## 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) | | Existing Penetration (FT) | Existing Part 77 Surface Penetrated | Ultimate Part 77 Penetration (FT) | Ultimate Part 77 Surface Penetrated | Proposed Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | TREES | 2,224 | 75.3 | 2,299 | 802 (15 End) | 321 | LT | 11.40 | 34:1 Approach | 11.40 | 34:1 Approach | To Be Removed (2016-AEA-5563-OE) |
| 2 | TREE | 2,264 | 28.8 | 2,293 | 568 (15 End) | 432 | LT | 10.90 | 34:1 Approach | 10.90 | 34:1 Approach | To Be Removed |
| 3 | TREE | 2,271 | 14.7 | 2,286 | 365 (15 End) | 474 | LT | 10.24 | 34:1 Approach | 10.24 | 34:1 Approach | To Be Removed |
| 4 | FENCE | 2,268 | 4.2 | 2,272 | 164 (15 End) | 479 | LT | 1.20 | Primary | 1.20 | Primary | To Remain (2016-AEA-1027-NRA) |
| 5 | TREE | 2,272 | 25 | 2,297 | 372 (15 End) | 524 | LT | 21.40 | 34:1 Approach | 21.40 | 34:1 Approach | To Be Removed |
| 6 | BUILDING | 2,272 | 25.9 | 2,298 | 979 (Back 15 End) | 574 | LT | 9.70 | 7:1 Transitional | 9.70 | 7:1 Transitional | Existing Obstruction Light |
| 7 | TREE | 2,267 | 16.5 | 2,283 | 557 (15 End) | 556 | LT | 2.11 | 7:1 Transitional | 2.11 | 7:1 Transitional | To Be Removed |
| 8 | TREE | 2,266 | 24.8 | 2,291 | 549 (15 End) | 583 | LT | 6.18 | 7:1 Transitional | 6.18 | 7:1 Transitional | To Be Removed |
| 9 | TREE | 2,276 | 17.1 | 2,293 | 413 (15 End) | 611 | LT | 4.93 | 7:1 Transitional | 4.93 | 7:1 Transitional | To Be Removed |
| 10 | TREE | 2,275 | 21.7 | 2,297 | 391 (15 End) | 610 | LT | 9.26 | 7:1 Transitional | 9.26 | 7:1 Transitional | To Be Removed |
| 11 | TREE | 2,276 | 17.5 | 2,293 | 394 (15 End) | 629 | LT | 3.30 | 7:1 Transitional | 3.30 | 7:1 Transitional | To Be Removed |
| 12 | TREE | 2,276 | 19.4 | 2,295 | 373 (15 End) | 619 | LT | 6.43 | 7:1 Transitional | 6.43 | 7:1 Transitional | To Be Removed |
| 13 | TREE | 2,276 | 22.9 | 2,299 | 247 (15 End) | 606 | LT | 13.54 | 7:1 Transitional | 13.54 | 7:1 Transitional | To Be Removed |
| 14 | TREE | 2,277 | 25.6 | 2,302 | 266 (15 End) | 676 | LT | 6.47 | 7:1 Transitional | 6.47 | 7:1 Transitional | To Be Removed |
| 15 | TREE | 2,276 | 23.3 | 2,300 | 222 (15 End) | 643 | LT | 8.92 | 7:1 Transitional | 8.92 | 7:1 Transitional | To Be Removed |
| 16 | TREE | 2,277 | 10.3 | 2,287 | 197 (15 End) | 607 | LT | 1.48 | 7:1 Transitional | 1.48 | 7:1 Transitional | To Be Removed |
| 17 | TREE | 2,277 | 23.8 | 2,301 | 214 (15 End) | 682 | LT | 4.41 | 7:1 Transitional | 4.41 | 7:1 Transitional | To Be Removed |
| 18 | TREE | 2,277 | 26.6 | 2,303 | 174 (15 End) | 648 | LT | 11.83 | 7:1 Transitional | 11.83 | 7:1 Transitional | To Be Removed |
| 19 | TREE | 2,277 | 22.1 | 2,299 | 173 (15 End) | 686 | LT | 2.24 | 7:1 Transitional | 2.24 | 7:1 Transitional | To Be Removed |
| 20 | TREE | 2,277 | 24.7 | 2,302 | 137 (15 End) | 653 | LT | 9.29 | 7:1 Transitional | 9.29 | 7:1 Transitional | To Be Removed |
