



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106
(816) 329-2600

March 30, 2022

Ms. Anna Lannin, P.E.
Planning and Programming
Nebraska Department of Transportation Division of Aeronautics
3431 Aviation Rd, Suite 150
Lincoln, NE 68501

Dear Ms. Lannin:

ALP As-Built Conditional Approval
Crete Municipal (CEK), Lincoln, NE
AIP No. 3-31-0022-014-2021

The As-Built Airport Layout Plan (ALP) for the airport is acceptable from the standpoint that it has incorporated the new fuel facility.

The ALP was originally approved on May 23rd, 2006, and the conditions stated in the attached approval letter remain in effect.

The ALP submitted with your approved date of March 22, 2022, is acceptable from the standpoint of safety, efficiency, and utility with the exception of the above conditions. Therefore, my approval of the ALP is given subject to the above conditions.

Although future structures on or near the airport may be in conformance with the ALP, all future alterations or new structures will be subject to the notice provisions of Federal Aviation Regulations (FAR) Part 77.

This approval does not cancel notice and review requirements that 14 CFR Parts 77 and 157 impose because they address all proposed structures shown on the ALP. Our review and approval should not be construed as relieving the sponsor or the engineer of the responsibility for the accuracy, completeness, and technical content of the ALP drawings. The ALP is a graphic depiction of the existing and future airport facilities showing the clearance and dimensional requirements to meet applicable standards. The ALP serves as a record of aeronautical requirements and is used by the FAA in its review of proposals that may affect the navigable airspace or other missions of the FAA. The ALP is an important document and should be kept up-to-date at all times with respect to future planned development and existing features.

Our review and approval should not be construed as relieving the sponsor or the engineer of the responsibility for the accuracy, completeness, and technical content of the Airport Layout Plan

drawings. The ALP is an important document and should be kept up-to-date at all times with respect to future planned development and existing features.

One set of the of conditionally approved ALP drawings is enclosed. Please route paper copies to my office, the sponsor and the Nebraska DOT.

If you have any questions, you may contact me by telephone at (816) 329-2629 or via email at justin.collier@faa.gov.

Sincerely,

Justin Collier, P.E.
State Airport Planner - Nebraska

Enclosure: ALP Drawing Set

CC: Chris Corr, P.E., Olsson



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

November 20, 2006

Mr. Robert Quick, Chairman
Crete Airport Authority
P.O. Box 86
Crete, Nebraska 68333

Dear Mr.Quick:

Crete Municipal Airport
Crete, Nebraska
AIP Project No. 3-31-0022-04
Conditional ALP Approval

We have completed our review of the update to the Airport Layout Plan (ALP) for Crete Municipal Airport at Crete, Nebraska. The ALP narrative report and drawings set is acceptable for planning purposes, and in general we concur with the conclusions and recommendations. This does not necessarily mean that we agree with all development as shown on the ALP, and or does it imply a commitment of Federal funds to participate in any of the development depicted on the ALP.

The ALP proposed development received a favorable airspace determination under Airspace Study Case No. 2006-ACE-332-NRA. Although future structures on or near the airport may be in conformance with the ALP, this determination does not extend to them. Therefore, all future structures will be subject to the notice provisions of Federal Aviation Regulations (FAR) Part 77.

The ALP as approved by the Chairman of Crete Airport Authority on May 23, 2006, is acceptable from the standpoint of efficiency, utility, and safety.

The approval of the ALP does not commit the sponsor to implement the plan, nor does it represent a commitment of federal funds for any of the development or land acquisition shown on the plan. Determinations in this regard are made only after a specific request for federal funds is submitted.

My signature on the enclosed ALP does not necessarily reflect FAA's official views or policy, authorize construction of the development, nor constitute FAA's commitment to take part in the recommended development. The actions listed below are subject to Federal environmental finding on these actions before the airport sponsor may begin them. To satisfy these responsibilities, FAA must complete the environmental process described in the most current version of FAA Order 5050.4.

- Construction of the crosswind Runway 13/31
- Construction of partial parallel Taxiway to Runway 35 end
- Any land acquisition
- Terminal area development (buildings, parking lot and access road)

This approval does not cancel notice and review requirements that 14 CFR Parts 77 and 157 imposes because they address all proposed structures shown on the ALP. Our review and approval should not be construed as relieving the sponsor or the engineer of the responsibility for the accuracy, completeness, and technical content of the ALP drawings. The ALP is a graphic depiction of the existing and future airport facilities showing the clearance and dimensional requirements to meet applicable standards. The ALP serves as a record of aeronautical requirements and is used by the FAA in its review of proposals that may affect the navigable airspace or other missions of the FAA. The ALP is an important document and should be kept up-to-date at all times with respect to future planned development and existing features.

We have retained one set of the approved ALP drawings for the official FAA file in our office. One set of the approved ALP drawings is enclosed for your use. By copy of this letter, approved copies of the ALP drawing set are being furnished to your consultant, Kirkham Michael Consulting Engineers, and your agent Nebraska Department of Aeronautics.

If you have any questions, please contact me at (816) 329-2636 or send me an e-mail message at nardos.wills@faa.gov.

Sincerely,

Nardos Wills
Airport Planning Engineer – Nebraska

Encl.: Airspace Determination Letter
Airport Layout Plan Drawings Set

cc: Mr. Eric Johnson, Kirkham Michael (with ALP drawings)
Ms. Anna Lannin, Nebraska Department of Aeronautics (with ALP drawings)
Mr. Steve Whitton, (w/o ALP drawings)

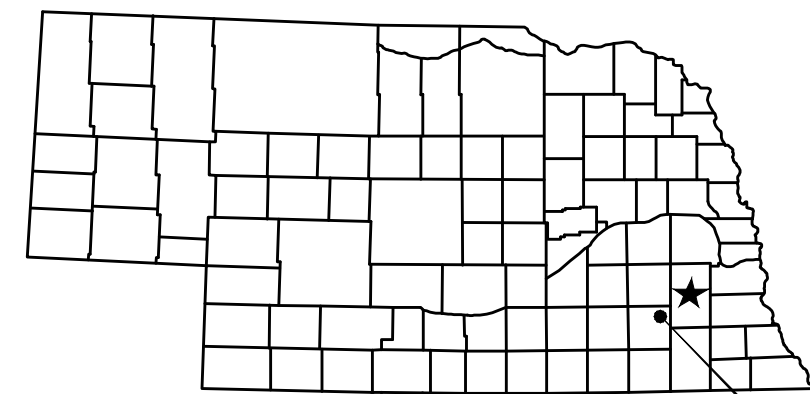
AIRPORT LAYOUT PLAN

CRETE MUNICIPAL AIRPORT

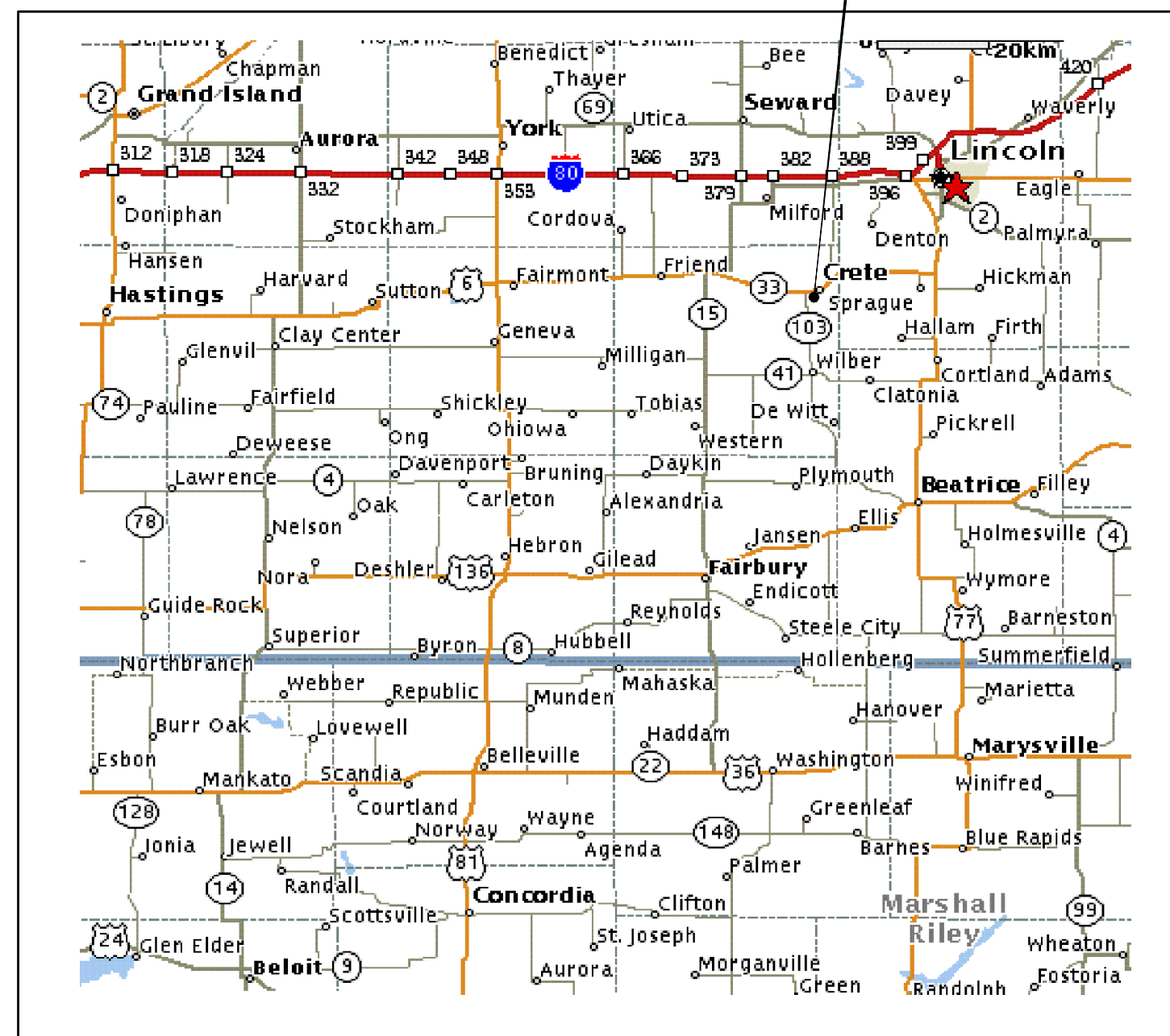
CRETE, NEBRASKA

AIP PROJECT NO. 3-31-0022-04

(3-31-0022-014 AS-BUILT 1/2022)

