AIRPORT LAYOUT PLAN
FOR
GRAND FORKS INTERNATIONAL AIRPORT
GRAND FORKS, GRAND FORKS COUNTY, NORTH DAKOTA
GRAND FORKS REGIONAL AIRPORT AUTHORITY (OWNER)
July 2019

ON BEHALF OF THE GRAND FORKS INTERNATIONAL AIRPORT AUTHORITY, THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED BY KLJ ACCORDING TO THE APPLICABLE ADVISORY CIRCULARS AT THE TIME OF SCOPING THE PROJECT, THE CURRENT VERSION OF THE FAA ARP SOP 2.00 & 3.00 CHECKLISTS, AND ACCURATELY ON BEHALF OF THE GRAND FORKS INTERNATIONAL AIRPORT AUTHORITY, THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED BY KLJ ACCORDING TO THE APPLICABLE ADVISORY CIRCULARS AT THE TIME OF DATA COLLECTION. THE ALP COMPLIES WITH FAA DESIGN STANDARDS, EXCEPT AS NOTED.

1. TITLE SHEET
2. AIRPORT DATA SHEET
3. AIRPORT LAYOUT PLAN (E)
4. AIRPORT LAYOUT PLAN (F & U)
5. TERMINAL AREA (E)
6. TERMINAL AREA (U)
7. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 17R END (E, F & U)
8. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 17R-35L (E, F & U)
9. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 35L END (E, F & U)
10. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 8L END (E)
11. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 8L END (F & U)
12. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 27R END (E, F & U)
13. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 17L END (E, F & U)
14. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 17L END (F & U)
15. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 27L END (E, F & U)
16. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 18 END (E)
17. INNER PORTION OF THE APPROACH SURFACE - RUNWAY 18 END (F & U)
18. AIRPORT AIRSPACE - 17R-35L & 8L-27R (U)
19. AIRPORT AIRSPACE - 17L-35R & 8R-27L (U)
20. AIRPORT AIRSPACE - 18-36 (U)
21. EXTENDED AIRPORT AIRSPACE - 13L END
22. RUNWAY DEPARTURE SURFACE
23. TERMINAL AREA (E)
24. LAND USE PLAN
EX-A1. EXHIBIT "A" PARCEL INVENTORY MAP
EX-A2. EXHIBIT "A" AIRPORT ENCUMBRANCE MAP
**NOTES:**

1. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:
   - AERONAUTICAL SURVEY (TOPOGRAPHIC) COMPLETED MARCH 3, 2016 BY KLJ AND AE2S.
   - AERONAUTICAL SURVEY (AERIAL) FLOWN SEPTEMBER 28, 2015 BY QUANTUM SPATIAL (INCLUDES CONTOUR DATA).
   - USGS NATIONAL ELEVATION DATASET AT 1/9 ARC SECOND.
   - QUADRANGLE MAPS FROM USGS.

2. HORIZONTAL DATUM = GRID STATE PLANE, NAD 83, ND NORTH - FIPS 3301, INTERNATIONAL FEET

3. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET

4. LATITUDE & LONGITUDE CALCULATED USING CORPSCON VERSION 6.0.1.
NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

DESCRIPTION

- ANY PORTION OF AN OBSTACLE PENETRATING AN AIRSPACE SURFACE IS SHOWN IN RED.
- AN FAA AERONAUTICAL STUDY WILL BE REQUIRED TO DETERMINE IF ANY OBSTRUCTION IS A HAZARD TO AIR NAVIGATION.
TRANSITION SURFACE 7:1 SLOPE

CONICAL SURFACE 20:1

CONICAL SURFACE 20:1

APPROACH TO 18 END

APPROACH TO 36 END

ISOMETRIC VIEW OF IMAGINARY SURFACES
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   - AERONAUTICAL SURVEY (AERIAL) FLOWN SEPTEMBER 28, 2015 (INCLUDES CONTOUR DATA).
   - USGS NATIONAL ELEVATION DATASET AT 1/9 ARC SECOND.
2. HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83, ND NORTH - FIPS 3301, INTERNATIONAL FEET.
3. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET.
4. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
5. SEE INNER APPROACH SURFACE SHEETS FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES.
6. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
7. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.

APPROACH SURFACE (E & U)
1,000'x10,000'x4,000'@50:1 &
4,000x40,000'x16,000@40:1

MAGNETIC DECLINATION
3.1° EAST  (2019)

NOTES:
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   - AERONAUTICAL SURVEY (AERIAL) FLOWN SEPTEMBER 28, 2015 (INCLUDES CONTOUR DATA).
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GRAND FORKS INTERNATIONAL AIRPORT
GRAND FORKS, NORTH DAKOTA
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION.

