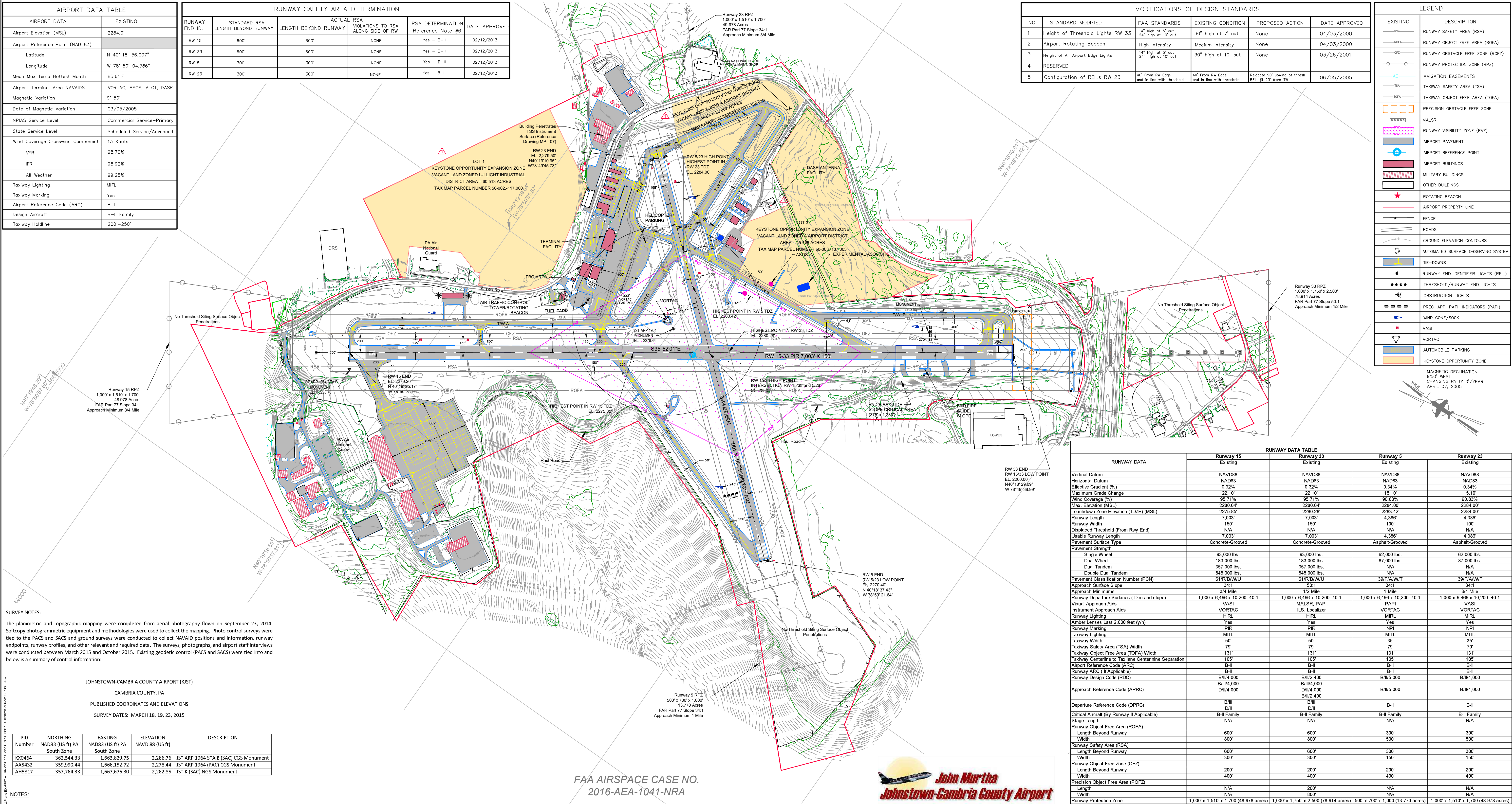


AIRPORT DATA TABLE	
AIRPORT DATA	EXISTING
Airport Elevation (MSL)	2284.0'
Airport Reference Point (NAD 83)	
Latitude	N 40° 18' 56.007"
Longitude	W 78° 50' 04.786"
Mean Max Temp Hottest Month	85.6° F
Airport Terminal Area NAVDAS	VORTAC, ASOS, ATCT, DASR
Magnetic Variation	9° 50'
Date of Magnetic Variation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

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	DATE APPROVED
RW 15	600'	600'	NONE	Yes - B-II	02/12/2013
RW 33	600'	600'	NONE	Yes - B-II	02/12/2013
RW 5	300'	300'	NONE	Yes - B-II	02/12/2013
RW 23	300'	300'	NONE	Yes - B-II	02/12/2013

MODIFICATIONS OF DESIGN STANDARDS					
NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	Height of Threshold Lights RW 33	14" high at 5' out 24" high at 10' out	30" high at 7' out	None	04/03/2000
2	Airport Rotating Beacon	High Intensity	Medium Intensity	None	04/03/2000
3	Height of All Airport Edge Lights	14" high at 5' out 24" high at 10' out	30" high at 10' out	None	03/26/2001
4	RESERVED				
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 #1 23' from TW	06/05/2005

LEGEND	
EXISTING	DESCRIPTION
—RSA—	RUNWAY SAFETY AREA (RSA)
—ROFA—	RUNWAY OBJECT FREE AREA (ROFA)
—OFZ—	RUNWAY OBSTACLE FREE ZONE (ROFZ)
—RPZ—	RUNWAY PROTECTION ZONE (RPZ)
—E—	AVIGATION EASEMENTS
—TSA—	TAXIWAY SAFETY AREA (TSA)
—TOFA—	TAXIWAY OBJECT FREE AREA (TOFA)
—	PRECISION OBSTACLE FREE ZONE
—MALSR—	MALSR
—RW—	RUNWAY VISIBILITY ZONE (RVZ)
—	AIRPORT PAVEMENT
—	AIRPORT REFERENCE POINT
—	AIRPORT BUILDINGS
—	MILITARY BUILDINGS
—	OTHER BUILDINGS
★	ROTATING BEACON
—	AIRPORT PROPERTY LINE
—	FENCE
—	ROADS
—	GROUND ELEVATION CONTOURS
—	AUTOMATED SURFACE OBSERVING SYSTEM
—	TIE-DOWNS
—	RUNWAY END IDENTIFIER LIGHTS (REIL)
—	THRESHOLD/RUNWAY END LIGHTS
—	OBSTRUCTION LIGHTS
—	PREC. APP. PATH INDICATORS (PAPI)
—	WIND CONE/SOCK
—	VASI
—	VORTAC
—	AUTOMOBILE PARKING
—	KEYSTONE OPPORTUNITY ZONE



SURVEY NOTES:

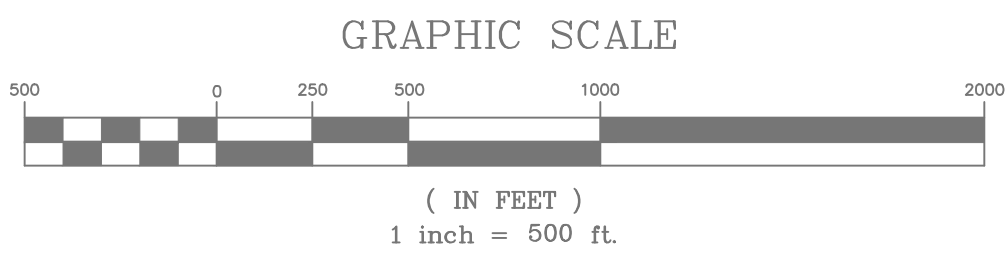
The planimetric and topographic mapping were completed from aerial photography flown on September 23, 2014. Softcopy photogrammetric equipment and methodologies were used to collect the mapping. Photo control surveys were tied to the PACS and SACS and ground surveys were conducted to collect NAVD83 positions and information, runway endpoints, runway profiles, and other relevant 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 (KJST)				
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
KX0464	362,544.33	1,663,829.75	2,266.76	JST ARP 1964 STA B (SAC) CGS Monument
AA5432	359,990.44	1,666,152.72	2,278.44	JST ARP 1964 (PAC) CGS Monument
AHS817	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, NAVD83 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.

