



Federal Aviation Administration
Airports District Office
6020 - 28th Avenue South, Room 102
Minneapolis, MN 55450-2706

FAA - Minneapolis Airports District Office

July 08, 2016

TO:

Sheldon Stevens



Thomas.Koch@state.sd.us

CC:

Nick Pratt

T11

Minneapolis, MN 55455

nick.pratt@faa.gov

NOTICE OF AIRPORT AIRSPACE ANALYSIS DETERMINATION
ESTABLISH PRIVATE USE AIRPORT
****CONDITIONAL 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))

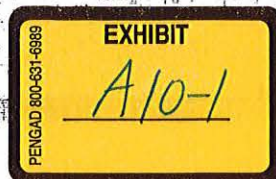
Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Airport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Airport Elevation (feet)
2016-AOL-5108-NRA		LONE TREE	Establish new airport Lone Tree Airport Crocker, SD	Crocker, SD	45-01-20.20N	97-50-41.50W	1799

We have completed an airspace analysis of the proposed private use airport. As studied, the location is approximately 5 nautical miles NNE of Crocker, SD.

Because this is a proposed private-use airport, all operators proceed at their own risk. The proponent must meet all state and local requirements. To enhance the safety of operations, we recommend: 1. All operations are conducted in VFR weather conditions. 2. The landing area is limited to private use only. 3. A non-obstructing wind indicator is maintained adjacent to the takeoff/landing area. 4. No night operations are conducted unless the runway and wind indicator are lit. 5. No terrain or obstacles penetrate the 20:1 (1 ft rise for every 20 ft from the runway end) visual approach/departure surface at least 100 ft wide or as wide as the runway (whichever is wider) and extending into the approach area from the landing threshold for each runway end. The threshold may be displaced to provide a clear 20:1 surface provided enough landing distance remains for safe operations in the aircraft to be used. 6. Unauthorized persons are restricted from access to the runway during flight operations.

It is recommended that your airport be constructed to the standards identified in FAA Advisory Circular (AC) 150/5300-13, Airport Design (current version). 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. Please note that roads are defined as obstructions by 14 CFR Part 77. Private roads are the greater of a 10 foot vertical obstruction or the highest



mobile object that normally traverses the road. Public roads are considered a 15 foot obstruction, interstate highways are a 17 foot obstruction, railroads are 23 foot obstructions and waterways are the highest mobile object that traverses the waterway.

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". Please refer to Form 7480-1 for triggering events that will require notice.

Provided that the aforementioned conditions are met, our aeronautical study has determined that your proposed private use airport will not adversely affect the safe and efficient use of the navigable airspace by aircraft.

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 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 environment 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.

Please complete, sign and date the enclosed Airport Master Record Form and return it to my attention. LONE TREE 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 5010-5 Form can be found online at <https://www.faa.gov> in Advisory Circular (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 01/08/2018. Should the airport not be established and the Airport Master Record 5010-5 Form not returned by 01/08/2018, an extension of our determination should be requested in writing by 12/23/2017. Should you not elect to establish the airport, please notify the FAA in writing by 01/08/2018.

If you have any questions concerning this determination, please contact me at Nick.Pratt@faa.gov or at (612) 253-4633.

Sincerely,

Nick Pratt

ADO

Attachment: Airport Master Record 5010 Form



AIRPORT MASTER RECORD

> 1 ASSOC CITY: Crocker
> 2 AIRPORT NAME: LONE TREE
3 CBD TO AIRPORT (NM): 5 NNE

4 STATE: SD
6 REGION/ADO: AGL/DMA

LOC ID:
5 COUNTY: Clark
7 SECT AERO CHT: TWIN CITIES

FAA SITE NR: 0.

GENERAL
10 OWNERSHIP: PR
11 OWNER: Sheldon Stevens
12 ADDRESS: 41898 162nd St
Clark SD 57225
13 PHONE NR: 605-532-3198
14 MANAGER: Sheldon Stevens
15 ADDRESS: 41898 162nd St
Clark SD 57225
16 PHONE NR: 605-532-3198
17 ATTENDANCE SCHEDULE:
MONTHS DAYS HOURS

70 FUEL:

SERVICES

BASED AIRCRAFT
90 SINGLE ENG: 0
91 MULTI ENG: 0
92 JET: 0
TOTAL: 0
93 HELICOPTERS: 0
94 GLIDERS: 0
95 MILITARY: 0
96 ULTRA-LIGHT: 0

18 AIRPORT USE: Private
19 ARPT LAT: 45-01-20.2000N
20 ARPT LONG: 97-50-41.5000W
21 ARPT ELEV: 1799.0
22 ACREAGE: 0
> 23 RIGHT TRAFFIC:
24 NON-COMM LANDING:

FACILITIES

> 80 ARPT BCN:
> 81 ARPT LGT SKED:
> 82 UNICOM: 0.0
83 WIND INDICATOR:
84 SEGMENTED CIRCLE:
85 CONTROL TWR: NO
86 FSS:
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR:

RUNWAY DATA

> 30 RUNWAY IDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:

09/27
1940
100

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:

OBSTRUCTION DATA

50 FAR 77 CATEGORY:
51 DISPLACED THR:
52 CTLG OBSTN:
53 OBSTN MARKED/LGTD:
54 HGT ABOVE RWY END:
55 DIST FROM RWY END:

(M)/A(0)
070

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 OWNER/MANAGER SIGNATURE

113 DATE: