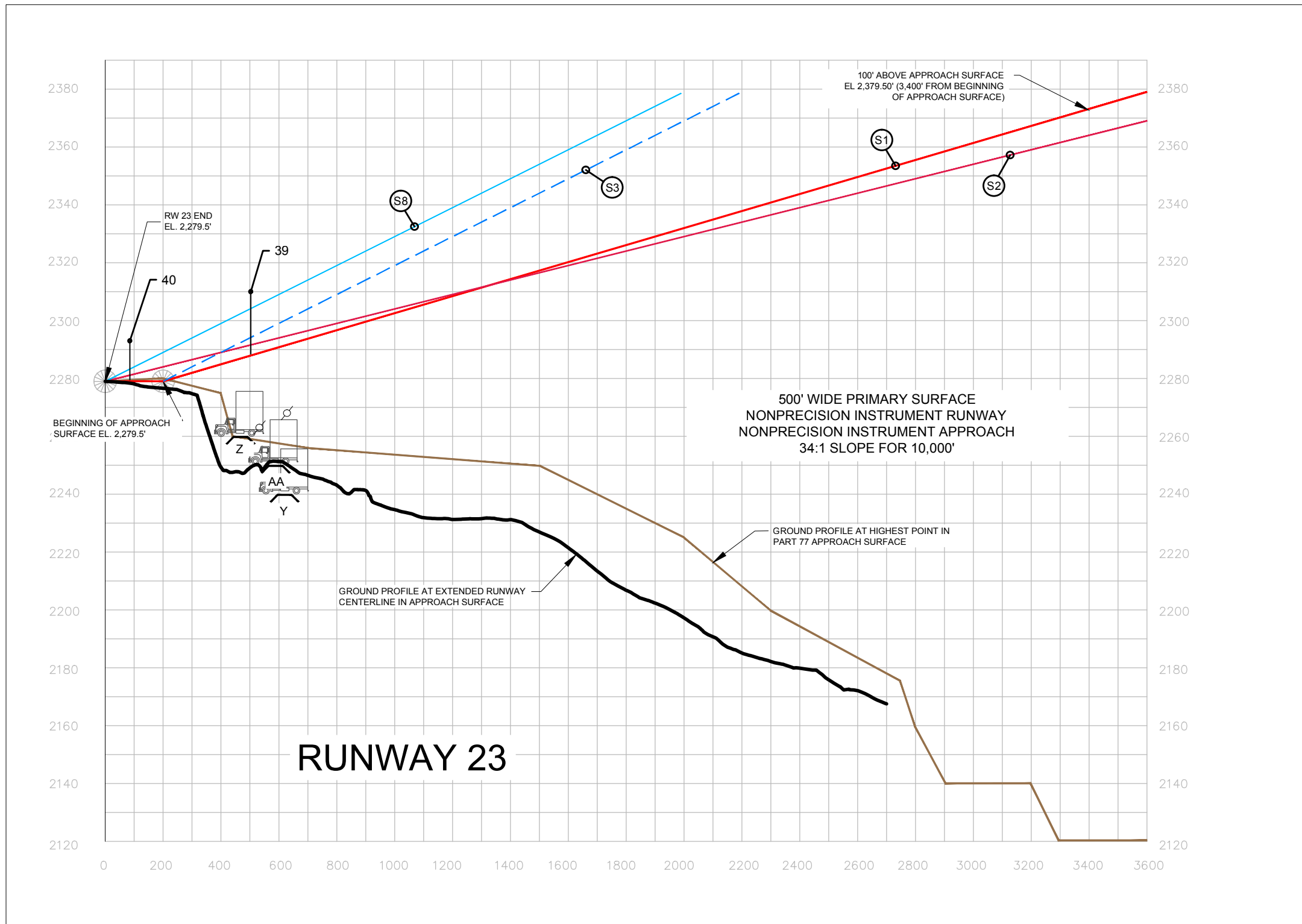
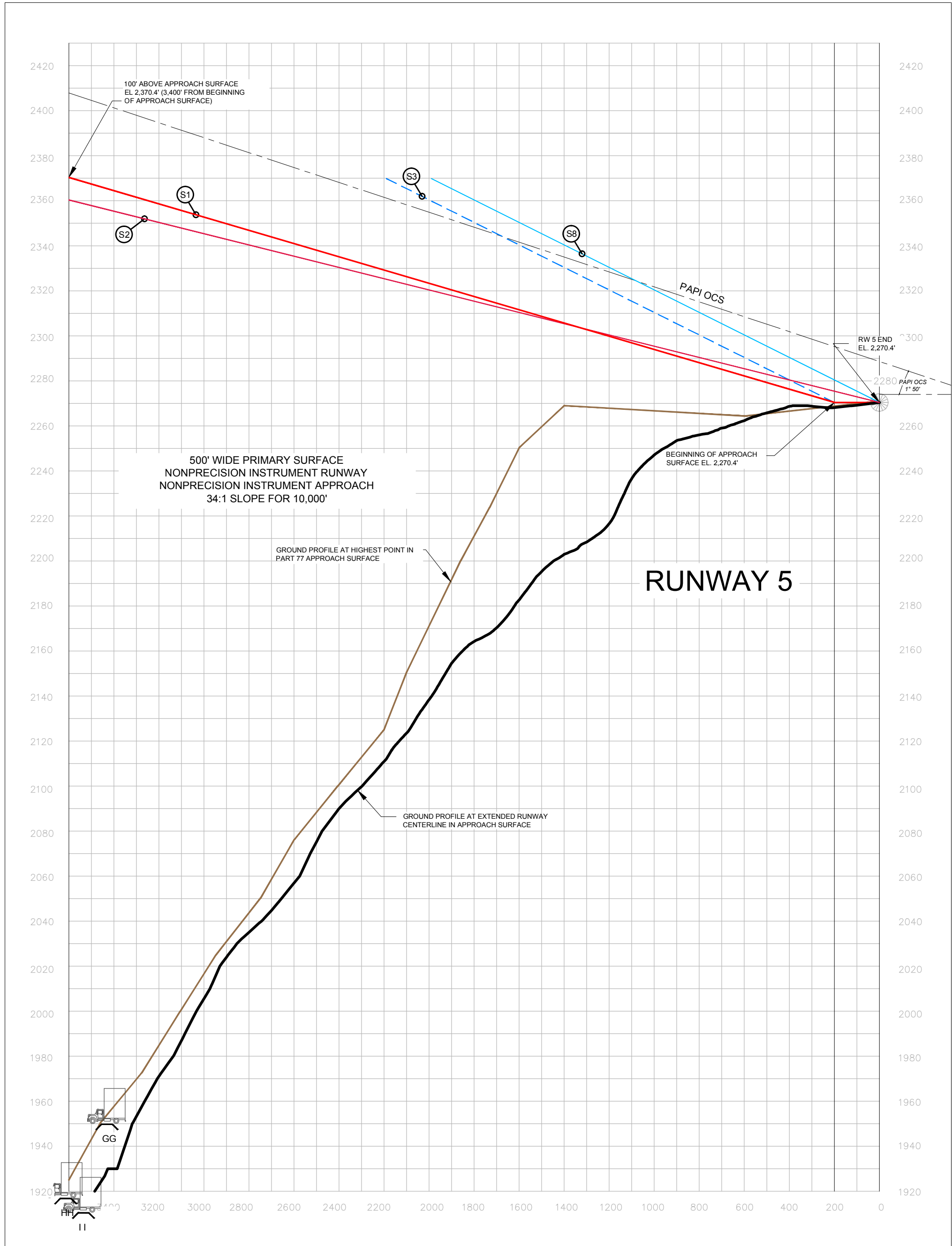
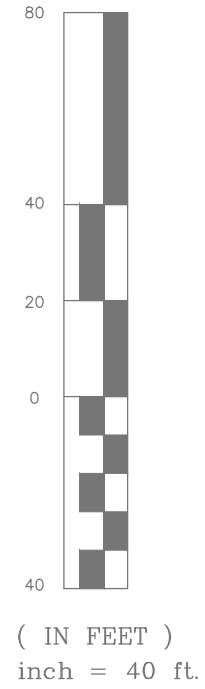