JOHNSTOWN-CAMBRIA COUNTY AIRPORT AUTHORITY		FEDERAL AVIATION ADMINISTRATION	
APPROVED _____	CHAIRMAN	CONDITIONALLY APPROVED _____	MANAGER, AIRPORTS DISTRICT OFFICE
DATE _____		DATE _____ SUBJECT TO Comments in Letter Dated: _____	FAA Airspace Case Number: 2016-AEA-1041-NRA

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



DECLARED DISTANCES							
LDA				ASDA			
RUNWAY END ID.	TORA	TODA	ASDA	LDA	APPROACH END RSA LENGTH	STOP END RSA LENGTH	DATE OF APPROVAL
15 Existing	7,003'	7,003'	7,003'	7,003'	600'	600'	N/A
33 Existing	7,003'	7,003'	7,003'	7,003'	600'	600'	N/A
5 Existing	4,386'	4,386'	4,386'	4,386'	300'	300'	N/A
23 Existing	4,386'	4,386'	4,386'	4,386'	300'	300'	N/A

RUNWAY DATA TABLE				
RUNWAY DATA	Runway 15 Existing	Runway 33 Existing	Runway 5 Existing	Runway 23 Existing
Vertical Datum	NAVD88	NAVD88	NAVD88	NAVD88
Horizontal Datum	NAD83	NAD83	NAD83	NAD83
Effective Gradient (%)	0.32%	0.32%	0.34%	0.34%
Maximum Grade Change	22.10'	22.10'	15.10'	15.10'
Wind Coverage (%)	95.71%	95.71%	90.83%	90.83%
Max. Elevation (MSL)	2284.00'	2284.00'	2284.00'	2284.00'
Touchdown Zone Elevation (TDZE) (MSL)	2275.85'	2275.85'	2284.00'	2284.00'
Runway Length	7,003'	7,003'	4,386'	4,386'
Runway Width	150'	150'	100'	100'
Displaced Threshold (From Rwy End)	N/A	N/A	4,386'	4,386'
Usable Runway Length	7,003'	7,003'	4,386'	4,386'
Pavement Surface Type	Concrete-Grooved	Concrete-Grooved	Asphalt-Grooved	Asphalt-Grooved
Pavement Strength				
Single Wheel	62,000 lbs.	62,000 lbs.	62,000 lbs.	62,000 lbs.
Dual Wheel	183,000 lbs.	183,000 lbs.	87,000 lbs.	87,000 lbs.
Dual Tandem	357,000 lbs.	357,000 lbs.	N/A	N/A
Double Dual Tandem	845,000 lbs.	845,000 lbs.	N/A	N/A
Pavement Classification Number (PCN)	61/R/B/WWU	61/R/B/WWU	38/F/A/W/T	38/F/A/W/T
Approach Surface Slope	34:1	50:1	34:1	34:1
Approach Minimums	3/4 Mile	1/2 Mile	1 Mile	3/4 Mile
Runway Departure Surfaces (Dim and slope)	1,000 x 6,468 x 10,200 40:1	1,000 x 6,468 x 10,200 40:1	1,000 x 6,468 x 10,200 40:1	1,000 x 6,468 x 10,200 40:1
Visual Approach Aids	VASI	MALSR PAPI	MALSR PAPI	VASI
Instrument Approach Aids	VORTAC	ILS Localizer	VORTAC	VORTAC
Runway Lighting	HIRL	MIRL	MIRL	MIRL
Amber Lenses Last 2,000 feet (y/n)	Yes	Yes	Yes	Yes
Runway Marking	PIR	NPI	NPI	NPI
Taxiway Lighting	MITL	MITL	MITL	MITL
Taxiway Width	50'	50'	35'	35'
