

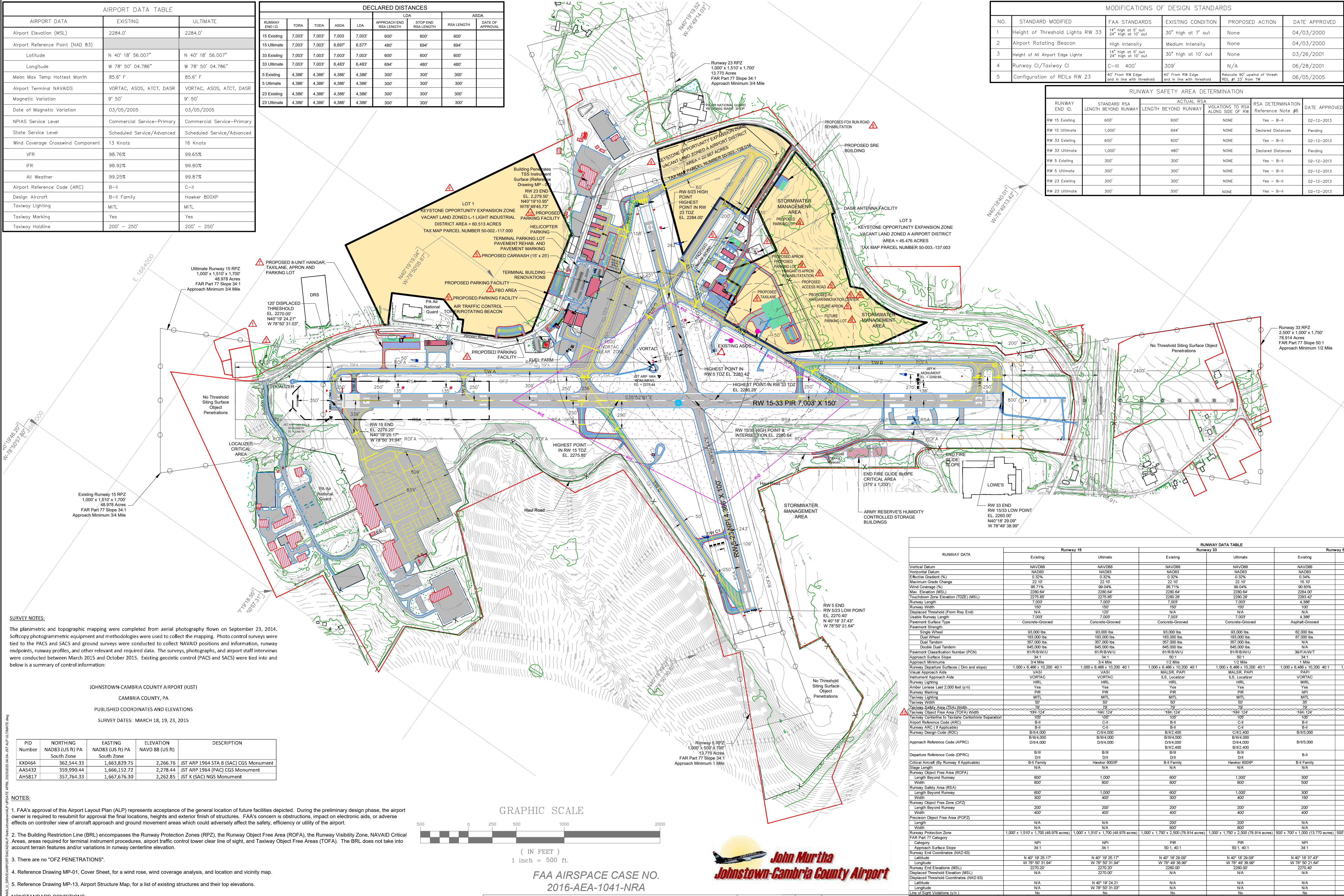
AIRPORT DATA TABLE		
AIRPORT DATA	EXISTING	ULTIMATE
Airport Elevation (MSL)	2284.0'	2284.0'
Airport Reference Point (NAD 83)		
Latitude	N 40° 18' 56.007"	N 40° 18' 56.007"
Longitude	W 78° 50' 04.786"	W 78° 50' 04.786"
Mean Max Temp Hottest Month	85.6° F	85.6° F
Airport Terminal NAVAIDS	VORTAC, ASOS, ATCT, DASR	VORTAC, ASOS, ATCT, DASR
Magnetic Variation	9° 50'	9° 50'
Date of Magnetic Variation	03/05/2005	03/05/2005
NPIAS Service Level	Commercial Service-Primary	Commercial Service-Primary
State Service Level	Scheduled Service/Advanced	Scheduled Service/Advanced
Wind Coverage Crosswind Component	13 Knots	16 Knots
VFR	98.76%	99.65%
IFR	98.92%	99.80%
All Weather	99.25%	99.87%
Airport Reference Code (ARC)	B-II	C-II
Design Aircraft	B-II Family	Hawker 800XP
Taxiway Lighting	MTL	MTL
Taxiway Marking	Yes	Yes
Taxiway Holdline	200' - 250'	200' - 250'

