



Department of Transportation
Division of Secretariat
Office of Air, Rail & Transit
700 East Broadway Avenue
Pierre, South Dakota 57501-2586
OFFICE: 605/773-3574
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TO: South Dakota Aeronautics Commission

FROM: Jack Dokken, Office of Aeronautics

DATE: June 20, 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 safe operations 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 was filed and the FAA made a determination of "No Objection".



SOUTH DAKOTA DEPARTMENT OF GAME, FISH AND PARKS

June 19, 2017

Jack Dokken
Office of Air, Rail and Transit
Department of Transportation
700 E. Broadway Avenue
Pierre, SD 57501

RE: Application for State operating license for the a Lake Cochrane Seaplane Port

Dear Mr. Dokken:

Please consider this letter as a formal comment on the Lake Cochrane Improvement Association's pending application for a state airport license to operate a public use seaplane base on Lake Cochrane. The Department of Game, Fish and Parks operates the Lake Cochrane State Recreation Area on the shore of Lake Cochrane. The recreation area offers camping (30 electric sites), cabin lodging, picnic facilities, a playground and a swimming beach. Last year, the park hosted over 10,000 visitors and 2,012 overnight camping units. The lake is the primary draw and many of the park visitors and overnight campers bring motorboats, canoes, kayaks, paddle boards and sailboats to use on the lake. The Department of Game, Fish and Parks also maintains a public boat ramp site on the lake for not only recreation area guests but the public in general.

Lake Cochrane is a relatively small lake and experiences a high level of recreational boating traffic during the summer months due to the lakeshore residents, state park guests and general public boaters. We understand that the lake is currently used as a seaplane landing port and that by licensing the water as a public seaplane port, public rules and safety regulations would be established and enforceable. In visiting with Office of Air, Rail and Transit, a regulated port would be the safest option for all lake users and so we support this option. Furthermore, informing and educating boaters regarding seaplane landing protocol and standards will be important. Thank you for offering us the opportunity to comment on this application.

Sincerely,

Katie Ceroll, Director Parks Division
Game, Fish and Parks



May 24, 2017

Mr. Jon Becker
South Dakota Department of Transportation
Becker-Hansen Building
700 E. Broadway Ave.
Pierre, SD 57501
jon.becker@state.sd.us
605-773-4165

Re: Lake Cochrane Seaplane Base

Dear Mr. Becker:

Yesterday we were surprised to see the article in the Watertown Public Opinion regarding some apparent confusion about details in our application for a Seaplane Base on Lake Cochrane. Discussion of a formalized Seaplane Base was initiated several years ago after pilots who regularly land on the Lake alerted us to the lack of courtesy afforded seaplanes attempting to land or take off from Lake Cochrane. While the pilots always make a landing alert pass some watercraft took that pass as a signal to follow or pace the landing aircraft. We felt formalization of the Seaplane presence would help us educate watercraft users and promote additional water safety. Local GF&P agents as well as State Park management are well aware seaplanes land on Lake Cochrane from time to time.

Our application to the FAA in Des Plaines, Illinois was begun in May of last year but due to Lake activities and other priorities application was not completed while James Ekholm was still President of the Lake Cochrane Improvement Association. Our LCIA bylaws require Mr. Ekholm to continue service on the Association Board of Directors for a period of one year after completion of his term of service. He was asked by the new co-presidents to continue with the Seaplane Base application. This task has been done as the FAA process moved from Des Plaines to Bismarck to Minneapolis to Aberdeen and finally on to Rapid City. Ken East of the FAA in Rapid City did an on-site inspection and verification of the landing pattern and GPS coordinates after ice-out on April 27th of this year. The FAA approved application was then sent on to the South Dakota Department of Transportation and you made contact with Mr. Ekholm.

Marker buoys and anything permanently anchored in the water other than docks, boat lifts and the like are not allowed on the Lake. Docks longer than 45 feet must be permitted. Due to the variable direction of the wind a marked landing path would not be useful anyway. The GPS coordinates in our application do designate the longest and safest path into the normal prevailing wind.