Taxiway Safety Area (TSA) Width	79'	79'	79'	79'
Taxiway Object Free Area (TOFA) Width	131'	131'	131'	131'
Taxiway Centerline to Taxiway Centerline Separation	105'	105'	105'	105'
Airport Reference Code (ARC)	B-II	B-II	B-II	B-II
Runway ARC (if Applicable)	B-I	B-II	B-II	B-II
Runway Design Code (RDC)	B/II/4,000	B/II/4,000	B/II/5,000	B/II/4,000
Approach Reference Code (APRC)	B/II/4,000	D/II/4,000	B/II/5,000	B/II/4,000
Departure Reference Code (DPRC)	B/II	D/II	B-II	B-II
Critical Aircraft (By Runway if Applicable)	B-II Family	B-II Family	B-II Family	B-II Family
Stage Length	N/A	N/A	N/A	N/A
Runway Object Free Area (ROFA)				
Length Beyond Runway	600'	600'	300'	300'
Width	800'	800'	500'	500'
Runway Safety Area (RSA)				
Length Beyond Runway	600'	600'	300'	300'
Width	300'	300'	150'	150'
Runway Object Free Zone (OFZ)				
Length Beyond Runway	200'	200'	200'	200'
Width	400'	400'	400'	400'
Precision Object Free Area (POFZ)				
Length	N/A	200'	N/A	N/A
Width	N/A	500'	N/A	N/A
Runway Protection Zone	1,000' x 1,510' x 1,700 (48,978 acres)	1,000' x 1,750' x 2,500 (78,914 acres)	500' x 700' x 1,000 (13,770 acres)	1,000' x 1,510' x 1,700 (48,978 acres)
FAA Part 77 Category				
Approach Surface Slope	NPI (Column D)	PIR	NPI (Column D)	NPI (Column D)
Runway End Coordinates (NAD 83)	34:1	50:1	34:1	34:1
Latitude	N 40° 18' 25.17"	N 40° 18' 28.09"	N 40° 18' 37.43"	N 40° 18' 10.95"
Longitude	W 78° 50' 31.84"	W 78° 49' 38.99"	W 78° 50' 21.64"	W 78° 49' 45.73"
Runway 5 Elevations (MSL)	2270.20'	2280.50'	2270.40'	2278.50'
Displaced Threshold Elevation (MSL)	N/A	N/A	N/A	N/A
Displaced Threshold Coordinates (NAD 83)				
Latitude	N/A	N/A	N/A	N/A
Longitude	N/A	N/A	N/A	N/A
Line of Sight Violations (y/n)	No	No	No	No

PENNDOT, BUREAU OF AVIATION

REV. NO.	ITEM	DATE	SPONSOR APPROVAL	FAA APPROVAL
1	Updated KOZ Boundary and Air National Guard Lease Area			

CDI • LR Kimball

615 West Highland Ave.
Ebensburg, Pa. 15931

phone (814) 472-7700
fax (814) 472-7712
email cory.cree@cdicorp.com
web site www.lrkimball.com

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT			
CAMBRIA COUNTY		RICHLAND TOWNSHIP	
PENNSYLVANIA			
EXISTING AIRPORT LAYOUT PLAN			
AIP NO:	3-42-0045-046-2014	DATE:	03/10/2016
PROJECT NO:	14-1800-0131	DRAWN BY:	RAK
CAD FILE:	P JST ALP EXISTING 14-0131.dwg	CHECKED BY:	CCC
DRAWING NO.			MP - 02