January 7, 2014

Ken Green
North Slope Borough Project Administrator
3000 C Street, Suite 104
Anchorage AK 99503

Dear Mr. Green:

Nuiqsut Airport
Nuiqsut, Alaska
As-Built Airport Layout Plan
2005-AAL-013-NRA

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

We look forward to working with you on identifying and addressing future needs at the airport. FAA recommends the North Slope Borough consider a planning study within the next 5 years to revisit the future airport needs. This will need to be done before pursuing any FAA funds for future development beyond maintaining and preserving existing infrastructure and meeting current design standards.

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

Sincerely,

Pat Oien, P.E., Airport Planner
Airports Division

Enclosure: Nuiqsut Airport ALP
PART 77 APPROACH SURFACE OBSTRUCTION TABLE (INNER PORTION R/W 5)

<table>
<thead>
<tr>
<th>ID</th>
<th>DESCRIPTION</th>
<th>STATION/ OFFSET</th>
<th>ELEVATION</th>
<th>SURFACE PENETRATED</th>
<th>SURFACE ELEVATION</th>
<th>AMOUNT PENETRATED</th>
<th>STAGE TO CORRECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ROADWAY</td>
<td>0+00</td>
<td>0'</td>
<td></td>
<td></td>
<td>0'</td>
<td>N/A</td>
</tr>
<tr>
<td>2</td>
<td>ROADWAY</td>
<td>0+02</td>
<td>0'</td>
<td></td>
<td></td>
<td>0'</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>ROADWAY</td>
<td>0+66</td>
<td>0'</td>
<td></td>
<td></td>
<td>0'</td>
<td>N/A</td>
</tr>
</tbody>
</table>

PART 77 APPROACH SURFACE OBSTRUCTION TABLE (INNER PORTION R/W 23)

<table>
<thead>
<tr>
<th>ID</th>
<th>DESCRIPTION</th>
<th>STATION/ OFFSET</th>
<th>ELEVATION</th>
<th>SURFACE PENETRATED</th>
<th>SURFACE ELEVATION</th>
<th>AMOUNT PENETRATED</th>
<th>STAGE TO CORRECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ROADWAY</td>
<td>0+00</td>
<td>0'</td>
<td></td>
<td></td>
<td>0'</td>
<td>N/A</td>
</tr>
<tr>
<td>2</td>
<td>ROADWAY</td>
<td>0+02</td>
<td>0'</td>
<td></td>
<td></td>
<td>0'</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>ROADWAY</td>
<td>0+66</td>
<td>0'</td>
<td></td>
<td></td>
<td>0'</td>
<td>N/A</td>
</tr>
</tbody>
</table>

NOTES:
1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 5. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AT 50' PER FAA AC 150/5300-10, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 5, AS DEFINED IN FAA AC 150/5300-10, CHG 1A, APPENDIX 2, TABLE A2-1, LINE 2.
3. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 23. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AT 23' PER FAA AC 150/5300-10, SECTION 4, DATA ELEMENT NUMBER 57.
4. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 23, AS DEFINED IN FAA AC 150/5300-10, CHG 1A, APPENDIX 2, TABLE A2-1, LINE 2.

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACE.

CHECKED BY:
NORTH SLOPE BOROUGH
NUIQSUT AIRPORT

NORTH SLOPE BOROUGH
NUIQSUT AIRPORT

R&M CONSULTANTS, INC.
1915 Broadway
Memphis, TN 38103
Phone: (901) 726-2878 Fax: (901) 726-2403

EXISTING OUTER PORTION OF THE APPROACH SURFACE
NOTES:
1. DESIGNATED AIRPORT ELEVATION IS 4540 FT NAVD 88.
2. ALL ELEVATIONS AND CONTOURS ARE IN FEET. PART 77 CONTOUR ELEVATIONS BASED ON NAVD 88.
3. BASE MAP DATA FROM USGS QUADRANGLE HARRISON BAY (A-5), ALASKA.
4. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.
5. PRIMARY SURFACE WIDTH OF RUNWAY 5-23 IS 1000'.
6. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.

PART 77 SURFACE OBSTRUCTION DATA TABLE (OUTER PORTION)

<table>
<thead>
<tr>
<th>ID</th>
<th>DESCRIPTION</th>
<th>STATION/SET</th>
<th>ELEVATION</th>
<th>SURFACE PENETRATED</th>
<th>SURFACE ELEVATION</th>
<th>AMOUNT PENETRATED</th>
<th>DISPOSITION</th>
<th>STAGE TO CORRECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HORIZONTAL SURFACE ELEVATION = 195.4'</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>CONICAL SURFACE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>TRANSITIONAL SURFACE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>PRIMARY SURFACE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>ULTIMATE SURFACE PAVED RUNWAY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PART 77 SURFACE OBSTRUCTION DATA TABLE (OUTER PORTION)

<table>
<thead>
<tr>
<th>ID</th>
<th>DESCRIPTION</th>
<th>STATION/SET</th>
<th>ELEVATION</th>
<th>SURFACE PENETRATED</th>
<th>SURFACE ELEVATION</th>
<th>AMOUNT PENETRATED</th>
<th>DISPOSITION</th>
<th>STAGE TO CORRECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HORIZONTAL SURFACE ELEVATION = 195.4'</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>CONICAL SURFACE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>TRANSITIONAL SURFACE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>PRIMARY SURFACE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>ULTIMATE SURFACE PAVED RUNWAY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. DESIGNATED AIRPORT ELEVATION IS 4540 FT NAVD 88.
2. ALL ELEVATIONS AND CONTOURS ARE IN FEET. PART 77 CONTOUR ELEVATIONS BASED ON NAVD 88.
3. BASE MAP DATA FROM USGS QUADRANGLE HARRISON BAY (A-5), ALASKA.
4. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.
5. PRIMARY SURFACE WIDTH OF RUNWAY 5-23 IS 1000'.
6. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
NOTES:
1. DESIGNATED AIRPORT ELEVATION IS 45.40 FT NAVD 88.
2. ALL ELEVATIONS AND CONTOURS ARE IN FEET. PART 77 CONTOUR ELEVATIONS BASED ON NAVD 88.
3. BASE MAP DATA FROM QUADROPOLAR HAMMOND BAY (A-5), ALASKA.
4. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBSTRUCTIONS.
5. PRIMARY SURFACE WIDTH OF RUNWAY 5-23 IS 1000'.
6. THERE ARE NO HEIGHT RESTRICTIONS.

PART 77 SURFACE OBSTRUCTION DATA TABLE (OUTER PORTION)

<table>
<thead>
<tr>
<th>ID</th>
<th>DESCRIPTION</th>
<th>STATION/OFFSET</th>
<th>ELEVATION</th>
<th>SURFACE PENETRATED</th>
<th>SURFACE PENETRATED</th>
<th>STAGE TO CORRECT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NORTH SLOPE BOROUGH

NUIQSUT AIRPORT

APPROVED BY:

CHECKED:

RM CONSULTANTS, INC.

NUIQSUT AIRPORT AIRSPACE (PART 77) 2 OF 2