May 27, 2014

Patricia deLaBruere
Airport Manager
Juneau International Airport
1873 Shell Simmons Drive, Suite 200
Juneau, AK 99801

Dear Ms. deLaBruere:

Juneau International Airport
Juneau, Alaska
As-Built Airport Layout Plan
2009-AAL-64-NRA

We have completed our review of the Juneau International Airport As-Built Airport Layout Plan (ALP), and find it acceptable for documenting the existing conditions of the airport.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the enclosed ALP and retain it in your files for future use.

Sincerely,

G. Eric Helms, Lead Engineer
Airports Division

Enclosure: Juneau International Airport ALP
JUNEAU AIRPORT

NOTES
THERE ARE NO NOSE PUBLICATIONS.
JUNEAU AIRPORT

RUNWAY RW

20:1 APPROACH SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 26W)

<table>
<thead>
<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>STATION</th>
<th>ELEVATION</th>
<th>PROJECTED ELEVATION</th>
<th>REMAINING DISPOSITION</th>
<th>TAKE-OFF DIAMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. THE OBSTRUCTION CLEarence (20:1 FOR RW 26W IS ESTIMATED AS 150 FPM AC 195/300°-0°, CART A.
2. RUNWAY RW MEETS THE CONDITIONS OF PARA AC 195/300°-0°, TABLE 8-1 FOR APPROACH END STRING SURFACE.

RUNWAY 26W

20:1 APPROACH SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 26W)

<table>
<thead>
<tr>
<th>#</th>
<th>DESCRIPTION</th>
<th>STATION</th>
<th>ELEVATION</th>
<th>PROJECTED ELEVATION</th>
<th>REMAINING DISPOSITION</th>
<th>TAKE-OFF DIAMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. THE OBSTRUCTION CLEarence (20:1 FOR RW 26W IS ESTIMATED AS 150 FPM AC 195/300°-0°, CART A.
2. RUNWAY 26W DOES NOT MEET ANY OF THE CONDITIONS OF PARA AC 195/300°-13 TABLE 8-1 FOR APPROACH END STRING SURFACE.