PLAN LEGEND	
	DESCRIPTION
	FAR Part 77 Approach Surface
	FAR Part 77 Approach Surface (50' Index)
	Existing Runway Protection Zone (RPZ)
	Existing Airport Property Line
	Ultimate Airport Property Line
	Glide Path Qualification Surface (GQS)
	Proposed 800' x 3,800' x 10,000' (20:1 Slope)
	Existing 800' x 3,800' x 10,000' (20:1 Slope)
	Existing Departure Surface (1,000'x6,466'x10,200') (40:1 Slope)
	Existing Threshold Siting Surface (800'x3,800'x10,000') (34:1 Slope)
	Ground Elevation Contours
	Runway Safety Area
	Runway Object Free Area
	Runway Obstacle Free Zone



VERTICAL SCALE



PROFILE SURFACE LEGEND		
NUMBER	DESCRIPTION	RUNWAY END
S1	FAR Part 77 Approach Surface (1,000'x4,000'x10,000') (34:1 Slope)	15, 5, 23
S2	Existing Departure Surface (1,000'x6,466'x10,200') (40:1 Slope)	15, 33, 5, 23
S3	Existing Threshold Siting Surface (400'x3,800'x10,000') (20:1 Slope)	15, 5, 23
S4	Glide Slope Qualification Surface (GQS) (350'x1,520'x10,000') (30:1 Slope)	15, 33
S5	FAR Part 77 Approach Surface (1,000'x16,000'x50,000') (50:1 Slope for 10,000' - 40 to 1 for 40,000')	33
S6	Existing Threshold Siting Surface (800'x3,800'x10,000') (34:1 Slope)	33
S7	Proposed Threshold Siting Surface (400'x3,800'x10,000') (20:1 Slope)	15

PROFILE LEGEND	
EXISTING	DESCRIPTION
	FAR Part 77 Approach Surface
	400' x 1,000' x 1,500' x 8,500' (20:1 Slope)
	Existing 800' x 3,800' x 10,000' (20:1 Slope)
	Proposed 800' x 3,800' x 10,000' (20:1 Slope)
	800' x 3,800' x 10,000' (34:1 Slope)
	Glide Path Qualification Surface (GQS)
	1,000' x 6,466' x 10,200' (40:1 Slope)
	PAPI Obstruction Clearance Surface
	Existing Ground (Centerline)
	Existing Ground (Highest Point)
	Road intersects Part 77 Approach Surface

NOTES:

- The elevations (EL.) and clearances (CL.) of roads in the Plan View do not include an increase in elevation for vehicles; however, the Profile View depicts each with a 15' Truck.
- The mapping conforms to the National Map Accuracy Standards.
- The highest point of this building that penetrates the Departure Surface is 2,314.0'. The highest point of the building that penetrates the TSS Instrument Surface is 2305.9'.

Runway 23 Obstruction Data Table															
Object No.	Obejct Description	Ground Surface Elevation (FT)	Object Height (FT)	Object Elevation (FT)	Distance to Existing R/W End (FT)	Offset From Existing R/W CL (FT)	Part 77 Penetration (FT)	Part 77 Surface Penetrated	Threshold Siting Surface No. 3 Penetration (FT)	Threshold Siting Surface No. 6 Penetration (FT)	Departure Surface No. 9 Penetration (FT)	Proposed Action	Parcel Ref No	Property Owner	
39	BUILDING	2,263	46.7	2,310	503 (23 End)	382	RT	9.50	7:1 Transitional	NA	10.5	8.55	To Install Obstruction Light		Airport Property
40	BUILDING	2,275	24.5	2,299	85 (23 End)	462	RT	19.50	Primary	NA	NA	17.58	To Install Obstruction Light (2015-AEA-393-NRA)		Airport Property
41	BUILDING	2,276	23.6	2,299	122 (Back 23 End)	466	RT	19.50	Primary	NA	NA	N/A	To Install Obstruction Light (2015-AEA-395-NRA)		Airport Property

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



REV. NO.	ITEM	DATE	SPONSOR APPROVAL	FAA APPROVAL

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JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT			
CAMBRIA COUNTY		RICHLAND TOWNSHIP	
PENNSYLVANIA			
INNER PORTION OF THE APPROACH SURFACE DRAWING			
AIP NO: 3-42-0045-046-2014		DATE: 03/10/2016	
PROJECT NO: 14-1800-0131		DRAWN BY: RAK	
CAD FILE: P JST INNER APP 14-0131.dwg		CHECKED BY: CCC	
		DRAWING NO.	
		MP -07	