# AIRPORT LAYOUT PLAN for the

# **BREWSTER FIELD AIRPORT**

## Holdrege, Nebraska

Prepared for the Holdrege Airport Authority

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## Vicinity



					Brewster	Field	Airpo	ort
					Title	s Sh	eet	
					Holdree		raek	<b>DRAFT</b>
					nonureg	je, 14es	nusk	
	DATE	BY	APP'D	PLANNED BY: Ksenia k	Kerentseva		1	
WAS FINANCED IN IN AS PROVIDED UND	N PART THRO	DUGH A I 5 OF THE AI	PLANNING RPORT AND	DETAILED BY: Ethan B	lackburn		_	<b>Lottman</b>
CEPTANCE OF THE THE PART OF THE	SE DOCUMENT UNITED STATE	S BY THE S DY THE S TO PAR	FAA DOES	APPROVED BY: Tim Ka	Associates			
DANCE WITH TH	IE APPROPRI	ATE PUB	LIC LAWS	July 2023	SHEET	OF 1	5 L	Airport Consultants

				RUNW	AY 18/36			RUNV	/AY 11/29	RUNW	AY 11/29	RUNW	/AY 12/30					
KONWAT DATA 14	ADLL	EXI	STING	FUT	TURE	ULTI	MATE	EXI	STING	FUTURE/	ULTIMATE	FUTURE	/ULTIMATE		A 1 F			
RunwayIdentification		18	36	1	19	1	19	11	29	11	29	12	30		Alf	KPUKI DATA		
Runway Design Code (RDC)		B-	-5000	B-II	-5000	C-II	-5000	A-I (S	mall)-VIS	To Be	Closed	A-I (Sr	mall)-VIS					
Approach Reference Code (APRC)		B/III/400	0 & D/II/4000	Sa	ime	Sa	ime		N/A	To Be	Closed	1	N/A	City: Holdrege, NE		County: Phelps	Owner: City of Holdrege	
Departure Reference Code (DPRC)		B/II	I & D/II	Sa	ime	Sa	ime		N/A	To Be	Closed	1	N/A	Airport Name & ID		FXISTING	Future	ULTIMATE
Runway Surface Material		asphal	t/concrete	Sa	ime	Sa	ime		Turf	To Be	Closed	1	Turf			Existing a	- dedic	02111112
Runway Pavement Strength By Wheel Loading (in th	nousands of lbs.)	S	:30.0	Sa	ime	DV	V: 50		N/A	To Be	Closed	1	N/A	Airport Reference Code (ARC)		B-I	B-II	C-II
Runway Pavement Strength by PCN			N/A	N	I/A	N	N/A		N/A	To Be	Closed	1	N/A	Mean Maximum Temperature of Hottest Me	onth		87.3° (Julv)	
Runway Surface Treatment		1	lone	N	one	N	one		N/A	To Be	Closed	1	N/A			2 212 04	Course and the second sec	2212 221
Runway Effective Gradient		0	.04%	0.	03%	0.	07%	(	1.27%	To Be	Closed	0.	0.09%	Airport Elevation (NAVD 88)		2,312.94 msi	Same	2313.00° msi
	10.5 knots	9:	1.96%	Sa	ime	Sa	ime	8	5.51%	To Be	Closed	84	4.23%			Airport Beacon GPS	Airport Beacon GPS	
Runway Percent Wind Coverage	13 knots	9	5.72%	Sa	ime	Sa	ime	9	1.73%	To Be	Closed	90	0.77%	Airport Navigational Aids		Anport Beacon, GF3,	Anport Beaton, GF3,	Same
	16 knots	9	3.61%	Sa	ime	Sa	ime	9	5.82%	To Be	Closed	96	6.40%	,		REILS, PAPI-2, MIRL	REILS, PAPI-4, MIRL	
l	20 knots	9	9.65%	Sa	ime	Sa	ime	9	9.19%	To Be	Closed	99	9.04%					
Runway Dimensions (L x W)		4,70	01' x 75'	5,50	0' x 75'	7,000	0' x 100'	2,35	0' x 300'	To Be	Closed	2,35	50' x 60'	Airport Reference Point (ARR) Coordinates	Latitude	40° 27' 6.480''N	40° 27' 7.872''N	40° 27' 12.744"N
Runway End Coordinates	Latitude	40° 27' 32.574" N	40° 26' 46.778" N	Same	40° 27' 40.359" N	Same	40° 27' 54.976" N	40° 27' 7.484" N	40° 26' 53.260" N	To Be Closed	To Be Closed	40° 27' 7.764" N	40° 26' 57.061" N	Airport Reference Portit (ARP) Coordinates	Longitude	99° 20' 9.630"N	99° 20' 1.646"N	99° 20' 0.564" N
Duranne Faid Flance Han	Longitude	99° 20' 9.309" W	99° 20' 19.475" W	Same	99° 20' 7.580" W	Same	99° 20' 4.334" W	99° 20' 13.266" W	99° 19' 47.968" W	To Be Closed	To Be Closed	99° 20' 11.637" W	99° 19' 44.655" W			Lightad Wind Cono		
Runway End Elevation		2,305.89' ms1	2,307.80' msl	Same	2,306.00' ms1	Same	2,313.00' msl	2,307.27' msl	2,312.94' msl	To Be Closed	To Be Closed	2,307' msl	2,309' ms1			Lighted wind Cone,		
Runway Displaced Threshold Coordinates	Latitude	N/A	N/A	40° 26' 49.506" N	N/A	40° 26' 56.814" N	N/A	N/A	N/A	To Be Closed	To Be Closed	N/A	N/A	Miscellaneous Facilities		Segmented Circle,	Same	Same
Rupupy Displaced Threehold Distance	Longitude	N/A	N/A	99° 20' 18.870" W	N/A	99° 20' 17.248" W	N/A N/A	N/A	N/A	To Be Closed	To Be Closed	N/A	N/A			AWOS		
Runway Displaced Threshold Elevation		N/A	N/A N/A	2308.00' msl	N/A	2308.00' msl	N/A	N/A	N/A	To Be Closed	To Be Closed	N/A	N/A			////05	K' A' . 200/200/400	Challes and C00/C04
Bunway Safety Area Dimensions (width x length bey	vond end) - Design Std.	120	' x 240'	150'	x 300'	500's	x 1.000'	120	' x 240'	To Be	Closed	120	1' x 240'			Citation M2	King Air 200/300/400	Challenger 600/604
Bunway Safety Area Dimensions (width y length he	wond end) - Actual	120	' x 240'	150'	x 300'	500'	x 1.000'	120	' x 240'	To Be	Closed	120	l' x 240'	Design Critical Aircraft		Citation M2	& Citation 560	& Gulfstream G280
Runway Lighting Type	Jona chay netaal	110	VIRL	Sa	ime	Sa	ime	1	lone	To Be	Closed	N	lone	Wingspan of Design Aircraft (Feet)		17.25	57 92/52 17	64 33/63
Runway Protection Zone Dimensions		500' x 1,000' x 700'	500' x 1,000' x 700'	Same	Same	500' x 1,700' x 1,010'	500' x 1,700' x 1,010'	250' x 450' x 1,000'	250' x 450' x 1,000'	To Be Closed	To Be Closed	250' x 450' x 1,000'	250' x 450' x 1,000'	Wingspan of Design Ancian (Feet)		47.25	57.52/52.17	04.33/03
Runway Marking Type		Non-	Precision	Sa	ime	Sa	ime	Bounda	ry Markers	To Be	Closed	Bounda	ry Markers	Approach Speed of Design Aircraft (Knots)		100	107/107	125/125
14 CFR Part 77 Approach Slope		34:1	34:1	Same	Same	Same	Same	20:1	20:1	To Be Closed	To Be Closed	20:1	20:1	Undercarriage Width of Design Aircraft (Fe	et)	13	17/17.58	13/12.6
14 CFR Part 77 Approach Type		NPC	NPC	Same	Same	Same	Same	A(V)	A(V)	To Be Closed	To Be Closed	A(V)	A(V)				1º 20' E	
Approach Visibility Minimums		1 mile	1 mile	Same	Same	Same	Same	Visual	Visual	To Be Closed	To Be Closed	Visual	Visual	Magnetic Declination (Degrees)			4 30 E	
Type of Aeronautical Survey Required for Approach		VG	VG	Same	Same	Same	Same	NVG	NVG	To Be Closed	To Be Closed	NVG	NVG	Declination Date			Apr-23	
Departure Surface (Yes or N/A)		Yes	Yes	Same	Same	Same	Same	No	No	To Be Closed	To Be Closed	No	No	Declination Source			NOAA	
Runway Object Free Area Dimensions (width x leng	th beyond end)	400	)' x 240	500'	x 300'	800' 3	x 1,000'	250	' x 240'	To Be Closed	To Be Closed	250	' x 240'				NOAA	
Runway Obstacle Free Zone Dimension (width x len	ngth beyond end)	400	' x 200'	Same	Same	Same	Same	250	' x 200'	To Be Closed	To Be Closed	250'	' x 200'	NPIAS Code			Local GA	
13B Approach Surfaces*		5 & 6	5 & 6	Same	Same	Same	Same	2	2	To Be Closed	To Be Closed	2	2	State System Plan Bole			Regional	
Runway Visual and Instrument Navaids		REILS, PAP	I-2, GPS, MIRL	REILS, PAPI	4, GPS, MIRL	Sa	ime		N/A	То Ве	Closed	1	N/A				inc gioriai	
Touchdown Zone Elevation (TDZE)		2,309.39' msl	2,309.36' msl	Same	Same	Same	Same	2,313.58' msl	2,313.58' msl	To Be Closed	To Be Closed	2,312.28' msl	2,312.28' msl			NAVAID Owners	hip	
Vertical Datum							NA	/D 88									-	
Horizontal Datum							NA	D 83								IAVAID	Owner	
*Tables 3-2, 3-3, & 3-4 in AC 150/5300-13B																-		