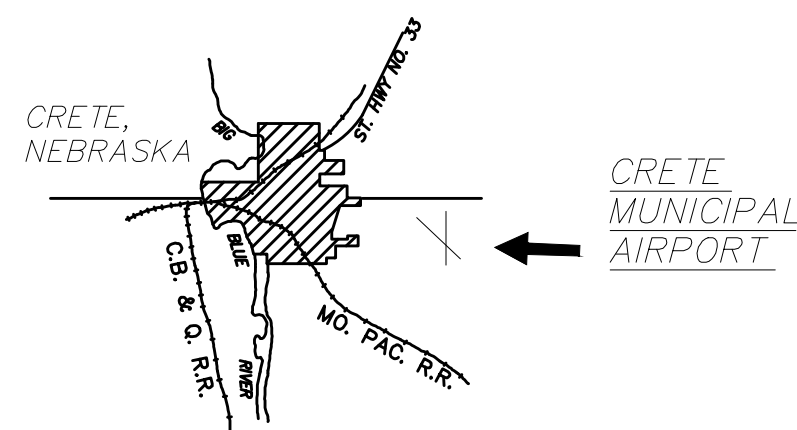


CRETE, NE
PROJECT LOCATION



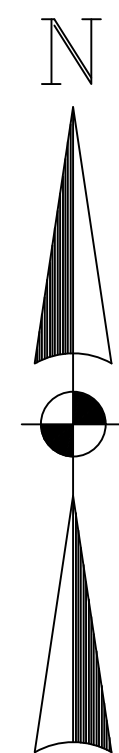
LOCATION MAP

NO SCALE



VICINITY MAP

No Scale



INDEX OF SHEETS

1. AIRPORT LAYOUT DRAWING
2. AIRPORT AIRSPACE DRAWING
3. INNER PORTION OF THE APPROACH SURFACE DRAWING: RUNWAY 17 APPROACH
4. INNER PORTION OF THE APPROACH SURFACE DRAWING: RUNWAY 35 APPROACH
5. INNER PORTION OF THE APPROACH SURFACE DRAWING: RUNWAY 13/31 APPROACH
6. INNER PORTION OF THE APPROACH SURFACE DRAWING: RUNWAY CENTERLINE PROFILES
7. TERMINAL AREA DRAWING
8. LAND USE DRAWING
9. AIRPORT PROPERTY MAP


CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 3/30/22 may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

JUSTIN K
COLLIER

Digitally signed by
JUSTIN K COLLIER
Date: 2022.03.30
12:28:14 -05'00'

APPROVAL - CRETE AIRPORT AUTHORITY

APPROVED BY: 
BOARD CHAIRMAN

DATE: 3-22-22

SNOW REMOVAL EQUIPMENT BUILDING	AIP 3-31-0022-05	11-05	NRG	
LAND ACQUISITION	AIP 3-31-0022-06	11-07	CJB	
PARTIAL PARALLEL TAXIWAY	AIP 3-31-0022-07	10-09	JDB	
ELECTRICAL IMPROVEMENTS	AIP 3-31-0022-08/09	06-10	JDB	
B-PLACE T-HANGAR	AIP 3-31-0022-012	11-17	JDB	
FUEL SYSTEM	AIP 3-31-0022-014	1-22	JDB	

No.	REVISIONS	DATE	BY	APP'D.
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"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

**KIRKHAM
MICHAEL**
12700 WEST DODGE ROAD, P.O. BOX 542030, OMAHA, NEBRASKA 68154
VOICE (402) 393-5630 FAX (402) 255-3650

revisions

ALP UPDATE
Crete Municipal Airport

NEBRASKA
CRETE

COVER SHEET

4th
DEC-05
designed
checked
km no.
0307226

SHEET

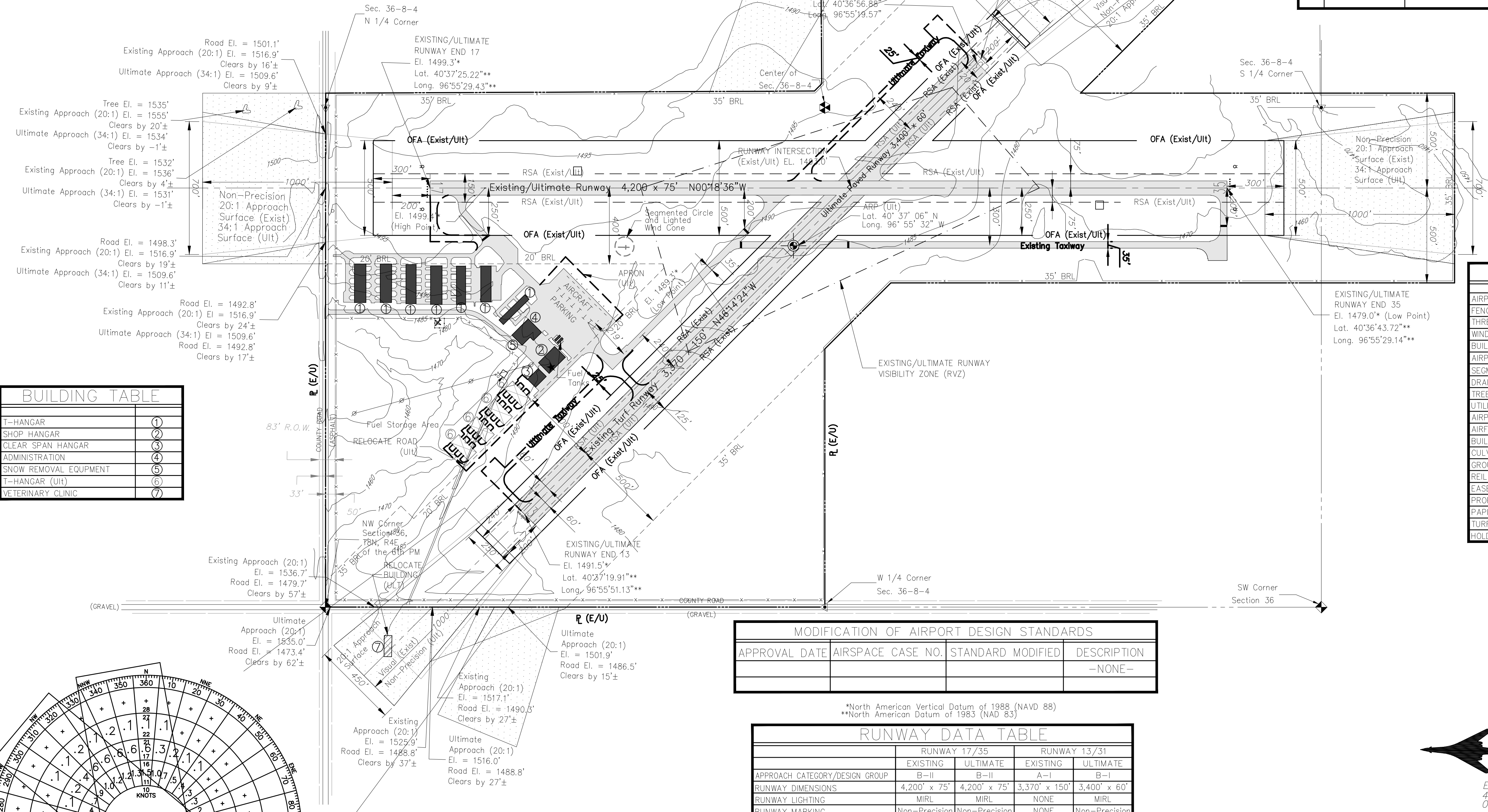
**KIRKHAM
MICHAEL**
CITY OF CRETE, NE

AIRPORT DATA TABLE		
AIRPORT ELEVATION	EXISTING 1499'	ULTIMATE 1499'
AIRPORT REFERENCE POINT (ARP) COORDINATES	-----	Lat. 40°37'06" N Long. 96°55'32" W
MEAN MAXIMUM TEMPERATURE	90°F	90°F
AIRPORT ELECTRONIC AIDS	GPS	GPS
AIRPORT REFERENCE CODE	B-II	B-II

DECLARED DISTANCE DATA	RUNWAY EXISTING	RUNWAY ULT.	RUNWAY EXISTING	RUNWAY ULT.
TAKEOFF RUN AVAILABLE (TORA)	17	35	17	35
TAKEOFF DISTANCE AVAILABLE (TODA)				
ACCEL STOP DISTANCE AVAILABLE (ASDA)				
LANDING DISTANCE AVAILABLE (LDA)				

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS TABLE				
No.	PENETRATION	DESCRIPTION	DISPOSITION	ELEVATION
		-NONE-		

