May 22, 2014

Wolfgang Junge, P.E.
Aviation Design Chief
Central Region Department of Transportation and Public Facilities, State of Alaska
P.O. Box 196900
Anchorage AK 99519-6900

Dear Mr. Junge:

We have completed our review of the updated Airport Layout Plan (ALP) for the Newtok Airport, Metarvik, Alaska, and find it acceptable from a planning standpoint. The ALP was reviewed by FAA (airspace study 2014-AAL-79-NRA) and is conditionally approved. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

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. The approval, indicated by my signature, is given subject to the condition that the proposed landfill and sewage lagoon maintain a minimum separation requirement of 5,000 feet from the Newtok Airport. Notwithstanding, all items of development shall comply with the requirements of the National Environmental Policies Act of 1969 (P.L. 91-190). 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.
We are enclosing a copy of the approved ALP drawing set for your records. If you have any questions, please contact me at our office at (907-271-5445).

Sincerely,

[Signature]

Patricia Oien,
Lead Planner

Enclosure: Newtok ALP
This ALP is for the future Newtok community, which will be located at the Mertarvik site.
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Notes:
1. There are no controlling obstructions for Runway 31, therefore, the controlling obstructions clearance slope is established as 3:1 per FAA AC 150/5300-6, Chapter 4, Data Element Number 67.
2. There are no object penetrations in the Runway Approach End Zones. Surfaces of Runway 31 as defined in FAA AC 150/5300-6, Table 3-6, line 7.
3. There are no threshold surface penetrations.
4. Site survey data from 5 foot contour mapping taken on June 5, 2015 photogrammetry.
5. All coordinates are NAD83. Elevations are NAVD88.

Part 77 Surface Obstruction Table (Inner Portion RW 31)

<table>
<thead>
<tr>
<th>ID #</th>
<th>Description</th>
<th>Station / Offset</th>
<th>Elevation</th>
<th>Penetrated Surface Elevation</th>
<th>Amount Penetration</th>
<th>Disposition</th>
<th>Stage to Correct</th>
</tr>
</thead>
</table>

Note: Refer to the Airport Approach Drawing for information on the outer approach surfaces.

State of Alaska
Department of Transportation and Public Facilities
Central Region

Newtok Airport
Newtok, Alaska
Airport Layout Plan
Ultimate Inner Portion of the Approach Surface 31

By Date Revision
This ALP is for the future Newtok community, which will be located at the Mertarvik site.
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NOTES:
1. There are no controlling obstructions for Runway 23. Therefore, this controlling obstruction clearance slope is established as 34:1 per FAA AC 150/5030-20A, Chapter 4, Data Element Number 37.
2. There are no object penetrations in the Runway Approach End Using Runway 23. As required in FAA AC 150/5030-20A, Table 5-1, Line 7.
3. There are no threshold surface penetrations.
4. Begin data from 5-foot contour mapping based on June 2, 2005 photogrammetry by BAAL.
5. All coordinates are NAD83, elevations are NAVD88.
This ALP is for the future Newtok community, which will be located at the Mertarvik site.

<table>
<thead>
<tr>
<th>ID</th>
<th>DESCRIPTION</th>
<th>STATION / OFFSET</th>
<th>ELEVATION</th>
<th>SURFACE PENETRATION</th>
<th>SURFACE ELEVATION</th>
<th>AMOUNT OF PENETRATION</th>
<th>DISPOSITION</th>
<th>STAGE TO CORRECT</th>
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**NOTES:**

1. ENHANCED ELEVATION IS 30FT (GND ALT).
2. APPROACH SURFACES ARE 24/1 DESIGNING 207 BEYOND THE THRESHOLDS.
3. BASE MAP DATA IS 2 FT CONTOUR MAPPING BASED ON JUNE 1963 PHOTOGRAMMETRY.
4. REFER TO THE UPPER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.
5. PRIMARY SURFACE WIDTH IS 50FT.
6. THERE ARE NO KNOWN ORIGINATIONS OR SPECIAL HEAT HEIGHT RESTRICTIONS.
7. RUNWAY THRESHOLD 13: EL 30.3FT
   RUNWAY THRESHOLD 21: EL 31.0FT
   RUNWAY THRESHOLD 31: EL 31.0FT
   RUNWAY THRESHOLD 33: EL 31.0FT
8. ALL COORDINATES ARE NAD88, ELEVATIONS ARE NAVD88.
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