	Existing		Future		Ultimate		Existing		Future/Ultimate		Future/Ultimate	
RUNWAT DECLARED DISTANCE	18	36	1	19	1	19	11	29	11	29	12	30
Takeoff Run Available (TORA)	4,701	4,701	5,550'	5,220'	7,000	5,970	2,350	2,350	Closed	Closed	2,350	2,350
Takeoff Distance Available (TODA)	4,701	4,701	5,500	5,500	7,000	7,000	2,350	2,350	Closed	Closed	2,350	2,350
Accelerate-Stop Distance Available (ASDA)	4,701	4,701	5,500	5,500	7,000	7,000	2,350	2,350	Closed	Closed	2,350	2,350
Landing Distance Available (LDA)	4,701	4,701	5,220'	5,550'	5,970	7,000	2,350	2,350	Closed	Closed	2,350	2,350

MODIFICATIONS TO STANDARDS APPROVAL TABLE									
APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION						
None Required									





			Taxiway Dat	a Table			
Existing/Future & Ultimate Taxiway/Taxilane Designation	Width	Taxiway/Taxilane Safety Area Dimension	Taxiway Object Free Area	Taxilane Object Free Area	Taxiway/Taxilane Lighting	Taxiway & Taxilane Separation <sup>1</sup>	Taxiway Edge Safety Margin (TESM)
A	35'	79'	124'	N/A	MITL	62'	7.5'
A1	35'	79'	124'	N/A	MITL	62'	7.5'
A2	50'/35'	79'	124'	N/A	MITL	62'	7.5'
A3*	35'	79'	124'	N/A	MITL	62'	7.5'
A4	30'/35'	79'	124'	N/A	MITL	62'	7.5'
A5	35'	79'	124'	N/A	MITL	62'	7.5'
A6	35'	79'	124'	N/A	MITL	62'	7.5'
В	35'	79'	124'	N/A	MITL	62'	7.5'
B1	35'	79'	124'	N/A	MITL	62'	7.5'
B2	35'	79'	124'	N/A	MITL	62'	7.5'
Taxilane B (C in Future Cond.)	20'	49'	N/A	79'	N/A	44.5'	5'
Taxilane C (D in Future Cond.)	25'	49'	N/A	79'	N/A	44.5'	5'
Taxilane D (E in Future Cond.)	20'/25'	49'	N/A	79'	N/A	44.5'	5'
Taxilane F	25'	49'	N/A	79'	N/A	44.5'	5'
Taxilane G	25'	49'	N/A	79'	N/A	44.5'	5'
*A3 to be shifted in Future Condition	on						

<sup>1</sup> Objects located inside the TSA & TOFA/Distance from object to taxiway/taxilane centerline. See Table 4-1 in AC 150/5300-13B

					Brewster Field Airport					
					Airport Data Sheet Holdrege, Nebraska DRAF					
No.	REVISIONS	DATE	BY	APP'D	PLANNED BY: Ksenia Kerentseva					
THE F SRANT	PREPARATION OF THESE DOCUMENTS WAS FINANCED I FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UN	N PART THRO DER SECTION 50	DUGH A I	PLANNING RPORT AND	DETAILED BY: Ethan Blackburn					
AIRWAY	Y IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS AL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THE ANY WAY CONSTITUTE A COMMITMENT OF THE PART OF TH	DO NOT NECES SE DOCUMENT E UNITED STATE	SARILY REI S BY THE ES TO PAR	FLECT THE FAA DOES TICIPATE IN	APPROVED BY: Tim Kahmann Associates					
ENVIRO	EVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE TH DIMENTALLY ACCEPTABLE IN ACCORDANCE WITH T	HE APPROPRI	IATE PUB	LIC LAWS	July 2023 SHEET 2 OF 15 Airport Consultants					

NAVAID O	NAVAID Ownership							
NAVAID	Owner							
Airport Beacon	NDOT							
PAPI-2	NDOT							
REILs	NDOT							
Lighted Wind Cone	NDOT							
Segmented Circle	NDOT							
AWOS	NDOT							



General Notes:
1. Survey Data from Martinez Geospatial - 08/21/2022
2. All "Future" features shown on this ALD sheet will be symbolized as "Existing" on sheet 4/Ultimate ALD.
3. For clarity, only Future condition TSA's & TOFA's shown.
4. SOP 2.0 required dimensions of landside facilities shown on Terminal Area Drawing.
5. Elevations called out on road/rail intersection points include height adjustment.
6. Existing perimeter fence, where present, is four-foot post & wire, future & ultimate fencing to be 4 foot chain link fencing.
7. For clarity, easements are shown on sheet 15.