THRESHOLD SITING SURFACE OBJECT PENETRATIONS TABLE				
No.	PENETRATION	DESCRIPTION	DISPOSITION	ELEVATION
		-NONE-		



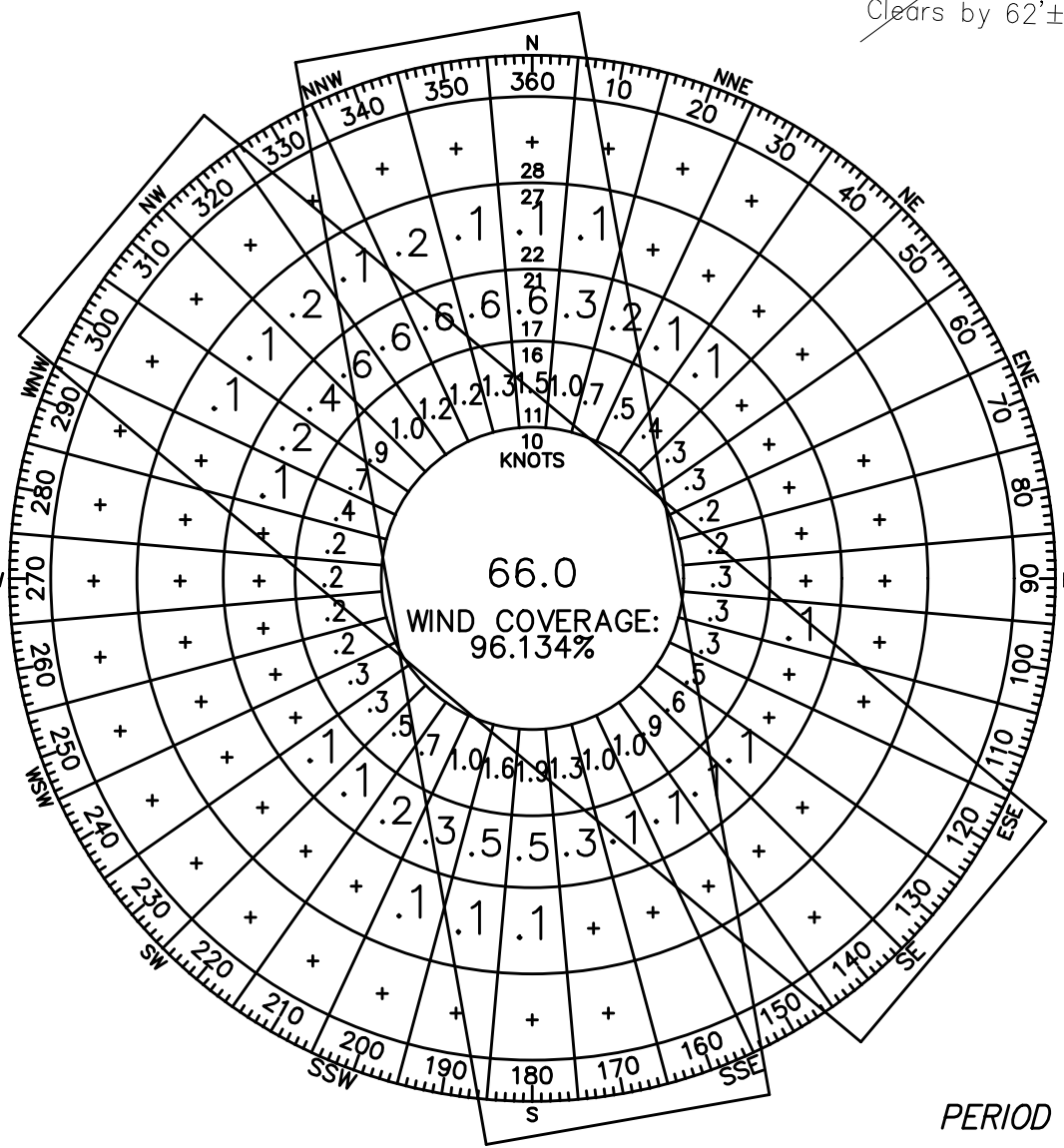
BUILDING TABLE	
T-HANGAR	①
SHOP HANGAR	②
CLEAR SPAN HANGAR	③
ADMINISTRATION	④
SNOW REMOVAL EQUIPMENT	⑤
T-HANGAR (Ult)	⑥
VETERINARY CLINIC	⑦

LEGEND		
	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	R (E)	R (U)
FENCE	—+—+—+—	—+—+—+—
THRESHOLD LIGHTS	••• •••	••• •••
WIND INDICATOR (WIND CONE)	+	+
BUILDINGS	—	—
AIRPORT BEACON	★	★
SEGMENTED CIRCLE	○	○
DRAINAGE STRUCTURE	—	—
TREES	⊞	⊞
UTILITY POLES & POWER LINES	—	—
AIRPORT REFERENCE POINT	⊙	⊙
AIRFIELD PAVEMENT	—	—
BUILDING RESTRICTION LINE	—	—
CULVERTS	—	—
GROUND CONTOUR	—	—
REIL	⊙	⊙
EASEMENT	—	—
PROPERTY TO PURCHASE	—	—
PAPI	—	—
TURF RUNWAY	—	—
HOLDLINE	—	—

MODIFICATION OF AIRPORT DESIGN STANDARDS			
APPROVAL DATE	AIRSPACE CASE NO.	STANDARD MODIFIED	DESCRIPTION
			-NONE-

RUNWAY DATA TABLE				
	RUNWAY 17/35		RUNWAY 13/31	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY/DESIGN GROUP	B-II	B-II	A-I	B-I
RUNWAY DIMENSIONS	4,200' x 75'	4,200' x 75'	3,370' x 150'	3,400' x 60'
RUNWAY LIGHTING	MIRL	MIRL	NONE	MIRL
RUNWAY MARKING	Non-Precision	Non-Precision	NONE	Non-Precision
PAVEMENT MATERIAL	CONCRETE	CONCRETE	TURF	CONCRETE
PAVEMENT STRENGTH (LBS)	30,000	30,000	N/A	12,500
RUNWAY SAFETY AREA (RSA)	4,800' x 150'	4,800' x 150'	3,850' x 150'	3,880' x 120'
RUNWAY OBJECT FREE AREA (ROFA)	4,800' x 500'	4,800' x 500'	3,850' x 250'	3,880' x 250'
OBSTACLE FREE ZONE	4,600' x 250'	4,800' x 250'	3,770' x 250'	3,800' x 250'
TAXIWAY WIDTH	35'	35'	NONE	25'
TAXIWAY LIGHTING	MIL	MIL	NONE	MIL
APPROACH SURFACE SLOPE	20:1 (17)	34:1 (17)	20:1 (13)	20:1 (13)
	20:1 (35)	34:1 (35)	20:1 (31)	20:1 (31)
ELECTRONIC AIDS	GPS	GPS	GPS	GPS
VISUAL AIDS	REIL, PAPI	REIL, PAPI	NONE	REIL, PAPI
APPROACH VISIBILITY MINIMUMS	1-MILE (17)	1-MILE (17)	1-MILE (13)	1-MILE (13)
	1-MILE (35)	1-MILE (35)	1-MILE (31)	1-MILE (31)
TOUCHDOWN ZONE ELEVATION (TDZE)	1499.4' (17)	1499.4' (17)	1494.4' (13)	1494.4' (13)
	1497.6' (35)	1497.6' (35)	1497.6' (31)	1497.6' (31)

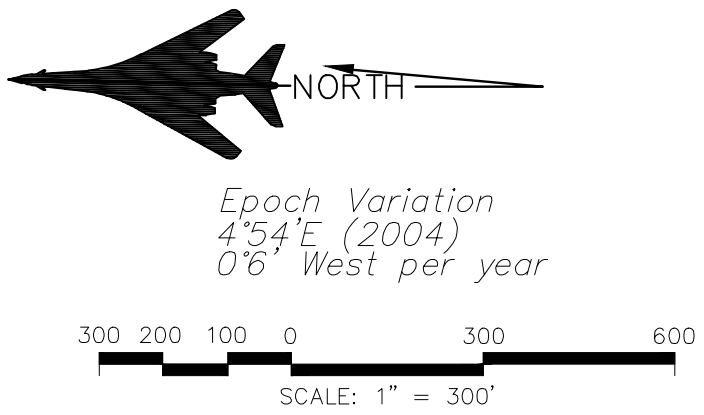
WIND COVERAGE				
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 17-35	91.51%	95.95%	98.85%	99.69%
RUNWAY 13-31	84.53%	91.08%	96.86%	99.14%
COMBINED COVERAGE	96.2%	98.5%	99.6%	99.9%



WIND ROSE

SOURCE: NATIONAL CLIMATIC DATA CENTER FOR
LINCOLN MUNICIPAL AIRPORT WIND OBSERVATIONS

PERIOD OF RECORD: 1993 THROUGH 2002



NOTE: Basis for establishment of the building restriction line is from Part 77, 7:1 side slope using an elevation of 1499'.

SNOW REMOVAL EQUIPMENT BUILDING	AIP 3-31-0022-05	11-05	NRG		
LAND ACQUISITION	AIP 3-31-0022-06	11-07	CJB		
PARTIAL PARALLEL TAXIWAY	AIP 3-31-0022-07	10-09	JDB		
ELECTRICAL IMPROVEMENTS	AIP 3-31-0022-08/09	06-10	JDB		
8-PLACE T-HANGAR	AIP 3-31-0022-012	11-17	JDB		
FUEL SYSTEM	AIP 3-31-0022-014	1-22	JDB		
No.	REVISIONS		DATE	BY	APP'D.
"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."					