| 21 | TREE | 2,277 | 22.7 | 2,299 | 137 (15 End) | 686 | LT | 1.69 | 7:1 Transitional | 1.69 | 7:1 Transitional | To Be Removed |
| 22 | TREE | 2,277 | 24.3 | 2,301 | 110 (15 End) | 711 | LT | 0.47 | 7:1 Transitional | 0.47 | 7:1 Transitional | To Be Removed |
| 23 | TREE | 2,277 | 22.3 | 2,299 | 108 (15 End) | 662 | LT | 5.75 | 7:1 Transitional | 5.75 | 7:1 Transitional | To Be Removed |
| 24 | TREE | 2,278 | 33.0 | 2,311 | 84 (15 End) | 754 | LT | 3.74 | 7:1 Transitional | 3.74 | 7:1 Transitional | To Be Removed |
| 25 | TREE | 2,277 | 34.4 | 2,311 | 66 (15 End) | 756 | LT | 4.31 | 7:1 Transitional | 4.31 | 7:1 Transitional | To Be Removed |
| 26 | TREE | 2,278 | 29.9 | 2,308 | 111 (15 End) | 630 | LT | 18.81 | 7:1 Transitional | 18.81 | 7:1 Transitional | To Be Removed |
| 27 | TREE | 2,277 | 26.5 | 2,304 | 78 (15 End) | 684 | LT | 6.70 | 7:1 Transitional | 6.70 | 7:1 Transitional | To Be Removed |
| 28 | TREE | 2,279 | 17.6 | 2,296 | 75 (15 End) | 647 | LT | 4.57 | 7:1 Transitional | 4.57 | 7:1 Transitional | To Be Removed |
| 29 | TREE | 2,278 | 24.9 | 2,303 | 41 (15 End) | 665 | LT | 9.00 | 7:1 Transitional | 9.00 | 7:1 Transitional | To Be Removed |
| 30 | TREE | 2,278 | 28.3 | 2,306 | 8 (15 End) | 679 | LT | 10.11 | 7:1 Transitional | 10.11 | 7:1 Transitional | To Be Removed |
| 31 | TREE | 2,278 | 31.9 | 2,310 | 23 (Back 15 End) | 692 | LT | 11.45 | 7:1 Transitional | 11.45 | 7:1 Transitional | To Be Removed |
| 32 | FENCE | 2,278 | 8.6 | 2,287 | 67 (Back 15 End) | 603 | LT | 1.34 | 7:1 Transitional | 1.34 | 7:1 Transitional | To Remain (2016-AEA-1028-NRA) |
| 33 | FENCE | 2,275 | 8.7 | 2,284 | 18 (Back 15 End) | 577 | LT | 2.18 | 7:1 Transitional | 2.18 | 7:1 Transitional | To Remain (2016-AEA-1029-NRA) |
| 34 | FENCE | 2,270 | 8.6 | 2,279 | 41 (15 End) | 542 | LT | 2.14 | 7:1 Transitional | 2.14 | 7:1 Transitional | To Remain (2016-AEA-1031-NRA) |
| 35 | FENCE | 2,269 | 8.7 | 2,278 | 100 (15 End) | 507 | LT | 6.10 | 7:1 Transitional | 6.10 | 7:1 Transitional | To Install Obstruction Light (2016-AEA-1030-NRA) |
| 36 | TREE | 2,277 | 5.8 | 2,283 | 2,138 (Back 15 End) | 507 | LT | 5.73 | 7:1 Transitional | 5.73 | 7:1 Transitional | To Be Removed |
| 37 | TREE | 2,269 | 18.3 | 2,287 | 2,247 (Back 15 End) | 543 | LT | 4.66 | 7:1 Transitional | 4.66 | 7:1 Transitional | To Be Removed |
| 38 | BUILDING | 2,269 | 96.3 | 2,365 | 2,365 (Back 15 End) | 602 | LT | 74.20 | 7:1 Transitional | 74.20 | 7:1 Transitional | ATCT (No Action) |
| 39 | BUILDING | 2,263 | 46.7 | 2,310 | 503 (23 End) | 382 | RT | 9.50 | 7:1 Transitional | 9.50 | 7:1 Transitional | To Install Obstruction Light |
| 40 | BUILDING | 2,275 | 24.5 | 2,299 | 85 (23 End) | 462 | RT | 19.50 | N/A | 19.50 | Primary Surface | To Install Obstruction Light (2015-AEA-393-NRA) |
| 41 | BUILDING | 2,275 | 23.6 | 2,299 | 122 (Back 23 End) | 466 | RT | 19.50 | N/A | 19.50 | Primary Surface | To Install Obstruction Light (2015-AEA-395-NRA) |