REVISIONS  $\begin{array}{l} \mbox{Magnetic Declination} \\ 4^{\circ} \ \mbox{30' E} \ \pm 0^{\circ} \ \mbox{23'} \\ \mbox{changing by} \ \ \mbox{0}^{\circ} \ \mbox{5' W per year} \ (04/2023) \end{array}$ 1" = 400'

Existing Structures	Ton Flevation		Future Struct	ures Top Elevation
Structure	(ft. ms],)	ID	Structure	(ft. msl.)*
Terminal Building	2,332.50	100	Executive Hangars	2,330.00
Holdrege Aviation (Maintenance)	2,332.30	101	Executive Hangar	2,330.00
Self-Serve Fuel Pump (100LL)	2,311.33	102	Executive Hangar	2,330.00
Executive Hangar	2,332.30	103	Executive Hangar	2,330.00
6-Unit T-Hangar	2,323.10	104	6-Unit T-Hangars	2,331.00
6-Unit I-Hangar	2,325.50	105	6-Unit T-Hangars	2,331.00
6-Unit T-Hangar	2,330.30	100	6-Unit T-Hangars	2,331.00
Executive Hangar	2,333.00	108	6-Unit T-Hangars	2,331.00
Conventional Hangar	2,331.70	109	6-Unit T-Hangars	2,331.00
Rotating Beacon	2,360.69	110	Nebraskaland Aviation Ha	angar 2,331.00
6-Unit T-Hangar	2,324.00	111	Terminal Building	2,333.00
Electrical Vault	2,316.40	112	Executive Hangar	2,338.00
Midwest Ag Insurance	2,318.40	113	Executive Hangar	2,338.00
Office	2,325.00	115	Conventional Hangar	2,343.00
Wells Elving Service	2,320.30	116	10-Unit T-Hangars	2,332.00
Tanks	2,317.30	117	10-Unit T-Hangars	2,332.00
REILs	2,308.23	118	10-Unit T-Hangars	2,332.00
PAPI-2	2,310.04	119	PAPI-4	2,308.00
AWOS Equipment	2,343.77	120	PAPI-4	2,304.00
Wind Cone/Segmented Circle	2,329.36	121	Future REILs	2,312.00
PAPI-2	2,310.91	*To	Flevation Estimated	2,509.00
REILS	2,309.68			
Elevation Estimated	2,315.45			
			Ex Part 77 Approc	ach - 34:1 Slope
		<u>15</u>	Ex Part 71 - 14 Ex Part 71 - 14 AS43 Future _13B_#5 - 2 Ex 13B #5 - 2	0:1_Slope 20:1 Slope
125' msl 49 48438#5 AS438#5			Euture 12B #	6 - 30:1 Slope
AS,138,#6	A5138#8		A8.138 #8A8.138 #8 Ex 138 #	5 - 30:1 Slope
2.323' msl		dyline Road		
RE Lance				
	34821.24 SABCI.2	W	9%851,8A	98.951/54
2:321'msl				
		581	çı.8A	
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			Brewster Field Airp	ort
	Airpo	ort	Brewster Field Airp Layout Plan	<sup>ort</sup> Drawing -
	Airpo	ort F	Brewster Field Airp Layout Plan kisting & Fut	<sup>ort</sup> Drawing - ure
	Airpo	ort Ex	Brewster Field Airp Layout Plan kisting & Fut	ort Drawing - ure
	Airpo	ort Ex	Brewster Field Airp Layout Plan kisting & Fut Holdrege, Nebrask	ort Drawing - ure <sub>a</sub> DRAF
DATE BY APP'D	Airpo	ort Ex	Brewster Field Airp Layout Plan kisting & Fut Holdrege, Nebrask rentseva	ort Drawing - ure a DRAF
	Airpo PLANNED BY: Kse DETAILED BY: Eth	ort E) enia Ke han Bla	Brewster Field Airp Layout Plan (isting & Fut Holdrege, Nebrask rentseva ckburn	ort Drawing - ure a DRAFT
Image: Second	Airpc Planned By: Kse Detailed By: Eth approved By: Tit	ort Ex enia Ke man Bla m Kahn	Brewster Field Airp Layout Plan (isting & Fut Holdrege, Nebrask rentseva ckburm nann	ort Drawing - ure a DRAFT Coffman Associates