revisions

AL.P. UPDATE
Crete Municipal Airport

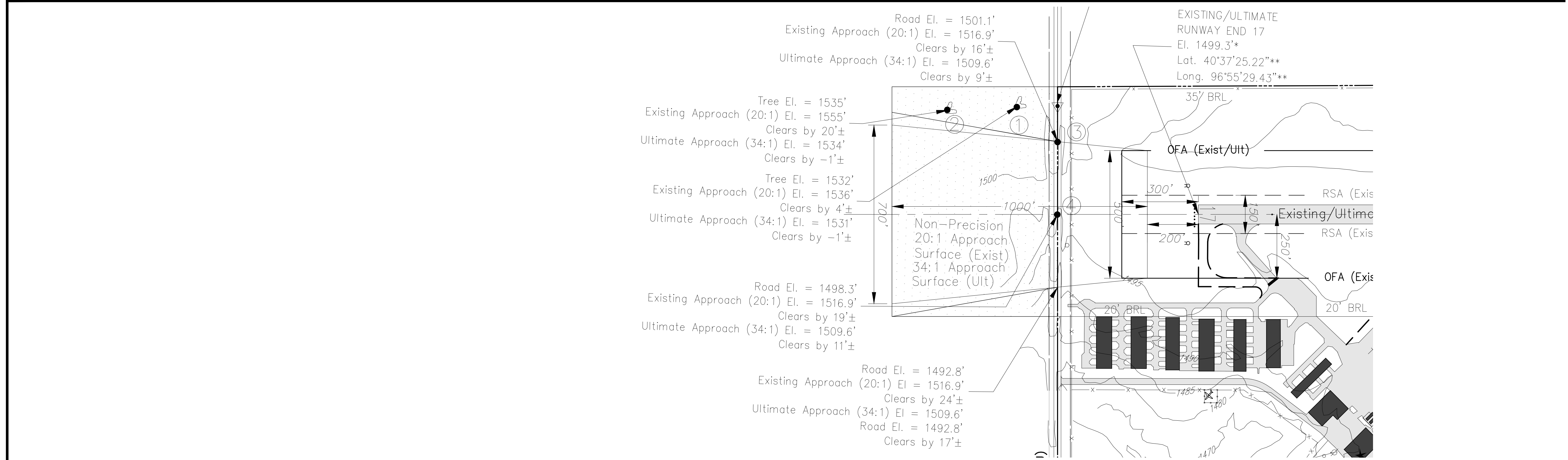
CRETE

AIRPORT LAYOUT PLAN

SHEET

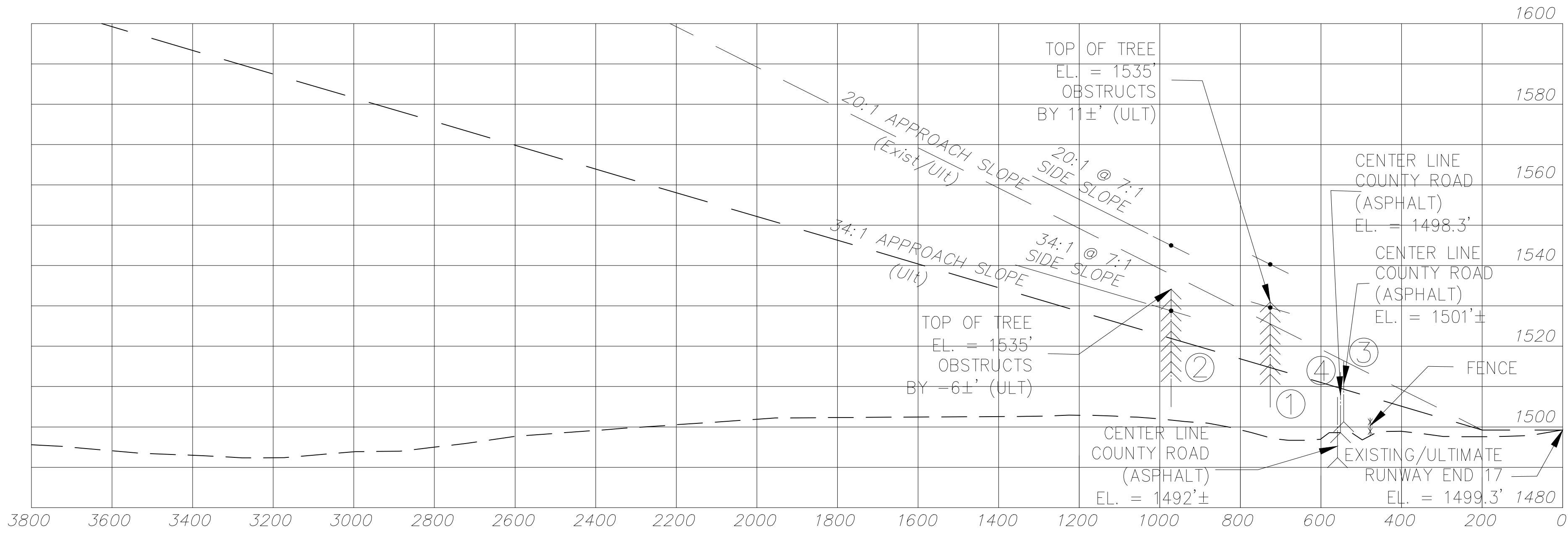
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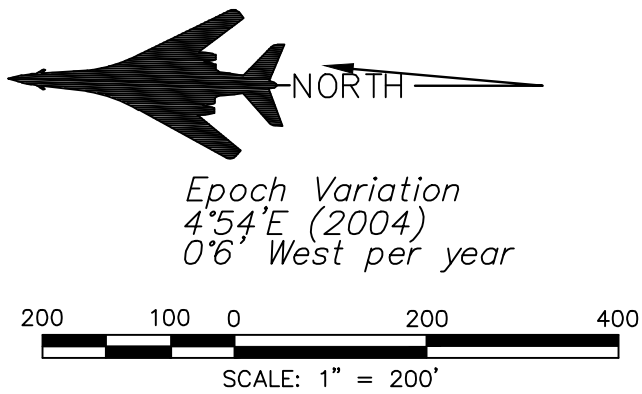


RUNWAY 17 APPROACH PLAN VIEW
Scale: 1"=200'

NOTE: CLEARANCES IN PLAN VIEW
FOR ROADWAY CENTERLINES DO NOT
INCLUDE 15' ROADWAY CLEARANCE



RUNWAY 17 INNER APPROACH PROFILE VIEW
Scale: 1"=200' (Horizontal)
1"=20' (Vertical)

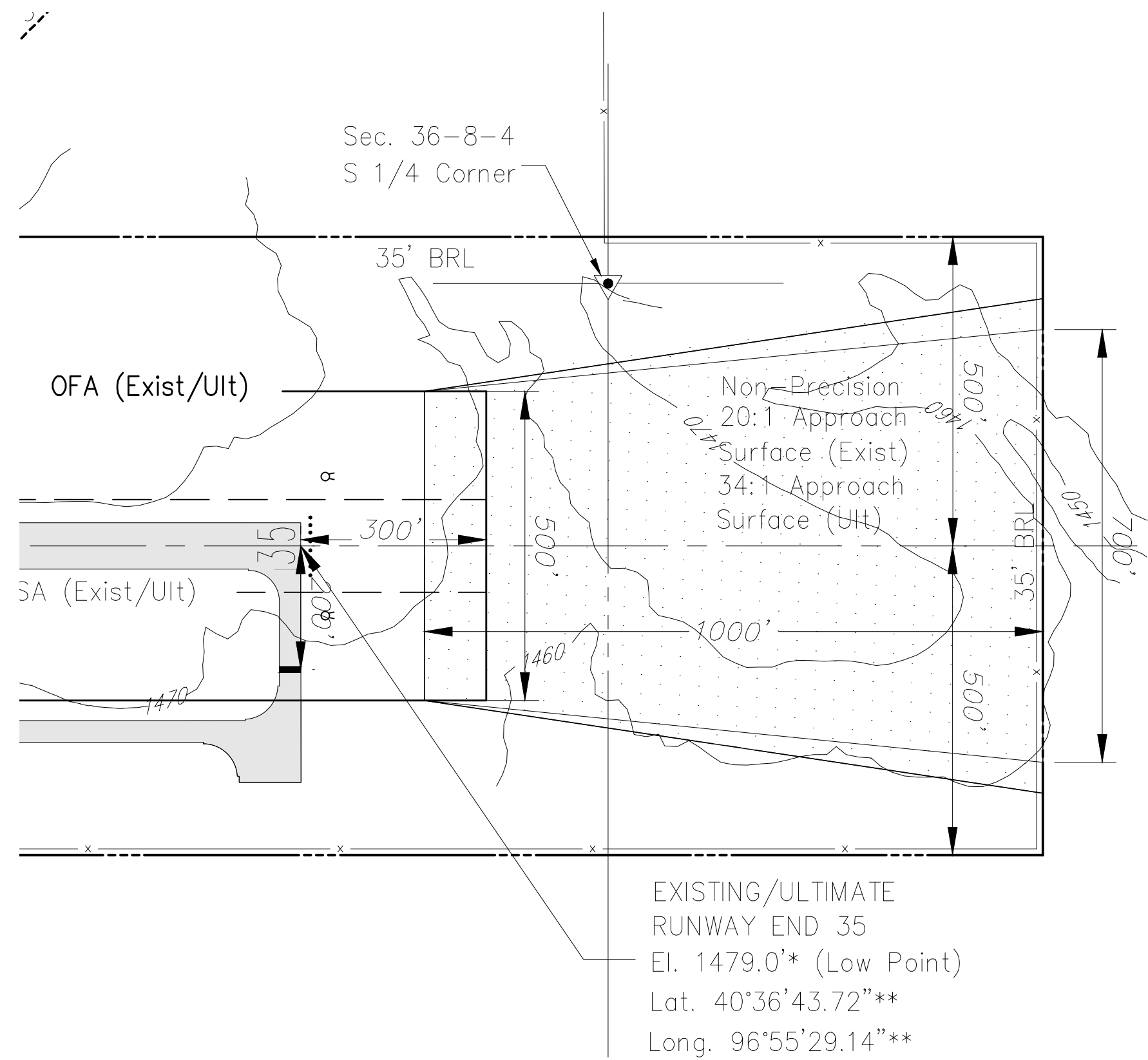


OBSTRUCTION TABLE RUNWAY END 17 APPROACH					
No.	ELEVATION	DESCRIPTION	PENETRATION	DISPOSITION	SURFACE
1	1535'±	TREES	5'±	REMOVE	34:1 APPROACH SLOPE @ 7:1 SIDE SLOPE
2	1535'±	TREES	6'±	REMOVE	34:1 APPROACH SLOPE @ 7:1 SIDE SLOPE
3	1501'±	COUNTY ROAD (ASPHALT)	6'± (ULT)	SEE AC 150/5300-13 APPENDIX 2	34:1 APPROACH
4	1510'±	COUNTY ROAD (ASPHALT)	4'± (ULT)	SEE AC 150/5300-13 APPENDIX 2	34:1 APPROACH

SNOW REMOVAL EQUIPMENT BUILDING	AIP 3-31-0022-05	11-05	NRG	
LAND ACQUISITION	AIP 3-31-0022-06	11-07	CJB	
PARTIAL PARALLEL TAXIWAY	AIP 3-31-0022-07	10-09	JDB	
ELECTRICAL IMPROVEMENTS	AIP 3-31-0022-08/09	06-10	JDB	
8-PLACE T-HANGAR	AIP 3-31-0022-012	11-17	JDB	
FUEL SYSTEM	AIP 3-31-0022-014	1-22	JDB	