NOTES:

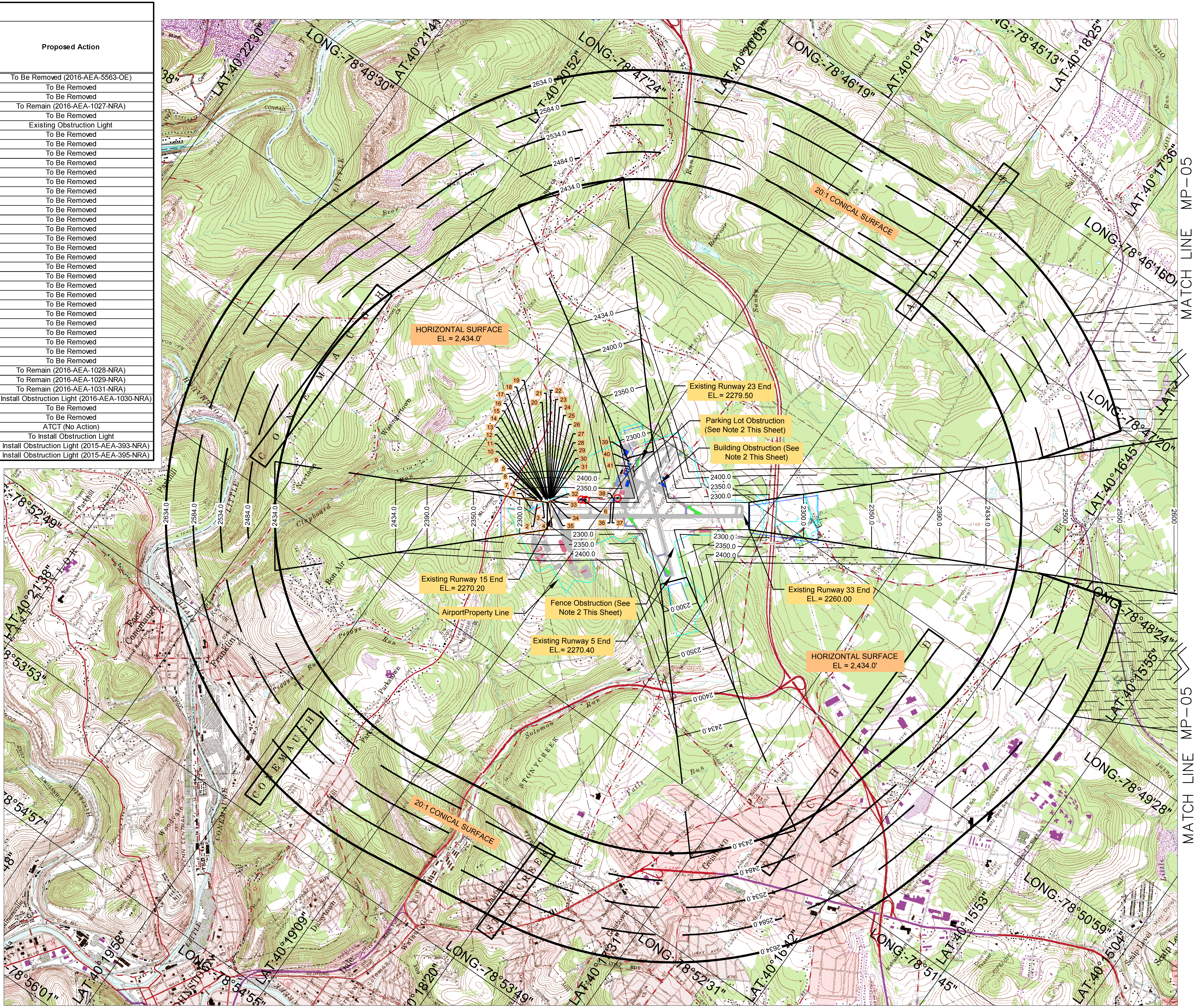
1. Base Map composed of seven (7) U.S.G.S. Topographic Maps.
   Beaverdale, PA quadrangle, 1981
   Geistown, PA quadrangle, 1981
   Johnstown, PA quadrangle, 1981
   Nanty Glo, PA quadrangle, 1984
   Ogletown, PA quadrangle, 1994
   Vintondale, PA quadrangle, 1994
   Windber, PA quadrangle, 1994
2. Contour Interval: 20 feet.
3. Imaginary surfaces are based on FAR Part 77.25 for Runways 15/33 and 5/23.
4. The Aerial Contours illustrate the height limitations within each zone.
5. Existing Topographic symbols are those used by the geological survey.
6. Established Airport Elevation: 2,284.0' feet MSL.
7. Assume 80' for tree heights.
8. Assume 30' for building heights.
9. Assume 35' for utility pole heights.
10. Reference Inner Portion of the Approach Surface Drawings for inner approach obstructions and their disposition.
11. Airport Hazard Zoning is enacted in Adams Township, Conemaugh Township (Article XX), Richland Township (Chapter 240 Article XX), and Stonycreek Township.