	-								
					Existing Str	uctu	res		
		St	ructu	'e	Top Elevation			tructure	Top Elevation
	-	annis de de			(ft. msl.)	100	-		(ft. msl.)
1         Discretorie Hanger         2.332.00         Discretorie Hanger         2.331.00           4         Control Hanger         2.332.00         Discretorie Hanger         2.331.00           5         Control Hanger         2.333.00         Discretorie Hanger         2.331.00           6         Control Hanger         2.333.00         Discretorie Hanger         2.331.00           9         Conventional Hanger         2.333.00         Discretorie Hanger         2.331.00           9         Conventional Hanger         2.333.00         Discretorie Hanger         2.331.00           10         Discretorie Hanger         2.331.00         Discretorie Hanger         2.331.00           12         Discretorie Hanger         2.331.00         Discretorie Hanger         2.331.00           12         Discretorie Hanger         2.331.00         Discretorie Hanger         2.331.00           13         Moders Lig Enviration         2.332.00         Discretorie Hanger         2.330.00           13         Boders Becarder Almager         2.332.00         Discretorie Hanger         2.330.00           13         Boders Hanger         2.330.00         Discretorie Hanger         2.330.00           13         Boders Hanger         2.330.00         Dis	1 T	erminal Build	ing	A-1	2,332.50	102	Executive H	angar	2,330.00
	2 F	vecutive Hang	ion (r zar	/laintenance)	2,332.30	103	6-Unit T-Har	angar ngars	2,330.00
0         Convertional Hangar         2125-00           1         6-Unit T-Hangar         233.00           2         2-000-00         200-00           1         6-Unit T-Hangar         233.00           2         2-000-00         200-00           1         6-Unit T-Hangar         233.00           1         1 <td< td=""><td>4 6</td><td>-Unit T-Hanga</td><td>r</td><td></td><td>2,323.10</td><td>105</td><td>6-Unit T-Har</td><td>ngars</td><td>2,331.00</td></td<>	4 6	-Unit T-Hanga	r		2,323.10	105	6-Unit T-Har	ngars	2,331.00
0         Conventional Hangar         233200           1         Conventional Hangar         2333.00           1         Conventional Hangar         2333.00           10         Rotating Beacon         236.00           10         Rotating Beacon         236.00           10         Rotating Beacon         236.00           11         Terminal Building         2333.00           12         Rectrical Vault         235.00           13         Movest Age Insurance         233.00           14         Nethoda Aginturance         233.00           15         Office         235.00           16         Weilt Spring Service         232.00           17         Donatical Building         233.00           18         ANOS Equipment         243.00           19         International Hangar         233.00           19         International Hangar         233.00           10         International Hangar	5 6	-Unit T-Hanga	r		2,325.50	106	6-Unit T-Har	ngars	2,331.00
2         0. Converting Hanger         2.235.00           9         0. Converting Hanger         2.333.00           10         Rotating Beacon         2.333.00           11         6. Unit Hanger         2.333.00           12         Restrict Hanger         2.333.00           13         Moders Ag Insurance         2.333.00           14         Hebrastaland Aviation Grine         2.333.00           15         Moders Ag Insurance         2.333.00           16         Moders Ag Insurance         2.333.00           15         Moders Ag Insurance         2.333.00           16         10         Moders Ag Insurance         2.333.00           10         Becutyte Hanger         2.333.00           10         Botting Hanger         2.333.00           10         Botting Hanger         2.333.00           11         Botting Hanger         2.330.00           110         Botting Hanger         2.330.00           110 <td>6 C</td> <td>Conventional H</td> <td>langa</td> <td>r</td> <td>2,330.90</td> <td>107</td> <td>6-Unit T-Har</td> <td>ngars</td> <td>2,331.00</td>	6 C	Conventional H	langa	r	2,330.90	107	6-Unit T-Har	ngars	2,331.00
	76	-Unit T-Hanga	r		2,326.80	108	6-Unit T-Har	ngars	2,331.00
	8 E:	xecutive Hang	gar		2,333.00	109	6-Unit T-Har	ngars	2,331.00
	9 C	Conventional H	langa	r	2,331.70	110	Nebraskalar	nd Aviation Hangar	2,331.00
	10 R	Locating Beaco	n r		2,360.69	112	Executive H	angar	2,333.00
11         Market Ag Insurance         2338.00           13         Market Ag Insurance         2335.00           15         Office         2332.00           15         Office         2332.00           15         Office         2332.00           16         Devint Fing Service         2332.00           17         Dasks         2332.00           18         Devint Fingers         2332.00           19         Commercial Building         2332.00           10         Decounte Hangar         2332.00           100         Decounte Hangar         2332.00           101         Decounte Hangar         2332.00           102         Decounte Hangar         2332.00           103         Decounte Hangar         2332.00           104         Decounte Hangar         2332.00           102         Decounte Hangar         2332.00	12 E	ectrical Vault			2,316.40	113	Executive H	angar	2,338.00
14         Networksland Aviation Office         2.325.00 2.00         2.325.00 2.00         2.332.00 2.00         2.332.00 2.00         2.332.00 2.00         2.332.00 2.00         2.332.00 2.00         2.332.00 2.00         2.332.00         2.332.00           10         10         0.00         2.00         2.00         2.332.00         2.332.00           10         10         0.00         2.00	13 N	/lidwest Ag Ins	uran	e	2,318.40	114	Convention	al Hangar	2,343.00
15         Office         2,232.00           12         hanks         2,232.20           13         MODE Squipment         2,232.20           130         Decontre-Inangas         2,232.20           130         Decontre-Inangas         2,232.20           130         Decontre-Inangas         2,332.00           120         Lenter-Inangas         2,332.00	14 N	Vebraskaland /	Aviati	on Office	2,325.00	115	Convention	al Hangar	2,343.00
10         View Interview         2,232.00           13         13         13         10         11         13         14         13         14         13         13         13         13         13         13         13         13         13         13         13         13         13         13         13         14         13         14         13         13         14         13         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14 <td>15 0</td> <td>Office</td> <td></td> <td></td> <td>2,320.90</td> <td>116</td> <td>10-Unit T-Ha</td> <td>angars</td> <td>2,332.00</td>	15 0	Office			2,320.90	116	10-Unit T-Ha	angars	2,332.00
12) Marks	16 W	Vells Flying Se	rvice		2,323.20	117	10-Unit T-Ha	angars	2,332.00
131     Novel Squapment     1.233.00       130     Decontret Integras     1.233.00       130     Decontret Integras     1.230.00       130     Decontret Integras     1.232.00       121     Decontret Integras     1.232.00       121     Decontret Integras     1.232.00       121     Decontret Integras     1.230	17 T	anks			2,317.30	118	10-Unit T-Ha	angars	2,332.00
13         Остовение напуде:         23303           102         Decodute Hangge:         23303           102         Decodute Hangge:         23303           102         Decodute Hangge:         23303           102         Decodute Hangge:         23303           103         Decodute Hangge:         23303           103         Decodute Hangge:         23303           104         Decodute Hangge:         23303           105         Decodute Hangge:         23303           105         Decodute Hangge:         23303           106         Decodute Hangge:         233200           107         Decodute Hangge:         232500           108         Decodute Hangge:         232500           100         Decodute Hangge:         232500           100         Decodute Hangge:         233500           100         Decodute Mangge:         233500     <	18 A	WOS Equipme	ent		2,343.77	119	Relocated P	API-4	2,308.00
Initial Security         Initial Security         Initial Security         Initial Security           'Proteines 3F 121 to p elevation estimated         Vitimate Structures         Top Elevation         Initial Security           'Proteines 3F 121 to p elevation estimated         Vitimate Structures         Top Elevation         Initial Security           'Proteines 3F 121 to p elevation estimated         Vitimate Structures         Top Elevation         Initial Security           'Proteines 3F 121 to p elevation estimated         Vitimate Structures         Top Elevation         Initial Security           'Proteines 3F 121 to p elevation estimated         Vitimate Structures         Initial Security         Initial Security           'Proteines 3F 121 to p elevation Estimated         Vitimate Security         Initial Security         Initial Security           'Proteines 3F 121 to p elevation Estimated         Vitimate Security         Vitimate Security         Vitimate Security           'Proteines 3F 121 to p elevation Estimated         Vitimate Security         Vitimate Security         Vitimate Security           'Proteines 3F 121 to p elevation Estimated         Vitimate Security         Vitimate Security         Vitimate Security           'Proteines 3F 121 to p elevation Estimated         Vitimate Security         Vitimate Security         Vitimate Security           'Proteines 3F 121 to p elevation Estimated	100 E	vecutive Hang	rars	•	2,315.45	120	REILS		2,312.00
"Inducers 19-21 top elevation estimated         Image: Structure in the structures in the structures in the structures in the structure	101 E	xecutive Hang	tar		2,330.00		THEFES		2,000.00
	*Struct	tures 19-121 top	elevat	ion estimated					
Ultimate Structures         Top Elevation           200         Executive Hangar         2,332.00           201         Executive Hangar         2,332.00           202         Executive Hangar         2,325.00           203         Executive Hangar         2,325.00           204         Executive Hangar         2,325.00           205         Executive Hangar         2,325.00           206         Executive Hangar         2,325.00           206         Executive Hangar         2,325.00           206         Executive Hangar         2,325.00           206         Executive Hangar         2,325.00           205         Executive Hangar         2,325.00           206         Paper-4         2,306.00           210         Paper-4         2,306.00           211         Relis         2,311.00           Prop Erevation Estimated         Util 198 46 - 301.8000           Unit 198 46 - 301.8000         Util 198 46 - 301.8000           Unit 198 46 - 301.8000         Util 198 46 - 301.8000           Unit 198 46 - 201.8000         Executive Hangar           Unit 198 46 - 201.80000         Executive Hangar           Unit 198 46 - 201.80000         Executive Hangar <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>									