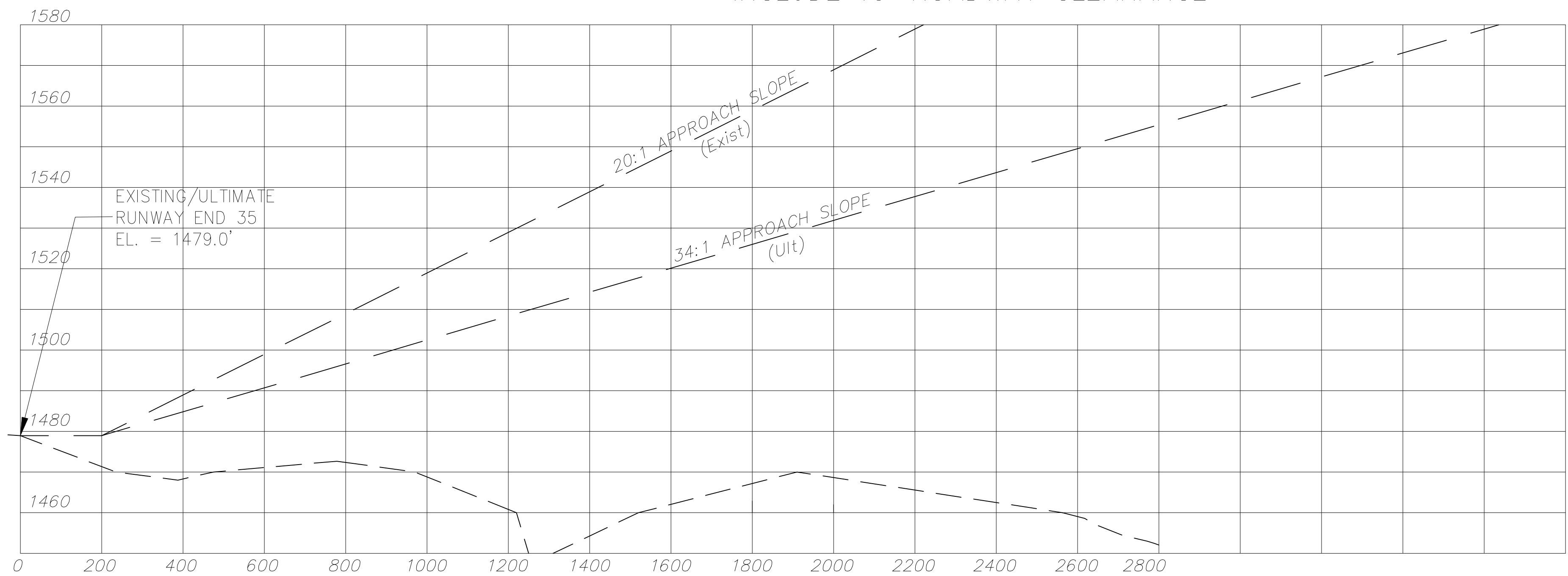
No.	REVISIONS	DATE	BY	APP'D.
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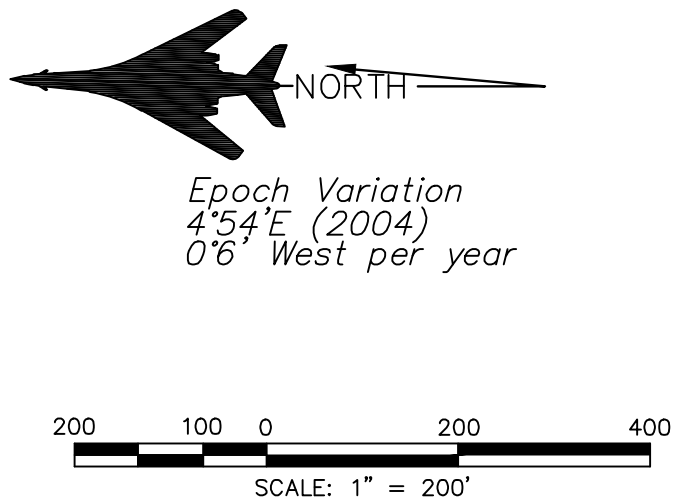
RUNWAY 35 APPROACH PLAN VIEW
Scale: 1"=200'

NOTE: CLEARANCES IN PLAN VIEW
FOR ROADWAY CENTERLINES DO NOT
INCLUDE 15' ROADWAY CLEARANCE



RUNWAY 35 INNER APPROACH PROFILE VIEW
Scale: 1"=200' (Horizontal)
1"=20' (Vertical)

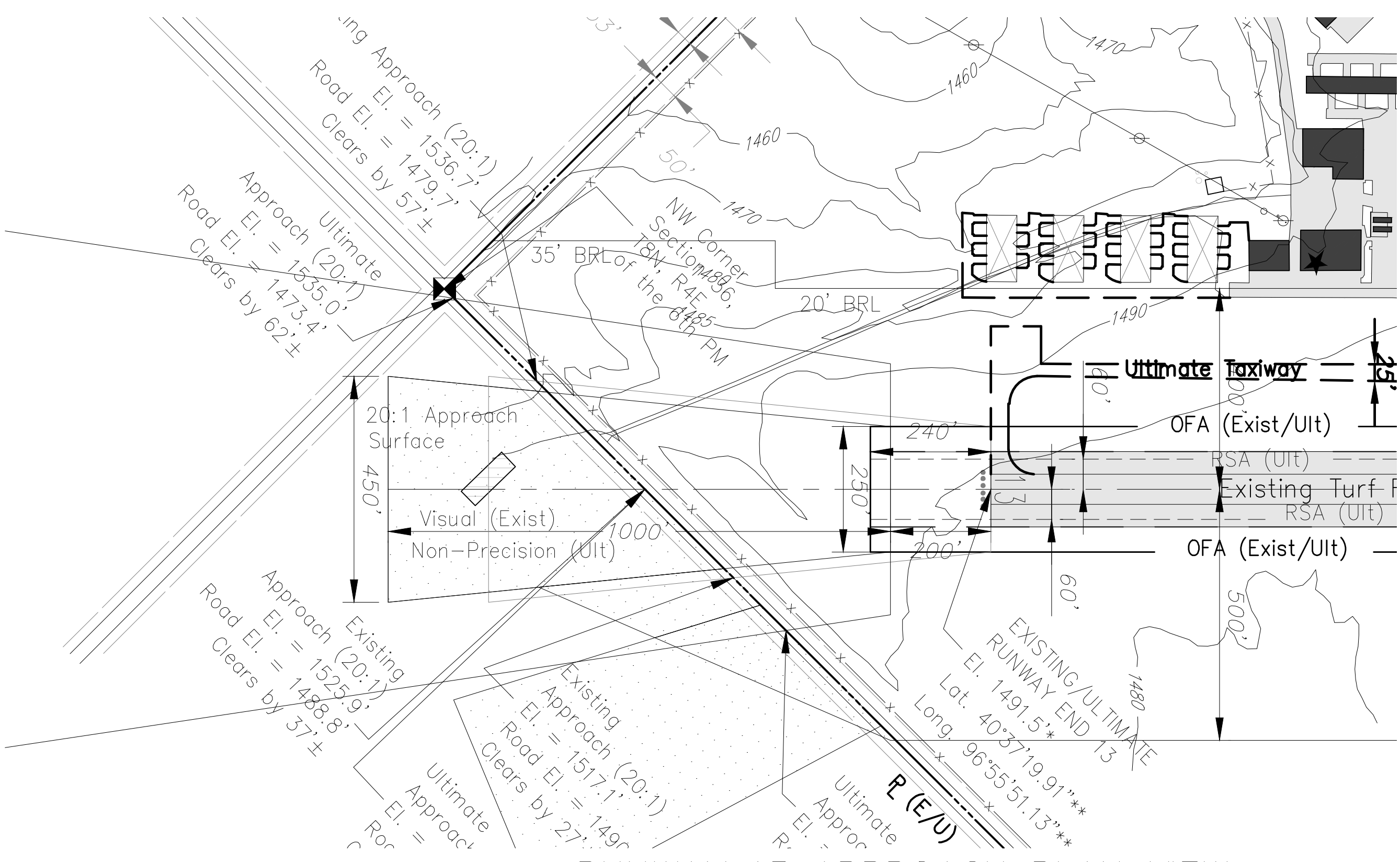
OBSTRUCTION TABLE RUNWAY END 35 APPROACH				
No.	ELEVATION	DESCRIPTION	PENETRATION	DISPOSITION
		-NONE-		



SNOW REMOVAL EQUIPMENT BUILDING	AIP 3-31-0022-05	11-05	NRG	
LAND ACQUISITION	AIP 3-31-0022-06	11-07	CJB	
PARTIAL PARALLEL TAXIWAY	AIP 3-31-0022-07	10-09	JDB	
ELECTRICAL IMPROVEMENTS	AIP 3-31-0022-08/09	06-10	JDB	
8-PLACE T-HANGAR	AIP 3-31-0022-012	11-17	JDB	
FUEL SYSTEM	AIP 3-31-0022-014	1-22	JDB	

