



Department of Transportation
Division of Secretariat
Office of Air, Rail & Transit
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TO: South Dakota Aeronautics Commission

FROM: Jack Dokken, Office of Aeronautics

DATE: May 16, 2017

SUBJECT: Application for State operating license for the Lake Cochrane Improvement Association's Lake Cochrane Seaplane Base

The Lake Cochrane Improvement Association is requesting commission approval for a State airport license to operate the Lake Cochrane Seaplane base as a public use seaplane base. An on-site Seaplane base evaluation was accomplished on April 28, 2017 by the FAA Rapid City Flight Standards District Office and it was determined that safe operation can be conducted at the proposed site. The seaplane base is to be operated during the daylight hours and for VFR use only. Please see attachments for further details. An FAA airspace study has been filed and upon a favorable determination the Department is recommending commission approval.

APPLICATION FOR LICENSING OF AIRPORT / HELIPORT
STATE OF SOUTH DAKOTA

Lake Cochrane Improvement Associat. hereby makes application for an operating license for the
Lake Cochrane Seaplane Airport/Heliport, as required by the South Dakota Codified Law

50-5-1. Said license to be for the purpose of operating the said Airport/Heliport as: (check one)

A public facility open to the public in the State of South Dakota.

A restricted use Airport/Heliport for private use only, not open to the public, in the State of South
Dakota.

The subject Airport/Heliport is located in Section 4, Township 117, Range 47
Deuel County, South Dakota. Latitude 44°42' 35.31" N, Longitude 96° 28" 26.25" W.

THEREFORE: Be It hereby requested that representatives of the South Dakota Aeronautics
Commission inspect the subject Airport/Heliport and issue an operating license authorizing the
Lake Cochrane Improvment Association to operate the Lake Cochrane Seaplane Airport/Heliport in
the State of South Dakota.

Respectfully submitted on 05/01/2017

BY James A. Ekholm

Signature James A. Ekholm

Title Past President & Advisor, Lake Cochrane Improvment Association

ATTEST:



On-Site Seaplane / Airport Evaluations Checklist Job Aid – AGL220

NOTE: Use this checklist to complete and confirm correct data on the FAA Form 7480-1.

Name of Proponent:	Lake Cochrane	Site ID (if known):	
NRA Tracking #:		Date of Inspection:	25 Apr 2017

1. Airport / Seaplane Base Type
A. Duration of Use: <input checked="" type="checkbox"/> Permanent <input type="checkbox"/> Temporary
B. <input checked="" type="checkbox"/> Seaplane Base <input type="checkbox"/> Airport
Notes/Comments: No buoys will mark the runway. The association for the lake is having a outreach program, Facebook, law enforcement, and flyers to educate that the planes do a low pass to signal that they are landing. Then the water traffic can move out of the way until the airplane is on the water.

2. Proponent Contact Information			
A. Name:	James Ekholm		
B. Address:	2382 Lake Cochrane Drive East, Gary SD 57237		
C. Telephone #:	561-702-5870	Fax #:	
D. Email Address:	james.ekholm@comcast.net		

3. Location – Use GPS to confirm the lat/long/elevation during on-site evaluation.			
A. Street Address			
B. City		State	
C. Latitude:	44 ° 42 ' 35.31 " N	Longitude:	96 ° 28 ' 26.25 " W
D. Elevation:	1685 ft		

4. Type of Use:	
A. <input checked="" type="checkbox"/> Public Use <input type="checkbox"/> Private (PPR) <input type="checkbox"/> Private Use of Public Land/Waters	
B. <input checked="" type="checkbox"/> VFR Use <input type="checkbox"/> IFR Use (Identify Approach) :	
C. <input checked="" type="checkbox"/> Day <input type="checkbox"/> Night	

5. Runways – Confirm during on-site evaluation – All measurements in feet
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<p>F. Description (lit, location, etc.)</p> <p>The wind indicator will not be lite.</p>

<p>9. Vicinity Data</p>
<p>A. List any other landing areas within 5 nm of the site (Name, location ID, type (airport, heliport, seaplane), direction, and distance from the site: N/A</p>
<p>B. List any obstructions in the vicinity of the approach/departure protection area. Include recommended mitigation for obstructions that penetrate the 20:1, such as runway limitations, removal, lowering, lighting, or marking the obstacle, etc. The map enclosed shows in red a power line and the direction. I suggested that they mark them. Mr. Ekholm stated that in the future the power lines will run under ground. the power lines are not any higher then the trees in that area.</p>
<p>C. List possible noise sensitive areas in the vicinity and direction/distance from site, such as schools, public areas, wildlife, etc. Houses line the lake but there has been planes activity there for years with no complaints.</p>

10. State and Local Requirements	
A. Proponent informed to verify building permit and zoning rules met:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
B. Proponent informed to contact state aviation authorities:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
C. Proponent notified to address any environmental requirements?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

12. Conclusion	
A. Can operations be conducted safely at the proposed site?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Provisionally <input type="checkbox"/> No
B. List requirements for safe operations: As stated the power lines should be marked just for safety but the power lines are not any higher then the surrounding trees. Mr. Ekholm was notified to contact the SD Aeronautics of the proposed plan.	