ID         Structure         Top Elevation (tr.msl.)*           200         Executive Hangar         2,338.00           201         Executive Hangar         2,338.00           202         Executive Hangar         2,325.00           203         Executive Hangar         2,325.00           204         Executive Hangar         2,325.00           205         Executive Hangar         2,325.00           206         Executive Hangar         2,325.00           207         Self-Service 100U/Jet-A         2,317.00           208         Relocated Wind Cone/Segmentec Circle         2,329.00           209         PAPI-4         2,306.00         2,311.00           Top Elevation Estimated         Unit Self - Service 100U/Jet-A         2,311.00           Top Elevation Estimated         Unit Self - Service 100U/Jet-A         2,311.00           Top Elevation Estimated         Unit Self - Service 100U/Jet-A         2,311.00           Unit Self - Service 100U/Jet-A         Unit Self - Service 100U/Jet-A         1,316.00           Unit Self - Service 100U/Jet-A         Unit Self - Service 100U/Jet-A         1,316.00           Unit Self - Service 100U/Jet-A         Unit Self - Service 100U/Jet-A         1,316.00           Unit Self - Service 100U/Jet-A <td< td=""><td></td><td></td><td></td><td></td><td>Ultimate</td><td>Stru</td><td>ctures</td><td></td><td></td></td<>					Ultimate	Stru	ctures		
ID         Structure         Ite mail           200         Executive Hangar         2,332.00           201         Executive Hangar         2,332.00           202         Executive Hangar         2,325.00           203         Executive Hangar         2,325.00           204         Executive Hangar         2,325.00           205         Executive Hangar         2,325.00           206         Executive Hangar         2,325.00           207         Self-Service 100U/Liter A         2,306.00           210         PAPI-4         2,306.00           210         PAPI-4         2,306.00           211         Relis         2,311.00           Prop Evation Estimated         Utilities 6::::::::::::::::::::::::::::::::::::			-					Top Elevation	
200         Executive Hangar         2,328,00           201         Executive Hangar         2,328,00           202         Executive Hangar         2,328,00           203         Executive Hangar         2,325,00           204         Executive Hangar         2,325,00           205         Executive Hangar         2,325,00           206         Executive Hangar         2,325,00           207         Executive Hangar         2,325,00           208         Felorated Wind Cone/Segmentec Circle         2,300,00           209         PAPI-4         2,306,00         2,311,600           211         Felis         2,311,00         Properson         4,000           *Top Elevation Estimated         *****         1,000         4,000         4,000           ************************************			ID		Structure			(ft, msl.)*	
Асторите и или (might)               2.328.00                 202             Ехесиtive Hangar               2.325.00                 202             Ехесиtive Hangar               2.325.00                 202             Ехесиtive Hangar               2.325.00                 205             Ехесиtive Hangar               2.325.00                 205             Ехесиtive Hangar               2.325.00                 205             Ехесиtive Hangar               2.325.00                 205             Беносаted Wind Cone/Segmentec Circle               2.310.00                 205             Ран-4               2.310.00                 Top Elevation Estimated               Utilians - 301.800                 Utilians - 301.800               Utilians - 301.800                 Utilians - 301.800               Utilians - 301.800                 Utilians - 301.800                 Utilians - 301.800               Utilians - 301.800                 Utilians - 301.800                 Utilians - 301.800       <			200	Executive	Hangar			2 222 00	
Auto, LACKAUVE Imigan       2,328.00         202       Executive Hangar       2,325.00         203       Executive Hangar       2,325.00         204       Executive Hangar       2,325.00         205       Executive Hangar       2,325.00         206       Executive Hangar       2,325.00         207       Self-Service Joul/Jet-A       2,306.00         208       Relocated Wind Cone/Segmentec Circle       2,392.00         209       PAPI-4       2,306.00       2,317.00         201       PaPi-4       2,306.00       2,311.00         Top Elevation Estimated       Unition       1,000       1,000         Wind Ward       Wind Cone/Segmentec Circle       2,392.00       2,000         201       PEVation Estimated       Unition estimated       0,000         Wind Ward       Wind Cone/Segmentec Circle       1,000       0,000         Wind Ward       Wind Cone/Segmentec Circle       1,000       0,000         Wind Ward       Wind Cone/Segmentec Circle       2,000       0,000         Wind Ward       Wind Cone/Segmentec Circle       2,000       0,000         Wind Ward       Wind Cone/Segmentec Circle       0,000       0,000         Wind Ward			200	Executive	Hangar			2,332.00	
Inclusion       2,325,200         200       Executive Hangar         2,325,200       2,325,00         205       Executive Hangar         2,325,200       2,325,00         206       Executive Hangar         2,325,200       2,335,00         207       Self-Service 100LL/let-A         210       PAPI-4         2,306,00       2,310,00         210       PAPI-4         2,306,00       2,311,00         Top Elevation Estimated       0,311,00         Top Elevation Estimated       0,111,10         Unit site store       0,111,10	\		201	Executive	Hangar			2,328.00	
LODE EXECUTIVE Hangar       2,325.00         205< Executive Hangar	1		202	Executive	Hangar			2,328.00	
Image: Additional and the second an	BI		203	Executive	nangar			2,325.00	
Lobic Executive Hangar       2,452,00         200 Executive Hangar       2,325,00         200 Fare/Lated Wind Cone/Segmentec Circle       2,329,00         200 PAPI-4       2,306,00         210 PAPI-4       2,306,00         211 PAPI-4       2,306,00         212 PRILs       2,311,00         Trop Elevation Estimated       Expansion         Windows       Expansion	1 13	cRa	204	Executive	nangar			2,325.00	
Loop Executive Hangar       2,435.00         207 Self-Service 100U/Jet-A       2,306.00         209 PAPI-4       2,306.00         210 Relis       2,316.00         211 Relis       2,316.00         212 Relis       2,311.00         Top Elevation Estimated       Ex Part TI Approach - 34.1 Stope         Unit 36 #5 - 30.1 Stope       Unit 36 #5 - 30.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Unit 36 #5 - 20.1 Stope         Unit 36 #5 - 20.1 Stope       Executing         Unit 36 #5 - 20.1 Stope	1.1	May	205	Executive	nangar			2,325.00	
Image: constraint of the service servic	1:10	1 t	206	Executive	Hangar			2,325.00	
Image: Relocated wind Cone/Segmentec Circle         2,329,00           200         PAPI-4         2,306,00           210         PAPI-4         2,306,00           211         RELis         2,311.00           Interview         Expert 77 Approx1	X	1,t	207	Self-Servic	e IUULL/Jet-A			2,317.00	
Image: Section of the sectio	7	. f	208	Relocated	wind Cone/Se	gme	ntec Circle	2,329.00	
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Image: Strate Strate       2,316.00         Image: Strate Strate Strate       2,311.00         Image: Strate Strate Strate Strate       Strate Strate Strate         Image: Strate St		t) (†	210	PAPI-4				2,306.00	
Hop Elevation Estimated       Ex Part 17 Approach: 341 Slope         Hop Elevation Estimated       Ex Part 17 Approach: 341 Slope         Hop Elevation Estimated       Ex Part 17 Approach: 341 Slope         Hop Elevation Estimated       Ex Part 17 Approach: 341 Slope         Hop Elevation Estimated       Ex Part 17 Approach: 341 Slope         Hop Elevation Estimated       Ex Part 17 Approach: 341 Slope         Hop Elevation Estimated       Uit 138 #5 - 301 Slope         Hop Elevation Estimated       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Uit 138 #5 - 201 Slope         Uit 138 #5 - 201 Slope       Enter Elevation         Uit 13		- <i>1</i> []/}	211	REILS				2,316.00	
Implementation       Implementation       Implementation       Implementation         Implementation       Implementation       Implementation       Implementation       Implementation       Implementation         Implementation       Implementation       Implementation       Implementation       Implementation       Implementation         Implementation       Implementation       Implementation       Implementation       Implem		<b>H</b>	212	REILS				2,311.00	
Image: State of S		1	*Top	Elevation Es	timated				U.A5,13B.#.5.
Image: State of the state		500 × 1,200 × 1, 500 × 1,200 × 1, 500 × 1,700 × 1, 500 × 1,700 × 1,		2325'msl u tex38** 4 4 4 2323	'msi	AS 13 B.8		and the second and th	48718#8-
Image: State of the state	8.21:254	010		as sy f	+				
Image: Section of the section of th	w KSA-	2dy			2321' msl		9%821.2A	Future 13B #6	- 30:1 Slope
Endure 188 #5 - 201 Slope         UIt 138 #5 - 201	Zdtl —	Saatisvo	- uRO			7		Ult 13B #5	- 30:1 Slope
Image: State of the state		- siere	$\bigcirc$		- The	-84		Future 13P	ast 41
UI 138 #5 - 20.1 Slope         UI 138 #5 - 20.1 Slope         Brewster Field Airport         Airport Layout Plan Drawing - Ultimate         Date by APP         PLANED BY: Ksenia Kerentseva         Date by APP         PLANED BY: Ksenia Kerentseva         DATE by APP         PLANED BY: Ksenia Kerentseva         DATE by APP         PLANED BY: Tim Kahmann         July 2023         SHEET 4 or 15	101 10	••• <mark>•</mark>			S + Children	-		138 #5 - 20:	1 Slopez
Brewster Field Airport         Airport Layout Plan Drawing - Ultimate         DATE       BY APPC         PLANNED BY: Ksenia Kerentseva         DATE       BY APPC         PLANNED BY: Ksenia Kerentseva         DATE       BY APPC         PLANNED BY: Ksenia Kerentseva         DETAILED BY: Ethan Blackburn         Approved BY: Tim Kahmann         With The APPROPRIATE Plactore         July 2023       SHEET 4 of 15			T	5 V <sup>520</sup> 7 1	6 + + + + + + + +	ł		Ult 13B #5 - 20;	1 Slope
Airport Layout Plan Drawing -     Ultimate     Holdrege, Nebraska     DATE BY APPD     PLANNED BY: Ksenia Kerentseva     DATE BY APPD     PLANNED BY: Ksenia Kerentseva     DETAILED BY: Ethan Blackburn     Approved BY: Tim Kahmann     July 2023 SHEET 4 OF 15						17	ł		
Holdrege, Nebraska				_				<u>}</u>	
DATE         BY         APPD         PLANNED BY: Ksenia Kerentseva           FRANCED IN NEXT THROUGH A FLANNED CONTENTS DO NO. NESSMERI OF REPORT OF THE WE OF THESE DOCUMENTS BY THE FAA DOC NO. OF THE APPROPRIATE PLANCE UNITY July 2023         SHEET 4 OF 15					Airport	B	rewster F ayout Ulti	Field Airport Plan Dr mate	awing -
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NG OF THESE DOCUMENTS BY THE FAL OCS MARINE OF THE INFORMATION ADDRESS STATES OF AUTOMATION ADDRESS A		DATE	BY	APPD PLAN	Airport	B E L	rewster F ayout Ulti Holdrege ntseva	ield Airport Plan Dr mate , Nebraska	awing -
WITH THE APPROPRIATE PUBLIC LAWS JULY 2023 SHEET 4 OF 15	- FRANCES		BY 57 THE ALL F	APPD PLAN	Airport	B E Keree Black	rewster F ayout Ulti Holdrege htseva burn	Field Airport Plan Dr mate , Nebraska	awing - DRAF
	PRANCES PROVIDES RECOTTEN ROCATE	DATE DATE DUN PART THROUGH DATE DUN PART PRODUCTION DATE DATE DATE DATE DATE	BY BY TA AND TAN	APPD PLAN Activity of the second seco	Airport	B E Kere Black	rewster F ayout Ulti Holdrege htseva burn inn	Field Airport Plan Dr mate , Nebraska	awing - DRAF Offman Sociates