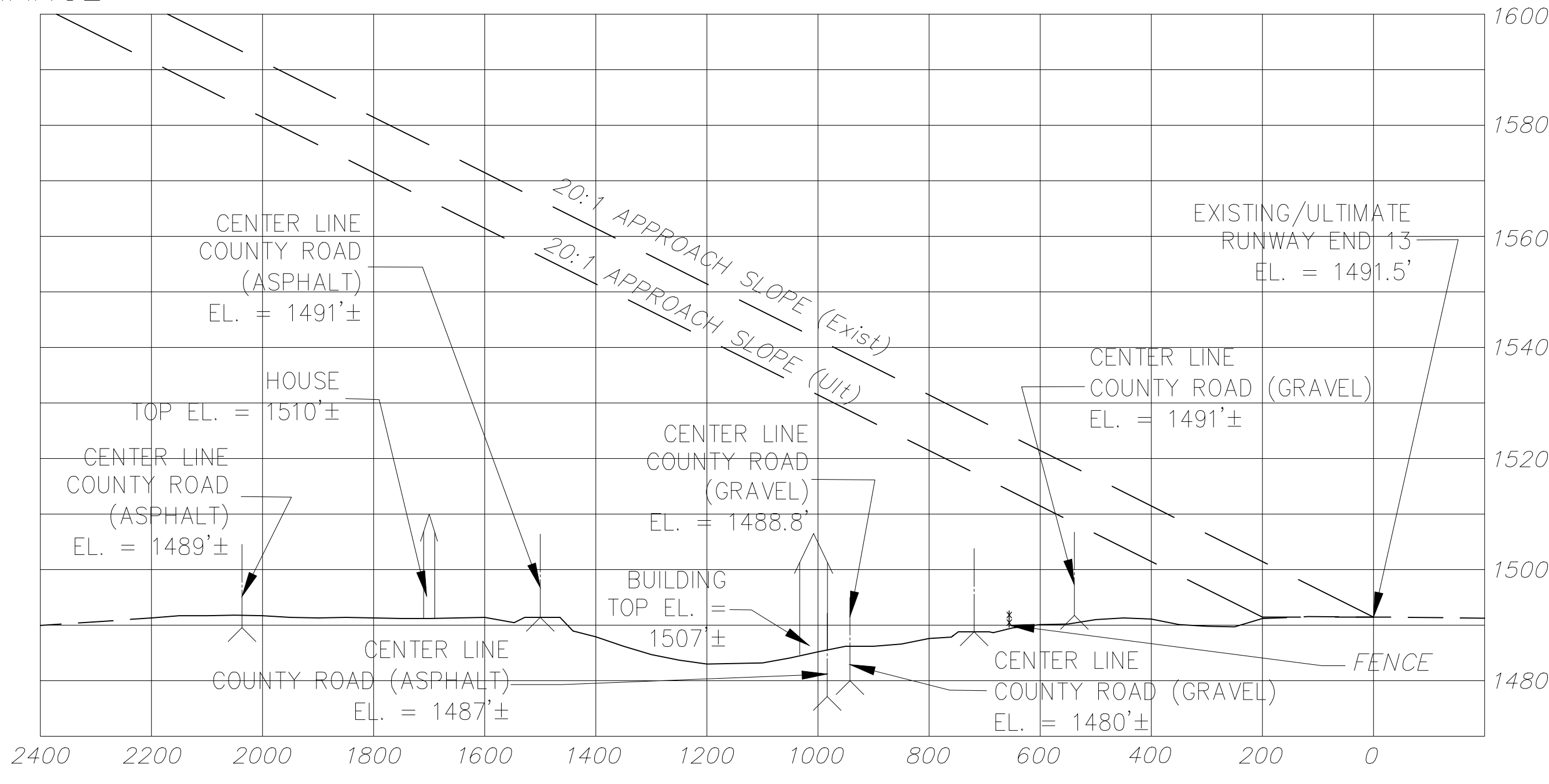
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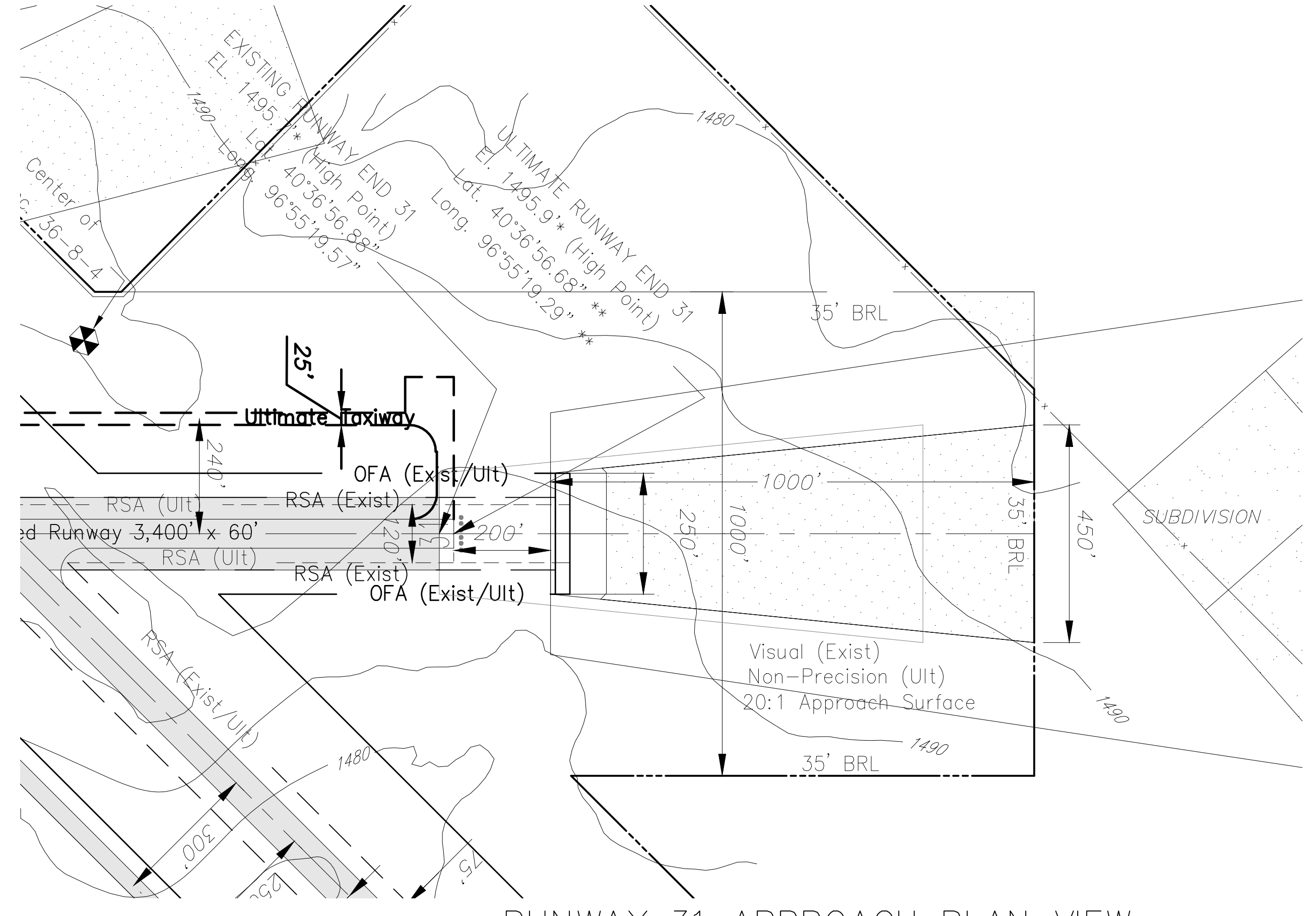
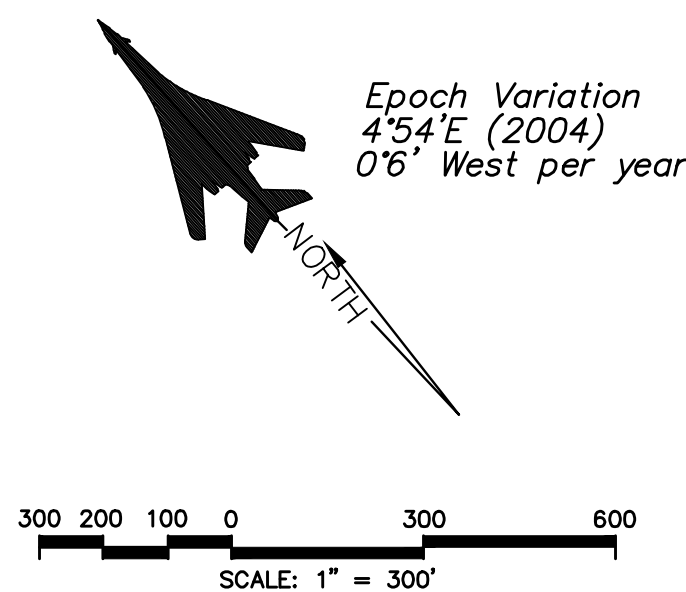
NOTE: CLEARANCES IN PLAN VIEW FOR ROADWAY CENTERLINES DO NOT INCLUDE 15' ROADWAY CLEARANCE

RUNWAY 13 APPROACH PLAN VIEW
Scale: 1"=200'

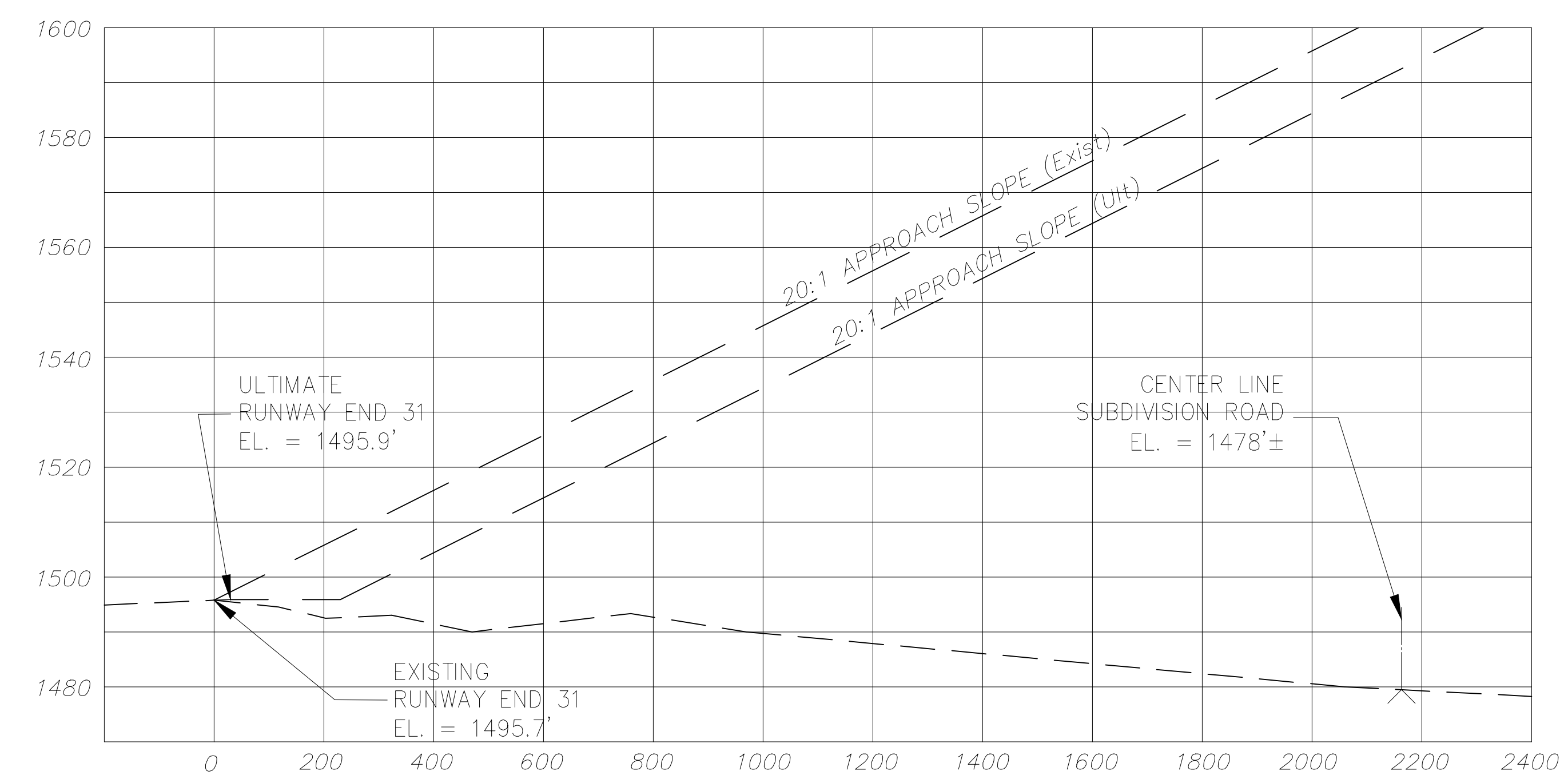


RUNWAY 13 INNER APPROACH PROFILE VIEW
Scale: 1"=200' (Horizontal)
1"=20' (Vertical)

