

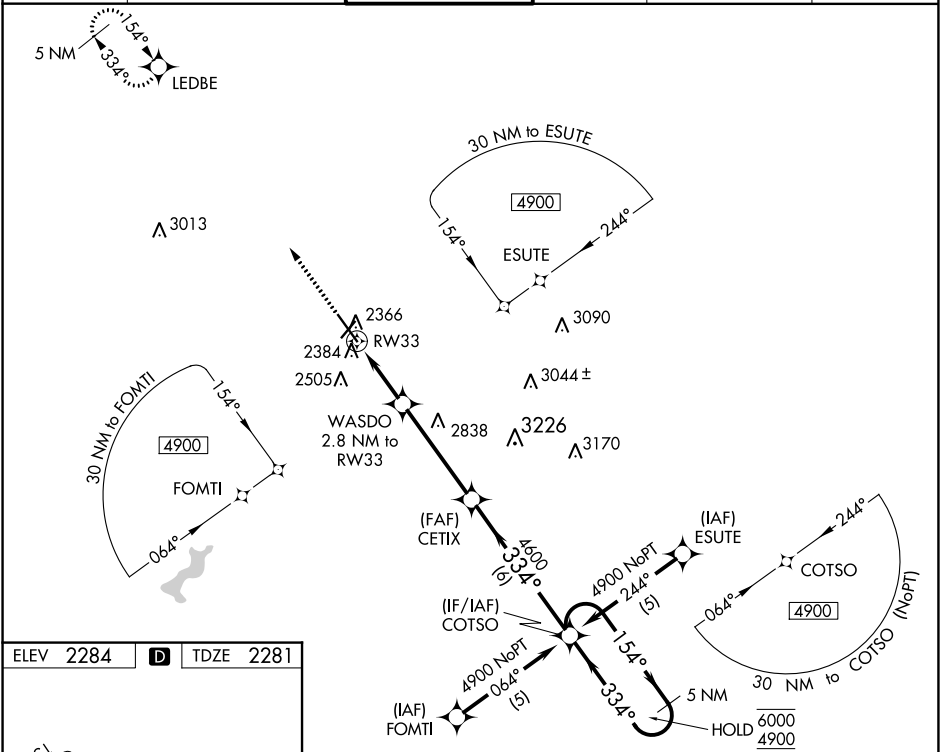
WAAS CH <b>61113</b> <b>W33A</b>	APP CRS <b>334°</b>	Rwy Idg TDZE <b>2281</b> Apt Elev <b>2284</b>
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RNAV (GPS) RWY 33

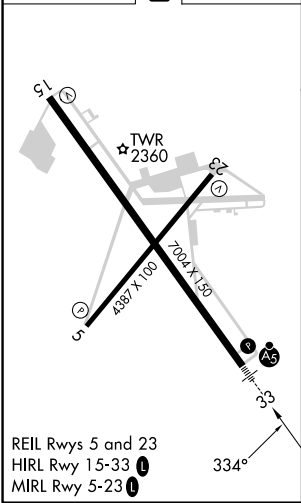
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST')

RNP APCH.	MALSR	MISSED APPROACH: Climb to 4800 direct LEDBE and hold.
<div><div>▼</div><div>▲</div></div> Inop table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cat C visibility to 1 SM.	<div><div>AS</div></div>	


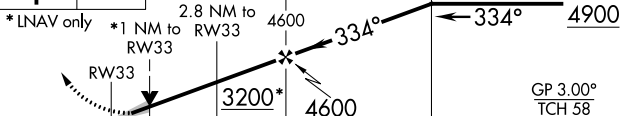

ATIS <b>118.325</b>	JOHNSTOWN APP CON ★ <b>121.2 299.2</b>	JOHNSTOWN TOWER ★ <b>125.75</b> (CTAF) <b>0</b>	GND CON <b>121.6</b>	CLNC DEL <b>126.85 235.775</b>	UNICOM <b>122.95</b>
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ELEV 2284	<b>D</b>	TDZE 2281
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REIL Rwy 5 and 23  
HIRL Rwy 15-33 **0**  
MIRL Rwy 5-23 **0**

4800 ↑	LED BE 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).		5 NM Holding Pattern	
*LNAV only					
CATEGORY	A		B	C	D
LPV DA	2481-½		200 (200-½)		
LNAV/VNAV DA	2552-½		271 (300-½)		
LNAV MDA	2640-½	359 (400-½)	2640-⅝ 359 (400-⅝)	2640-1 359 (400-1)	
 CIRCLING	2700-1 416 (500-1)	2880-1 596 (600-1)	2880-1½ 596 (600-½)	3000-2¼ 716 (800-2¼)	