	Obstruction Table									
ID	Feature	Point Source	FAA OEAAA ID	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation	
1	Tree	MTZ	N/A	2,307.57	11.04	2,318.61	Transitional	8.42	Remove Tree	
2	Tree	MTZ	N/A	2,311.95	36.60	2,348.55	Transitional	8.80	Remove Tree	
3	Tree	MTZ	N/A	2,312.17	36.18	2,348.35	Transitional	8.97	Remove Tree	
4	Grain Elevator	MTZ	N/A	2,324.08	187.47	2,511.55	Horizontal	48.55	Add Obstruction Lightin	
5	Grain Elevator	MTZ	N/A	2,327.35	168.69	2,496.04	Horizontal	33.04	Add Obstruction Lightin	
6	Tower	ADIP	2018-ACE-4307-OE	2,318.00	196.00	2,514.00	Conical	20.33	No Action Required - Obstruction Lighted	



General Notes:
1. Survey data & obstruction points ran for analysis from Martinez Geospatial - 08/21/2022, as well as published points from faa.adip.gov.
2. The Phelps County Planning & Zoning Administrator enforces an Airport Hazard Area District surrounding the airport in accordance with
the Nebrask Airport Zoning Act (Nebrask Rev. Statule 3-301). Height restrictions and the Airport Zoning Map are codified in the Phelps
County Zoning Resolution Book, Section 4.17: AAA Airport Hazard Area District. (Adopted 12/31/22).