| PLAN LEGEND | |
|---|---|
| FAR PART 77 APPROACH SURFACE | ━━━━ |
| 7:1 TRANSITIONAL SURFACE (50' INDEX) | —— 2350.0' —— |
| PRIMARY SURFACE | ———— |
| BUILDING OBSTRUCTIONS | 🟦 |
| RUNWAY PROTECTION ZONE | ———— |
| PROPERTY LINE | ———— |
| PROPOSED PROPERTY LINE | ———— |
| OBSTRUCTION LIGHTS | ◉ |
| OBSTRUCTION NUMBER | 22 |

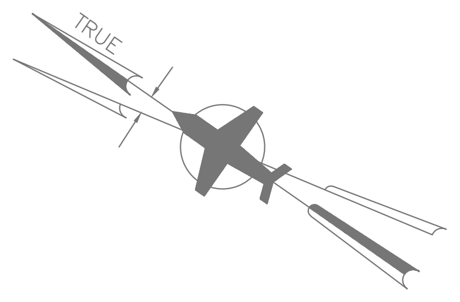
OBSTRUCTION NOTES:

1. Reference Drawings No. MP-06 & MP-07 for elevations and clearances of roads in approach surface at the extended runway centerline and approach surface edge.

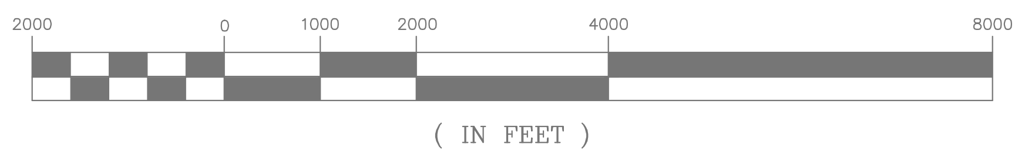
2. With the Approach Minimums for Runway 23 going from 1 mile on the previous Master Plan to ¾ mile currently, the Primary Surface width of Runway 5-23 has increased from 500 feet to 1,000 feet, which has in turn yielded additional Primary and Transitional Surface Obstructions. Some of the notable obstructions are identified via leader on the Master Plan drawings and include the Airport Perimeter Fence at the Runway 5 End, Hangar #14, and a portion of the overflow Terminal Building parking area. In the future, the FAA and the Airport Authority will need to discuss and to determine if all obstructions associated with a 1,000 Primary Surface will be determined and addressed or will the Approach Minimums be increased to 1 mile and the Primary Surface reduced to a 500 feet width.



HORIZONTAL SURFACE EL = 2,434.0'
20:1 CONICAL SURFACE
Existing Runway 23 End EL.= 2279.50
Parking Lot Obstruction (See Note 2 This Sheet)
Building Obstruction (See Note 2 This Sheet)
Existing Runway 15 End EL.= 2270.20
Fence Obstruction (See Note 2 This Sheet)
AirportProperty Line
Existing Runway 5 End EL.= 2270.40
Existing Runway 33 End EL.= 2260.00
2634.0
2584.0
2534.0
2484.0
2434.0
2400.0
2390.0
2350.0
2300.0
2500
2550
2600
LAT:40°22'30"
LONG:-78°48'30"
LAT:40°21'41"
LAT:40°20'52"
LONG:-78°47'24"
LAT:40°20'03"
LONG:-78°46'19"
LAT:40°19'14"
LONG:-78°45'13"
LAT:40°18'25"
LAT:40°17'36"
LONG:-78°46'16"
LONG:-78°47'20"
LAT:40°16'45"
LONG:-78°48'24"
LAT:40°15'55"
LONG:-78°49'28"
LONG:-78°50'59"
LAT:40°15'04"
LONG:-78°51'45"
LAT:40°15'53"
LAT:40°16'42"
LONG:-78°52'31"
LAT:40°17'31"
LONG:-78°53'49"
LAT:40°18'20"
LAT:40°19'09"
LONG:-78°54'55"
LAT:40°19'58"
-78°56'01"
-78°54'57"
-78°53'53"
LAT:40°21'38"
-78°52'49"
CONEMAUGH
ADAMS
STONYCREEK
RICHLAND
MATCH LINE MP–05



GRAPHIC SCALE



2000
0
1000
2000
4000
8000

( IN FEET )
1 inch = 2000ft.

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

**John Murtha**
**Johnstown-Cambria County Airport**

| REV. NO. | ITEM | DATE | SPONSOR APPROVAL | FAA APPROVAL |
|---|---|---|---|---|
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JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT
CAMBRIA COUNTY RICHLAND TOWNSHIP PENNSYLVANIA

# AIRPORT AIRSPACE DRAWING

| | | | | |
|---|---|---|---|---|
| AIP NO: 3-42-0045-046-2014 | DATE: 03/10/2016 | DRAWING NO. |
| PROJECT NO: 14-1800-0131 | DRAWN BY: RAK | MP - 04 |
| CAD FILE: P JST AIRSPACE 14-0131.dwg | CHECKED BY: CCC | |

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