Planner

cc: John Shaver, Assistant City Attorney  
File #CUP-95-80

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