OBSTRUCTION TABLE RUNWAY END 13 APPROACH				
No.	ELEVATION	DESCRIPTION	PENETRATION	DISPOSITION
		-NONE-		



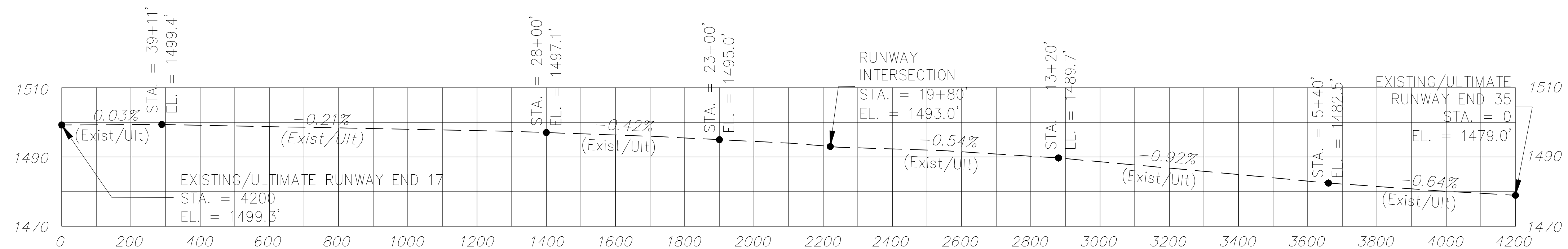
RUNWAY 31 APPROACH PLAN VIEW
Scale: 1"=200'

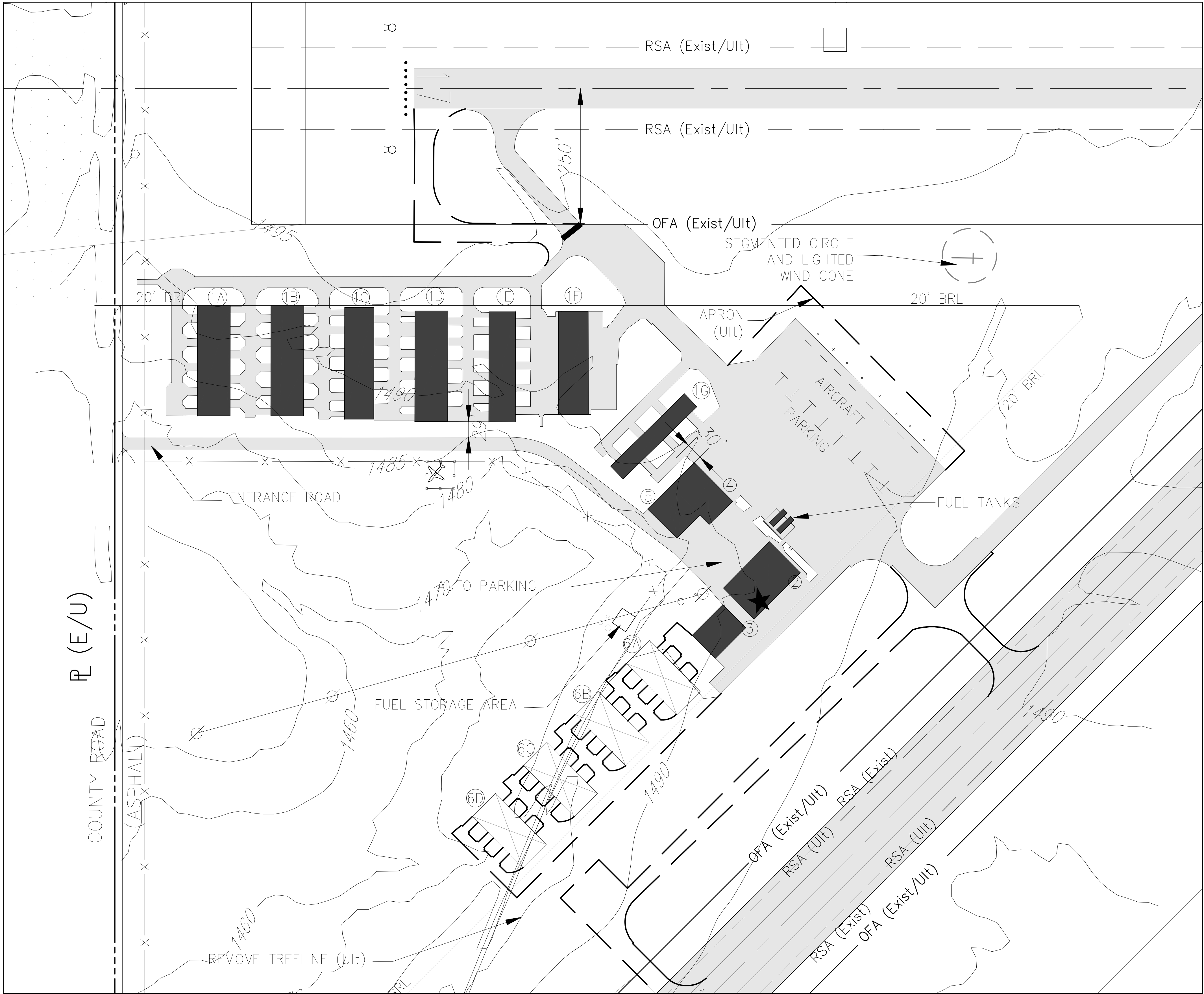


RUNWAY 31 INNER APPROACH PROFILE VIEW
Scale: 1"=200' (Horizontal)
1"=20' (Vertical)

OBSTRUCTION TABLE RUNWAY END 31 APPROACH				
No.	ELEVATION	DESCRIPTION	PENETRATION	DISPOSITION
		-NONE-		

SNOW REMOVAL EQUIPMENT BUILDING	AIP 3-31-0022-05	11-05	NRG	
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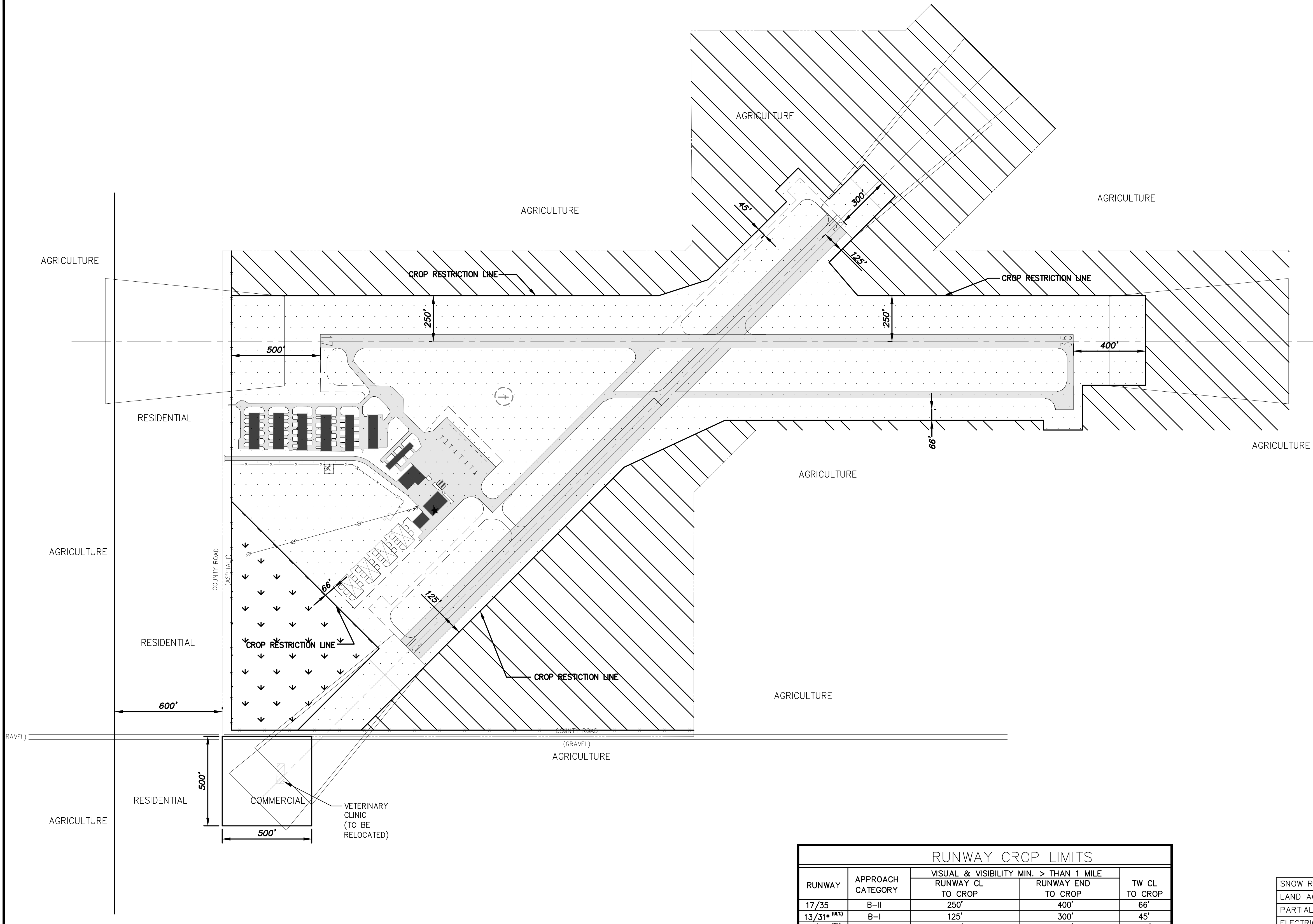
LEGEND		
	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	P (E)	P (U)
FENCE	---	---
THRESHOLD LIGHTS
WIND INDICATOR (WIND TEE)	+	+
BUILDINGS	█	▭
AIRPORT BEACON	★	★
SEGMENTED CIRCLE	○	○
DRAINAGE STRUCTURE	▬	▬
TREES	⊙	⊙
UTILITY POLES & POWER LINES	⊥	⊥
AIRFIELD PAVEMENT	▬	▬
BUILDING RESTRICTION LINE		35' BRL
CULVERTS	▬	▬
GROUND CONTOUR	---	1480'
VASI	▲	
EASEMENT	▨	▨
PROPERTY TO PURCHASE	▨	▨
PAPI	▬	
TURF RUNWAY	▬	
HOLDLINE	---	