DECLARED DISTANCES									
RUNWAY END ID	LDA				ASDA				DATE OF APPROVAL
	TORA	TODA	ASDA	LDA	APPROACH END RSA LENGTH	STOP END RSA LENGTH	RSA LENGTH	DATE OF APPROVAL	
15 Existing	7,003'	7,003'	7,003'	7,003'	600'	600'	600'		
15 Ultimate	7,003'	7,003'	6,697'	6,577'	480'	694'	694'		
33 Existing	7,003'	7,003'	7,003'	7,003'	600'	600'	600'		
33 Ultimate	7,003'	7,003'	6,483'	6,483'	694'	480'	480'		
8 Existing	4,386'	4,386'	4,386'	4,386'	300'	300'	300'		
5 Ultimate	4,386'	4,386'	4,386'	4,386'	300'	300'	300'		
23 Existing	4,386'	4,386'	4,386'	4,386'	300'	300'	300'		
23 Ultimate	4,386'	4,386'	4,386'	4,386'	300'	300'	300'		

MODIFICATIONS OF DESIGN STANDARDS				
NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION
1	Height of Threshold Lights RW 33	14" high at 5' out 24" high at 10' out	30" high at 7' out	None
2	Airport Rotating Beacon	High Intensity	Medium Intensity	None
3	Height of All Airport Edge Lights	14" high at 5' out 24" high at 10' out	30" high at 10' out	None
4	Runway C/Taxiway C-I	C-III - 400'	300'	N/A
5	Configuration of REILs RW 23	40' from RW Edge and in line with threshold	40' from RW Edge and in line with threshold	Relocate 90' upwind of threshold to 23' from TW

RUNWAY SAFETY AREA DETERMINATION				
RUNWAY END ID	STANDARD RSA LENGTH BEYOND RUNWAY	ACTUAL RSA LENGTH BEYOND RUNWAY	VIOLATIONS TO RSA ALONG SIDE OF RW	RSA DETERMINATION Reference Note #6
RW 15 Existing	600'	600'	NONE	Yes - B-II
RW 15 Ultimate	1,000'	694'	NONE	Declared Distances
RW 33 Existing	600'	600'	NONE	Yes - B-II
RW 33 Ultimate	1,000'	480'	NONE	Declared Distances
RW 5 Existing	300'	300'	NONE	Yes - B-II
RW 5 Ultimate	300'	300'	NONE	Yes - B-II
RW 23 Existing	300'	300'	NONE	Yes - B-II
RW 23 Ultimate	300'	300'	NONE	Yes - B-II

EXISTING	DESCRIPTION	ULTIMATE
	RUNWAY CENTERLINE	
	RUNWAY SAFETY AREA (RSA)	
	RUNWAY OBJECT FREE AREA (ROFA)	
	RUNWAY OBSTACLE FREE ZONE (ROFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	AUTOMOBILE PARKING	
	VISUAL APP. SLOPE INDICATOR (VASI)	
	TAXIWAY SAFETY AREA (TSA)	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	AIRPORT PAVEMENT	
	AIRPORT REFERENCE POINT	
	AIRPORT BUILDINGS	
	MILITARY BUILDINGS	
	OTHER BUILDINGS	
	PAVEMENT TO BE REMOVED	
	AIRPORT PROPERTY LINE	
	FENCE	
	ROADS	
	GROUND ELEVATION CONTOURS	
	AUTOMATED SURFACE OBSERVING SYSTEM	
	TIE-DOWNS	
	PROPERTY TO BE ACQUIRED	
	AVIGATION EASEMENTS	
	VORTAC	
	PREC. APP. PATH INDICATORS (PAPI)	
	WIND CONE/SOCC	
	OBSTRUCTION LIGHT	
	RUNWAY VISIBILITY ZONE	
	ROTATING BEACON	
	THRESHOLD/RUNWAY END LIGHTS	
	MEDIUM INTENSITY APPROACH LIGHTS	
	TAXIWAY SAFETY AREA (TSA)	
	TAXIWAY OBJECT FREE AREA (TOFA)	
	PRECISION OBSTACLE FREE ZONE	
	KEYSTONE OPPORTUNITY ZONE	



SURVEY NOTES:

The planimetric and topographic mapping were completed from aerial photography flown on September 23, 2014. Sonotop photogrammetric equipment and methodologies were used to collect the mapping. Photo control surveys were tied to the PACS and SACS and ground surveys were conducted to collect NAVAID positions and information, runway endpoints, runway profiles, and ground surveys and required data. The surveys, photographs, and airport staff interviews were conducted between March 2015 and October 2015. Existing geodetic control (PACS and SACS) were tied into and below is a summary of control information:

JOHNSTOWN-CAMBRIA COUNTY AIRPORT (KJT)
CAMBRIA COUNTY, PA
PUBLISHED COORDINATES AND ELEVATIONS
SURVEY DATES: MARCH 18, 19, 23, 2015

PID Number	NORTHING NAD83 (US ft) PA South Zone	EASTING NAD83 (US ft) PA South Zone	ELEVATION NAVD 88 (US ft)	DESCRIPTION
KK0464	362,344.33	1,663,829.75	2,266.76	JST ARP 1964 STA B (SAC) CGS Monument
AK5432	359,990.44	1,666,152.72	2,278.44	JST ARP 1964 (PAC) CGS Monument
AH5817	357,764.33	1,667,676.30	2,262.85	JST K (SAC) NGS Monument

- NOTES:**
1. FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids, or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.
 2. The Building Restriction Line (BRL) encompasses the Runway Protection Zones (RPZ), the Runway Object Free Area (ROFA), the Runway Visibility Zone, NAVAID Critical Areas, areas required for terminal instrument procedures, airport traffic control tower clear line of sight, and Taxiway Object Free Areas (TOFA). The BRL does not take into account terrain features and/or variations in runway centerline elevation.
 3. There are no "OFZ PENETRATIONS".
 4. Reference Drawing MP-01, Cover Sheet, for a wind rose, wind coverage analysis, and location and vicinity map.
 5. Reference Drawing MP-13, Airport Structure Map, for a list of existing structures and their top elevations.

NONSTANDARD CONDITIONS:

1. There are several incompatible land uses in the Runway Protection Zones (RPZs). Refer to Drawing No. MP-09, Land Use Drawing, for property information and details regarding proposed action. It should be noted, the building located in the Runway 23 RPZ is not a place of public assembly; it is a military storage facility and does not have any offices in it or persons stationed there.

JOHNSTOWN-CAMBRIA COUNTY AIRPORT AUTHORITY

APPROVED _____

DATE _____

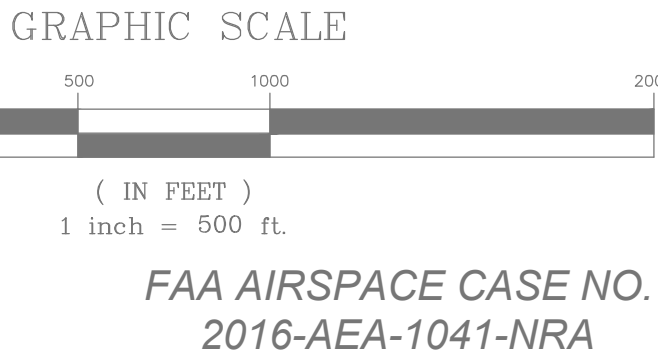
CHAIRMAN

CONDITIONALLY APPROVED _____

MANAGER, AIRPORTS DISTRICT OFFICE

DATE _____ SUBJECT TO Comments in Letter Dated: _____

FAA Airspace Case Number: 2016-AEA-1041-NRA



John Murtha
Johnstown-Cambria County Airport

FAA AIRSPACE CASE NO.
2016-AEA-1041-NRA

PENNDOT, BUREAU OF AVIATION

FAA AIRSPACE CASE NO.	REV. NO.	ITEM	DATE	SPONSOR APPROVAL	FAA APPROVAL
No ASN	1	Updated Airport Property Line to include Blair property acquired	10/2018	JCCAA	
No ASN	2	Updated Airport Property Line to include Homer property acquired	09/2019	JCCAA	
2016-AEA-170-NRA	1	Updated FBO Building Footprint	12/2019	JCCAA	
No ASN	2	Updated KOZ Boundary and Air National Guard Lease Area	12/2019	JCCAA	
2022-AEA-2064-NRA	1	Added Proposed Carwash Location	01/2022	CCC	
2022-AEA-2078-NRA	1	Added Proposed 2-Unit Hangar, Apron and Parking Lot	01/2022	CCC	
2022-AEA-3976-NRA	1	Added 8-unit hangar, taxiway, apron, and parking lot	05/28/2024	CCC	
2024-AEA-1785-NRA	1	Added Eastside Development Area	05/28/2024	CCC	
No ASN	2	Added Terminal Parking Lots, Regional Jet Hangar	01/29/2025	CCC	
No ASN	3	Added Long Term Parking, Updated TOFA width to 124'	04/11/2025	CCC	

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JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT

CAMBRIA COUNTY RICHLAND TOWNSHIP PENNSYLVANIA

ULTIMATE AIRPORT LAYOUT PLAN

AIP NO: 3-42-0045-048-2014 DATE: 03/10/2016 DRAWING NO. _____

PROJECT NO: 14-1800-0131 DRAWN BY: RAK

CAD FILE: P JST ALP 14-0131.dwg CHECKED BY: CCC

MP - 03