REVISIONS







6/10	/1 Outer Approach Obstructions									
ation )	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation					
N	No Obstructions									

	Runway 36/1 Transportation Intersection Points										
Fasture	<b>Ground Elevation</b>	Adjustment	<b>Top Elevation</b>	Clearance							
Feature	(ft. msl.)	(ft.)	(ft. msl)	(ft.)							
Rd 731	2,313.99	15.00	2,328.99	217.01							
Rd 731	2,313.93	15.00	2,328.93	223.93							
Rd 731	2,316.33	15.00	2,331.33	227.71							

				Brewster Field Airport Approach Profile Drawing - Runway 18-36				
					Holdrege, Nebras <u>ka</u> DRAFT			
	DATE	BY	APP'D	PLANNED BY: Ksenia H	Kerentseva			
AS FINANCED I NAS PROVIDED UN	N PART THRO DER SECTION 50	UGH A F	PLANNING RPORT AND	DETAILED BY: Ethan B	DETAILED BY: Ethan Blackburn			
THE CONTENTS EPTANCE OF THE THE PART OF TH	DO NOT NECES SE DOCUMENT E UNITED STATE	SARILY REF S BY THE S TO PART	FAA DOES	APPROVED BY: Tim Kahmann Associates				
ANCE WITH T	HE APPROPRI	ATE PUBI	JC LAWS	July 2023	SHEET 6 OF 15			





Runway 18/19 Inner Approach Obstructions								
evation sl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed Penetration Value (ft.)		Remediation			
.92	15.00	2,341.92	Ultimate 19 Part 77 Approach (34:1 Slope)	9.32	Road to be re-routed in Ultimate Condition			

	Legend	
	Existing Airport Property Boundary	
	Future Airport Property Boundary	
<u> </u>	Ultimate Airport Property Boundary	
	Ultimate Road	
	Existing Runway Endpoint	
	Future Runway End	
•	Ultimate Runway End	
0	Road Intersection Points	
•	Obstruction Point	
	Obstruction Grouping	
	Profile View Road Marking	
	Profile View Tower Marking	
$\boxtimes$	Terrain Cut	
	Terrain Fill	
_RP2	Existing Runway Protection Zone (RPZ)	
ST.RPZ	Future Runway Protection Zone (RPZ)	
. <sub>u</sub> RPZ	Ultimate Runway Protection Zone (RPZ)	
9	Existing Part 77 Approach Surface	
S Y S	Future Part 77 Approach Surface	
0455	Ultimate Part 77 Approach Surface	
0403.03	Existing 13B Surface 5	
0,453,43	Existing 13B Surface 6	
0.0043	Future 13B Surface 5	
0.451,23	Future 13B Surface 6	
0.0043	Ultimate 13B Surface 5	
0.45.23	Ultimate 13B Surface 6	
	Terrain Profile	
		I



		Runway 36/	1 Inner Ap	proach Obstruct	ions			
Point	FAA	<b>Ground Elevation</b>	ACL (#1)	Top Elevation	Surface	Penetration	Down adjustion	
Source	OEAAA ID	(ft. msl.)	AGL (IT.)	(ft. msl.)	Obstructed	Value (ft.)	Remediation	

Runway 36/1 Transportation Intersection Points										
Frature	<b>Ground Elevation</b>	Adjustment	<b>Top Elevation</b>	Clearance						
Feature	(ft. msl.)	(ft.)	(ft. msl)	(ft.)						
Hwy 34	2,310.00	15.00	2,325.00	6.99						
Burlington Northern Railroad	2,309.82	24.00	2,333.82	1.13						
Hwy 34	2,308.00	15.00	2,323.00	14.32						
Burlington Northern Railroad	2,308.83	24.00	2,332.83	7.73						
Hwy 34	2,306.00	15.00	2,321.00	22.53						
Burlington Northern Railroad	2,306.04	24.00	2,330.04	16.75						

	Legend
	Existing Airport Property Boundary
+	Existing Runway Endpoint
÷	Displaced Threshold
0	Transportation Intersection Points
	Existing Structure
	Off Airport Building
	Future Buildings
	Existing Runway
	No-Taxi Island
	Existing Apron
	Existing Taxiway
	Existing Road/Parking
	Future Apron
	Future Road/Parking
	Profile View Road Marking
	Profile View Tower Marking
-RP2	Existing Runway Protection Zone (RPZ)
ST-RPZ	Future Runway Protection Zone (RPZ)
uRPZ	Ultimate Runway Protection Zone (RPZ)
3 8 8 9	Part 77 Approach Surface
8465.13	Existing 13B Surface 5
846843	Existing 13B Surface 6
89823	Future 13B Surface 5
	Future 13B Surface 6
8,458.13	Ultimate 13B Surface 5
R.Sh.	Ultimate 13B Surface 6
	Terrain Profile

![](_page_9_Figure_0.jpeg)

![](_page_9_Figure_1.jpeg)

![](_page_9_Figure_2.jpeg)

![](_page_9_Figure_3.jpeg)

					Runwa	y
ы	Fosturo	Point	FAA	1	Ground Elevat	i
טו	reature	Source	e OEAAA	١D	(ft. msl.)	
					Runway 29 Tra	a
			Footuro	Gr	ound Elevatio	r
			reature		(ft. msl.)	
		A	Hwy 6		2,314.00	
		В	Hwy 6		2,314.00	
		6	LINNIC C		2 212 00	

	No.	REVISIONS
a.	THE I GRANT AIRWA OFFICI NOT IM ANY E ENVIRG	REPARATION OF THESE DOCUMENTS W FROM THE FEDERAL AVIATION ADMINISTRATION Y IMPROVEMENT ACT OF 1982, SA MILENDEA LA VIEWS OR POLICY OF THE FAA. ACC V ANY WAY CONSTITUTE A COMMITMENT OF VEVELOPMENT DEPICTED HEREIN NOR DDES DNMENTALLY ACCEPTABLE IN ACCORD
a.	No. GRANT AIRWA OFFICI NOT IN ANY D ENVIRO	REVISIONS PREMARTION OF THESE DOCUMENTS FROM THE FEDERAL AVAITON ADMINISTRAT UMPROVEMENT ACT OF 1982, SA MENDIA AL VIEWS OR POLICY OF THE FAAL AS NAW WAY CONSTITUTE & COMMITMENT OF DEVELOPMENT DEPICTED HEREIN NOR DO DIMMENTALLY ACCEPTABLE IN ACCOUNT

	Runway 11 Inner Approach Obstructions										
п	Fosturo	Point	FAA	<b>Ground Elevation</b>		<b>Top Elevation</b>	Surface	Penetration	Pomodiatio		
שו	reature	Source	OEAAA ID	(ft. msl.)	AGL(IL.)	(ft. msl.)	Obstructed	Value (ft.)	Remeulatio		
	No Obstructions										

	Runway 11 Transportation Intersection Points											
	Fasture	<b>Ground Elevation</b>	Adjustment	<b>Top Elevation</b>	Clearance							
U	Feature	(ft. msl.)	(ft.)	(ft. msl)	(ft.)							
А	Brewster Rd	2,304.00	15.00	2,319.00	57.79							
В	Brewster Rd	2,304.00	15.00	2,319.00	78.31							
С	Brewster Rd	2,304.00	15.00	2,319.00	67.31							

General Notes: 1. Survey Data from Martinez Geospatial - 08/21/2022 2. Profile terrain represents highest elevation across width of Part 77 Approach Surface/Runway Safety Area

![](_page_9_Figure_9.jpeg)

![](_page_10_Figure_0.jpeg)

![](_page_10_Figure_1.jpeg)

20 1" = 20'

200 1" = 200'

![](_page_10_Figure_2.jpeg)