It is unfortunate we were not made aware of the State Aeronautics Commission conference call since we believe all of your questions could have been adequately answered and would have precluded the

need for an additional resurrection of this subject. It is also unfortunate the newspaper article inferred we were not doing the proper job on our end. That too will be addressed and corrected.

We respect the processes required for formalization but are now left with a potential hole in our communications plan for Lake Cochrane residents and visitors. Our LCIA Annual Meeting is scheduled for Saturday, June 10th and we were hoping to announce the first Seaplane Base in South Dakota along with step one of watercraft safety in the presence of seaplanes. We will still address the subject but not with the same authority if this application is not formalized.

Anything that can be done to move our application forward in a timely manner will be appreciated.

Sincerely,

Ron Ruud
Co-president
Lake Cochrane Improvement Association
605-360-7297

Dean Maeyaert
Co-president
Lake Cochrane Improvement Association
507-828-6775

Cc: Aeronautics Board of South Dakota
bandc@state.sd.us
James Ekholm
561-702-5870



May 31, 2017

TO:
 James A Ekholm
 2382 Lake Cochrane Drive East
 Gary, SD 57237
 james.ekholm@comcast.net

**NOTICE OF AIRPORT AIRSPACE ANALYSIS DETERMINATION
 ESTABLISH PRIVATE USE SEAPLANE BASE
 *** NO OBJECTION *****

The Federal Aviation Administration(FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:

RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Airport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Airport Elevation (feet)
2017-AGL-449-NRA		LAKE COCHRANE	Establish a new seaplane base south of Gary, SD on Lake Cochrane.	Gary, SD	44-42-35.15N	96-28-28.35W	1690

We have completed an airspace analysis of the proposed private use seaplane base. As studied, the location is approximately 5 nautical miles S of Gary, SD.

This aeronautical study did not consider the interaction of seaplane operations with surface craft traffic that is regulated by 14 CFR 91.115 nor does it give approval for seaplane operations on this body of water. Approval authority is vested with the owner/controlling agency of the body of water.

For the establishment of an acceptable level of safety of seaplane operations at this site, reference FAA Advisory Circular (AC) 150/5395-1 “Seaplane Bases” (current version).

It is recommended that your seaplane base be constructed to the standards identified in AC 150/5300-13. Also, a clear approach slope, as identified in AC 150/5300-13, Table 3-2 “Approach/Departure Standards”, should be established at each runway end. If there are other obstructions that penetrate the approach surface, they should be removed or lowered. If the penetrating obstructions cannot be removed or lowered, we recommend that the thresholds be displaced and appropriately marked, so as to provide a clear approach slope surface to each runway end.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to or abandonment of the subject airport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration and Deactivation of Airports". Attachment 4

Our aeronautical study has determined that the establishment of the private use seaplane base will not adversely affect the safe and efficient use of airspace by aircraft. We have no objection to this proposal.

This determination does not constitute 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 the navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs 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 manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreements, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Fifteen (15) days prior to completion, please complete, sign, date, and return the enclosed Airport Master Record 5010-5 Form. This action will ensure your airport is activated and assigned/secured a private use location identifier. Please indicate on the Airport Master Record Form if you desire to have your airport charted. Please be advised that charting of private use airports is not guaranteed. Additionally, if charted, there is no guarantee your airport will remain on FAA published charts. Charting of private use airports relies heavily on landmark value and chart clutter. The inclusion on a chart may take several charting cycles and does not coincide with the issuance of a location identifier. Instructions for completion of the 5010 Form can be found online at www.faa.gov in AC 150/5200-35, "Submitting the Airport Master Record in Order to Activate a New Airport".

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until 11/30/2018. Should the airport not be established and the Airport Master Record Form not returned by 11/30/2018, an extension of our determination should be requested in writing by 11/15/2018. Should you not elect to establish the airport, please notify the FAA in writing by 11/30/2018.

If you have any questions concerning this determination or completion of the Airport Master Record form, please contact me at Nick.Pratt@faa.gov or at (612) 253-4633.

Sincerely,

Nick Pratt

ADO

Attachment: Airport Master Record 5010 Form