BUILDING TABLE		
	STRUCTURE	ELEVATION
1A	T-HANGAR	1509'±
1B	T-HANGAR	1512'±
1C	T-HANGAR	1511'±
1D	T-HANGAR	1511'±
1E	T-HANGAR	1511'±
1F	T-HANGAR	1510'±
1G	T-HANGAR	1511'±
4	ADMINISTRATION	1512'±
2	SHOP HANGAR	1511'±
3	CLEAR SPAN HANGAR	1511'±
5	SNOW REMOVAL EQUIPMENT	1513'±
6A	T-HANGAR (Ult)	
6B	T-HANGAR (Ult)	
6C	T-HANGAR (Ult)	
6D	T-HANGAR (Ult)	

SNOW REMOVAL EQUIPMENT BUILDING	AIP 3-31-0022-05	11-05	NRG	
LAND ACQUISITION	AIP 3-31-0022-06	11-07	CJB	
PARTIAL PARALLEL TAXIWAY	AIP 3-31-0022-07	10-09	JDB	
ELECTRICAL IMPROVEMENTS	AIP 3-31-0022-08/09	06-10	JDB	
8-PLACE T-HANGAR	AIP 3-31-0022-012	11-17	JDB	
FUEL SYSTEM	AIP 3-31-0022-014	1-22	JDB	

No.	REVISIONS	DATE	BY	APP'D.
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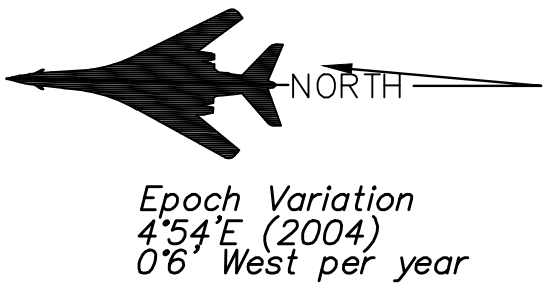


LEGEND		
	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE		B. (U)
FENCE	—+—+—	—+—+—
WIND INDICATOR (WIND CONE)	+	+
BUILDINGS		
AIRPORT BEACON	★	★
SEGMENTED CIRCLE	○	○
UTILITY POLES & POWER LINES	—+—+—	—+—+—
AIRFIELD PAVEMENT		
TURF RUNWAY		

AIRPORT LAND USE	
	AVIATION (AIRFIELD OPERATIONS)
	AGRICULTURE (ALL PURPOSE)
	PASTURE

RUNWAY CROP LIMITS				
RUNWAY	APPROACH CATEGORY	VISUAL & VISIBILITY MIN. > THAN 1 MILE		TW CL TO CROP
		RUNWAY CL TO CROP	RUNWAY END TO CROP	
17/35	B-II	250'	400'	66'
13/31* ^(A-L)	B-I	125'	300'	45'
13/31* ^(B-I)	A-I	125'	300'	45'

* SMALL AIRCRAFT EXCLUSIVELY



<div>300 200 100 0 300 600</div> <div>SCALE: 1" = 300'</div>				
SNOW REMOVAL EQUIPMENT BUILDING	AIP 3-31-0022-05	11-05	NRG	
LAND ACQUISITION	AIP 3-31-0022-06	11-07	CJB	
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revisions

ALP UPDATE
Crete Municipal Airport

NEBRASKA

CRETE

LAND USE DRAWING

SHEET

4/18/2006
DESIGNED

CHECKED

DATE

BY

APP'D.

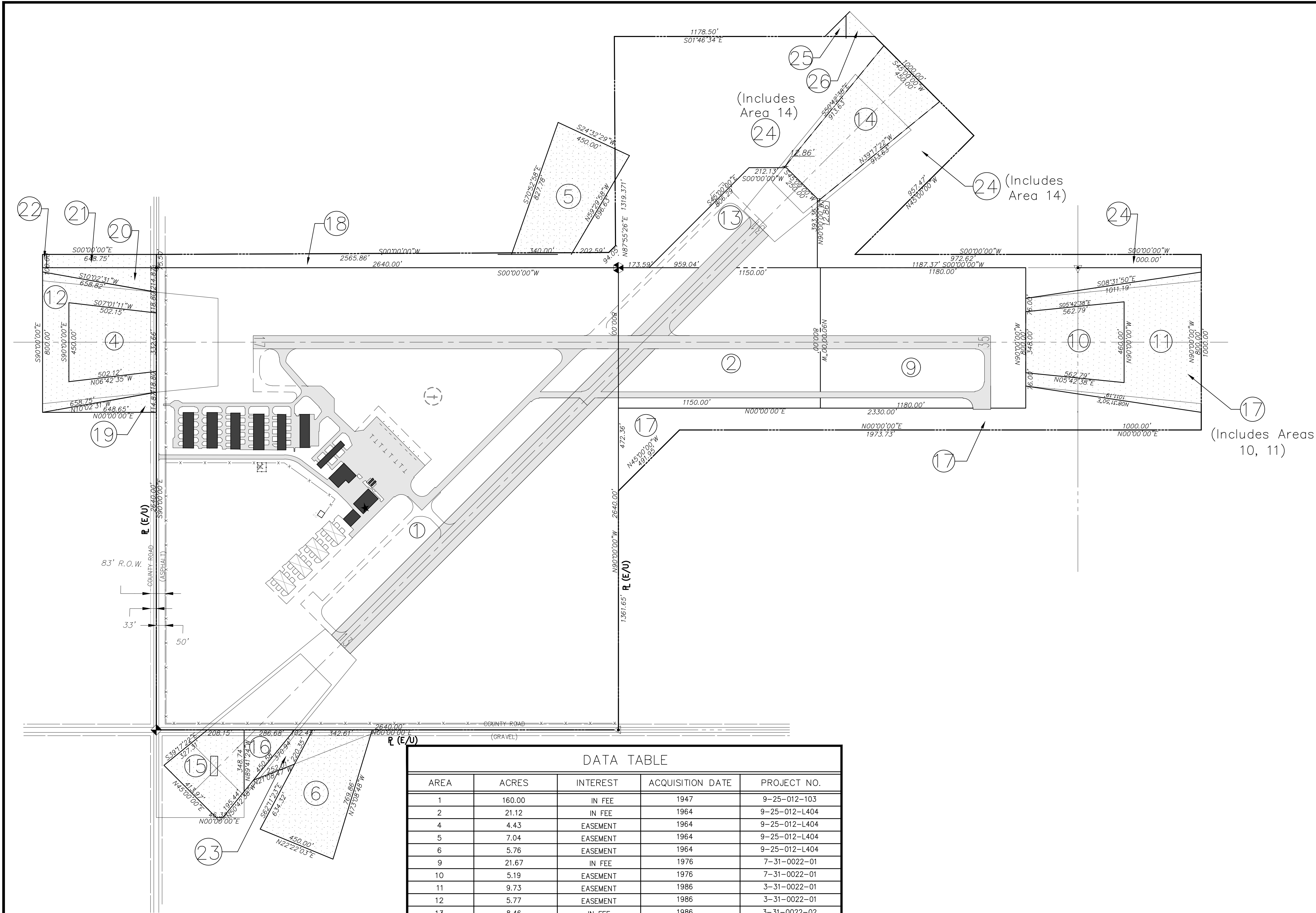
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KIRKHAM
MICHAEL

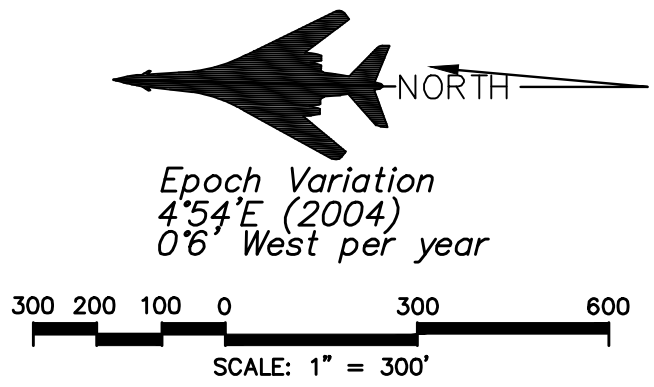


CITY OF CRETE, NE



LEGEND		
	EXISTING P (E)	ULTIMATE P (U)
AIRPORT PROPERTY LINE		
FENCE		
WIND INDICATOR (WIND CONE)		
BUILDINGS		
AIRPORT BEACON		
SEGMENTED CIRCLE		
AIRFIELD PAVEMENT		
EASEMENT		
PROPERTY TO PURCHASE		
TURF RUNWAY		

DATA TABLE				
AREA	ACRES	INTEREST	ACQUISITION DATE	PROJECT NO.
1	160.00	IN FEE	1947	9-25-012-103
2	21.12	IN FEE	1964	9-25-012-L404
4	4.43	EASEMENT	1964	9-25-012-L404
5	7.04	EASEMENT	1964	9-25-012-L404
6	5.76	EASEMENT	1964	9-25-012-L404
9	21.67	IN FEE	1976	7-31-0022-01
10	5.19	EASEMENT	1976	7-31-0022-01
11	9.73	EASEMENT	1986	3-31-0022-01
12	5.77	EASEMENT	1986	3-31-0022-01
13	8.46	IN FEE	1986	3-31-0022-02
14	7.44	EASEMENT	1986	3-31-0022-02
15	3.13	EASEMENT	1986	3-31-0022-02
16	1.15	EASEMENT	1986	3-31-0022-02
17	28.11	IN FEE	2006	3-31-0022-06
18	5.08	IN FEE	2006	3-31-0022-06
19	0.69	EASEMENT	2006	3-31-0022-06
20	0.85	EASEMENT	2006	3-31-0022-06
21	1.14	EASEMENT	2006	3-31-0022-06
22	0.03	EASEMENT	2006	3-31-0022-06
23	1.44	EASEMENT	2006	3-31-0022-06
24	46.83	IN FEE	2006	3-31-0022-06
25	0.19	EASEMENT	2006	3-31-0022-06
26	0.31	EASEMENT	2006	3-31-0022-06



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