EXTENDED AIRPORT AIRSPACE
35L  END

MTK
ARTZ
14515100
22
C KLJ 2019

APPROACH SURFACE (E & U)
1,000'x10,000'x4,000'@50:1 &
4,000x40,000'x16,000@40:1

MAGNETIC DECLINATION
3.1° EAST  (2019)
EXISTING AIRPORT PROPERTY  EXISTING AIRSPACE EASEMENT SCALE 1"=100' FEET

3.1°  EAST (2019)

DEPARTURE OFF 35R END 1,000'X6,466'X10,200'@40:1

DEPARTURE OFF 35L END 1,000'X6,466'X10,200'@40:1

DEPARTURE OFF 9L END 1,000'X6,466'X10,200'@40:1

DEPARTURE OFF 17L END 1,000'X6,466'X10,200'@40:1

DEPARTURE OFF 17R END 1,000'X6,466'X10,200'@40:1

DEPARTURE OFF 27R END 1,000'X6,466'X10,200'@40:1

RUNWAY DEPARTURE SURFACE

AIRPORT PROPERTY

ARTZ

DEPARTURE OFF 35L (E & U) 8. RUNWAYS 9R-27L & 18-36 ARE NOT INSTRUMENT RUNWAYS.

DRAFTED

DEPARTURE OFF 35R (U) 1,000'X6,466'X10,200'@40:1

3. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET.

CONSTRUCTED AFTER THESE DATES ARE NOT REPRESENTED IN THIS AIRPORT LAYOUT PLAN SET.

-AERONAUTICAL SURVEY (AERIAL) FLOWN SEPTEMBER 28, 2015 (INCLUDES CONTOUR DATA).

-AERONAUTICAL SURVEY (TOPOGRAPHIC) COMPLETED MARCH 3, 2016 BY KLJ AND AE2S.

1. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:

NOTES:

-ABANDONED RAILROAD POLE 845' TO REMAIN 7' 27R-24

-FUTURE OBJECT PEAK ELEVATION AGL PENETRATION DISPOSITION

-TREE 937' TO BE TRIMMED - 9L-15 7.3'

-TREE 894' TO REMAIN - 35L-16

-OBSTACLE CHARACTERISTICS

-ID DESCRIPTION PEAK HEIGHT PENETRATION AGL

-REPLACED (58.6')

-JUNE 2019

-FENCE 849' TO REMAIN 9' 17L-6

-OBSTACLES (E & U)

-OBSTACLES (U)

-OBSTACLES (E)

-TREE 937' TO BE TRIMMED - 9L-15

-PENETRATION

-(B)=BELOW SURFACE  #.#'=PENETRATION VALUE

-TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION
NOTES:
1. SEE SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBJECTS WITHIN 500' MUST REMAIN 15' BELOW WIND SENSOR.
3. OBJECTS 500'-1000' MUST REMAIN 10' BELOW WIND SENSOR.
4. GRAND FORKS HAS AN AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) BUT IT HAS NOT BEEN ADOPTED BY SURROUNDING JURISDICTIONS

TRUE NORTH
MAGNETIC DECLINATION
3.1°E (2019)
### GRAND FORKS INTERNATIONAL AIRPORT

**GRAND FORKS, NORTH DAKOTA**

**TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION**

**EXHIBIT “A”**

**PARCEL INVENTORY MAP**

#### APT/CAS/AES

- **KLP**
- **14515100**
- **EX-A1**
- **C KLJ 2019**

**TRUE NORTH**

- **MAGNETIC DECLINATION**
  - 3.1°E (2019)

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#### PARCEL LINE DATA

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<tr>
<th>SEGMENT</th>
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<th>LENGTH</th>
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<tbody>
<tr>
<td>L1</td>
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</tr>
<tr>
<td>L2</td>
<td>S 07°13'31&quot; W</td>
<td>299.50'</td>
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<tr>
<td>L3</td>
<td>S 02°31'17&quot; E</td>
<td>296.27'</td>
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<tr>
<td>L4</td>
<td>S 08°15'48&quot; W</td>
<td>393.49'</td>
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<td>L5</td>
<td>S 02°30'42&quot; E</td>
<td>673.50'</td>
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<td>L6</td>
<td>S 08°53'24&quot; W</td>
<td>2628.33'</td>
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<tr>
<td>L7</td>
<td>S 08°53'24&quot; W</td>
<td>1844.98'</td>
</tr>
</tbody>
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- **SECTION LINES ARE BASED ON CITY OF LOCAL GIS DATA. NO FIELD SURVEY DATA COLLECTED.**
- **BEARINGS AND DISTANCES MAY VARY FROM PREVIOUS PLATS DUE TO DIFFERENT METHODS OF MEASUREMENT.**

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[Diagram with labels marked for parcel inventory and various features such as property boundaries, easement boundaries, runway safety areas, runway protection zones, and other relevant marks.]