Runway 30 Inner Approach Obstructions												
	Frankriss	Point	FAA	1	Ground	Elevation		Top Elev	ation	Surfac	e	Penet
טו	Feature	Source	OEAAA	A ID	(ft.	. msl.) (	AGL (IT.)	(ft. ms	sl.)	Obstructed		Valu
					No Obstructions							
				Г		Runway 3	0 Transp	ortation Inte	ersectio	on Points		
						Ground Elev	ation A	djustment	Top E	levation	Cle	arance
				שו	Feature	(ft. msl	)	(ft.)	(ft	. msl)		(ft.)
				А	Hwy Q	2,308.0	)	15.00	2,3	323.00	4	14.30
				В	Hwy 6	2,312.0	)	15.00	2,3	327.00	4	6.10
				С	Hwy Q	2,308.0	C	15.00	2,3	323.00	5	60.55

					Brewster Field Airport
					Inner Portion of the Approach Surface Drawing - Runway 12-30
					Holdrege, Nebras <u>ka</u> DRAFT
No.	REVISIONS	DATE	BY	APP'D	PLANNED BY: Ksenia Kerentseva
THE GRAN	PREPARATION OF THESE DOCUMENTS WAS FINANCED I T FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UN	N OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND		PLANNING RPORT AND	DETAILED BY: Ethan Blackburn
OFFIC NOT I	WAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE FICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES T IN ANY WAY CONSTITUTE A COMMITMENT OF THE PART OF THE UNITED STATES TO PARTICIPATE IN			FLECT THE FAA DOES TICIPATE IN	APPROVED BY: Tim Kahmann Associates
ENVIR	DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE TH ONMENTALLY ACCEPTABLE IN ACCORDANCE WITH T	IDICATE THAT THE PROPOSED DEVELOPMENT IS WITH THE APPROPRIATE PUBLIC LAWS		LIC LAWS	July 2023 SHEET 11 OF 15

General Notes: 1. Survey Data from Martinez Geospatial - 08/21/2022 2. Profile terrain represents highest elevation across width of Part 77 Approach Surface/Runway Safety Area.

 
 Runway 12 Inner Approach Obstructions

 ID
 Point
 FAA
 Ground Elevation (ft. msl.)
 Top Elevation (ft. msl.)
 Surface
 Penetration
 Remediation
 No Obstructions 
 Feature
 Ground Elevation
 Intersection Points

 ID
 Feature
 Ground Elevation (ft. msl.)
 Adjustment (ft.)
 Top Elevation (ft.)
 Clearance (ft.)

 A
 Brewster Rd
 2,304.00
 15.00
 2,319.00
 91.06

 B
 Brewster Rd
 2,304.00
 15.00
 2,319.00
 99.30

 C
 Brewster Rd
 2,304.00
 15.00
 2,319.00
 108.43

![](_page_10_Picture_9.jpeg)

Distance (ft.) From Existing Runway End

Runway 30 Inner Approach Obstructions					
und Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
No Obstructions					

![](_page_11_Figure_0.jpeg)

	Runway 18/19 End Obstruction Table								
	Footuro	Point	FAA	Ground Elevation		<b>Top Elevation</b>	Penetration Value (ft.) - Ultiamte	Pomodiation	
Ľ	reature	Source	OEAAA ID	(ft. msl.)	AGE (IL.)	(ft. msl.)	Condition Departure Surface Section 1	Reffectation	
1	725th Dd	NAT7	NI / A	2 210 70	15.00	2 224 70	1.99	Road to be re-routed	
1	755UI KU	IVITZ	IN/A	2,519.70	15.00	2,554.70	1.00	in Ultimate Condition	
2	725+h Dd	NAT7	NI / A	2 222 09	15.00	2 228 08	4.74	Road to be re-routed	
2	755UI KU	IVITZ	IN/A	2,323.06	15.00	2,556.06	4.74	in Ultimate Condition	
2	725+b Dd	NAT7	NI / A	2 226 70	15.00	2 241 70	7 77	Road to be re-routed	
2	755UI KU		IN/A	2,520.70	15.00	2,541.70	1.11	in Ultimate Condition	

Runway 18/19 End Departure Transportation Intersection Points						
ID	Feature	<b>Ground Elevation</b>	Adjustment	<b>Top Elevation</b>	Clearance (ft.) From	
		(ft. msl.)	(ft.)	(ft. msl)	Existing Departure Surface	
А	734th Rd.	2,311.69	15.00	2,326.69	134.74	
В	734th Rd.	2,304.21	15.00	2,319.21	147.75	
С	734th Rd.	2,310.15	15.00	2,325.15	147.92	
D	734th Rd.	2,311.54	15.00	2,326.54	264	
Е	734th Rd.	2,303.20	15.00	2,318.20	283.14	
F	734th Rd.	2,283.02	15.00	2,298.02	315.3	

General Notes:

General Notes: 1. Survey Data from Martinez Geospatial - 08/21/2022 2. Profile terrain represents highest elevation across width of Part Departure Surface/Runway Safety Area. 3. Terrain grading to be done prior to ultimate construction, removing ultimate obstruction. 4. For clarity, only ultimate condition departure surface shown for runway 1 end (the ultimate condition being more restrictive than the existing condition). 5. For clarity, only ultimate condition 50' elevation contours are shown.

REVISIONS

3,000

ound Elevation Ad

(ft.)

24.00

24.00

(ft. msl.)

2,310.00

2,308.82

2,308.00

2,308.83

2,306.00

2,306.04

2,310.49

Feature

Hwy 34

Burlington

Northern Railro

Hwy 34 Burlington

Iorthern Railro

Hwy 34

Burlington

Rd 731 Rd 731

Rd 731

Northern Railro

![](_page_11_Figure_6.jpeg)

![](_page_12_Picture_0.jpeg)

Ultimate Structures						
ID	Structure	Top Elevation (ft. msl.)*				
200	Executive Hangar	2,332.00				
201	Executive Hangar	2,328.00				
202	Executive Hangar	2,328.00				
203	Executive Hangar	2,325.00				
204	Executive Hangar	2,325.00				
205	Executive Hangar	2,325.00				
206	Executive Hangar	2,325.00				
207	Self-Service 100LL/Jet-A	2,317.00				
*Тор	*Top Elevation Estimated					

IN ANY WAY DEVELOPMEN

•	
Airport Property Bounda	ary
Existing Road/Parking	
Future Road/Parking	
Ultimate Road/Parking	
Existing Building	
Future Building	
Ultimate Building	
No-Taxi Island	
Existing Apron	
Future Apron	
Ultimate Apron	
Existing Taxiway	
Future Taxiway	
Pavement To Be Remov	/ed

FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 30 MIENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECES OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENT CONSTITUTE A COMMITMENT OF THE PART OF THE UNITED STATT INT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOR UX ACCEPTABLE IN ACCORRANCE WITH THE APROPRI APPROVED BY: Tim Kahmann **Associates** SHEET 13 OF 15 July 2023

![](_page_13_Picture_0.jpeg)

![](_page_13_Figure_4.jpeg)

![](_page_14_Figure_0.jpeg)