



AIRPORT DATA TABLE				
DATA		EXISTING	FUTURE	ULTIMATE
AIRPORT REFERENCE CODE (ARC)		C-1	C-1	C-1
MEAN MAX. TEMPERATURE HOTTEST MONTH		85° F (JULY)	85° F (JULY)	85° F (JULY)
AIRPORT ELEVATION		789	784	784
AIRPORT NAVIGATIONAL AIDS		MIRL, REIL, PAPI, ROTATING BEACON, LIGHTED WIND INDICATOR, RNAV (GPS), VOR	MIRL, REIL, PAPI, ROTATING BEACON, LIGHTED WIND INDICATOR, RNAV (GPS), VOR, MALSR, GLIDE SLOPE LOCALIZER	MIRL, REIL, PAPI, ROTATING BEACON, LIGHTED WIND INDICATOR, RNAV (GPS), VOR, MALSR, GLIDE SLOPE LOCALIZER
AIRPORT REFERENCE POINT (NAD 83 NAVD 88)		LATITUDE: 39° 36' 29.80" N LONGITUDE: 77° 00' 27.57" W	LATITUDE: 39° 36' 35.20" N LONGITUDE: 77° 00' 35.69" W	LATITUDE: 39° 36' 38.96" N LONGITUDE: 77° 00' 38.73" W
CRITICAL AIRCRAFT		GRUMMAN (G-40)	CHALLENGER 605	CHALLENGER 605
AIRPORT MAGNETIC DECLINATION		11° 1' 48" (2014)	CHANGE 0° 0' 7" W/ YR	CHANGE 0° 0' 7" W/ YR
NPAS SERVICE LEVEL		REGIONAL	REGIONAL	REGIONAL
STATE SERVICE LEVEL		RELIEVER	RELIEVER	RELIEVER

FACILITIES TABLE					
EXISTING		FUTURE		ULTIMATE	
REF	FACILITY NAME	TOP ELEV	REF	FACILITY NAME	TOP ELEV (APPROX)
1	ADMINISTRATION BUILDING (FBO)	810	A	CORPORATE HANGARS [I]	808 ±
2	CORPORATE HANGARS (7 UNITS)	808	B	BOX HANGARS [I]	808 ±
3	T-HANGARS (14 UNITS)	806	C	T-HANGARS DEMOLITION [I]	806 ±
4	T-HANGARS (14 UNITS)	804	D	TERMINAL BUILDING [II]	810 ±
5	T-HANGARS (14 UNITS)	801	E	BOX HANGARS [II]	806 ±
6	T-HANGARS (14 UNITS)	804	F	BOX HANGARS [ULT]	806 ±
7	T-HANGARS (14 UNITS)	803	G	RELOCATED MAINTENANCE EQUIPMENT STORAGE (MES) BUILDING [ULT]	806 ±
8	T-HANGARS (14 UNITS)	802	H	T-HANGARS [ULT]	806 ±
9	FUEL FARM	790	I	CORPORATE HANGARS [ULT]	824 ±
10	CIVIL AIR PATROL BUILDING	800	J	CORPORATE HANGARS [II]	808 ±
11	AIRPORT OPERATION CENTER	800			
12	AIRFIELD ELECTRICAL VAULT				
13	FIRE SUPPRESSION WATER TANK				

- NOTES**
- FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE ULTIMATE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERN ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.
 - ALP APPROVAL BY THE FAA IS CONDITIONED ON ACKNOWLEDGEMENT THAT ANY DEVELOPMENT ON AIRPORT PROPERTY REQUIRING FEDERAL, ENVIRONMENTAL APPROVAL MUST RECEIVE SUCH WRITTEN APPROVAL FROM FAA PRIOR TO COMMENCEMENT OF THE SUBJECT DEVELOPMENT. THIS ALP APPROVAL IS ALSO CONDITIONED ON ACCEPTANCE OF THE PLAN UNDER LOCAL LAND USE LAWS.
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
 - ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
 - ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83/ NAVD 88.
 - THERE ARE NO KNOWN OBJECTS THAT PENETRATE THE THRESHOLD SITING SURFACE.
 - TOPOGRAPHY AND PLANIMETRICS OBTAINED FROM AERIAL SURVEYS FROM WOOLPERT, INC. DATED FEBRUARY 7, 2014.
 - ALL ULTIMATE DEVELOPMENT MUST MEET THE FULL DESIGN STANDARDS LISTED IN FAA AC 150/5300-13A.
 - THE BUILDING RESTRICTION LINE (BRL) SHOULD BE LOCATED ON AN AIRPORT LAYOUT PLAN TO IDENTIFY SUITABLE LOCATIONS FOR BUILDING AREAS ON AIRPORT PROPERTY. THE BRL IS DEPICTED BASED ON FAR PART 77 SURFACE FOR A GIVEN DISTANCE FROM THE RUNWAY CENTERLINE. SPECIFIC SITE DEVELOPMENT MUST BE FURTHER EVALUATED BASED ON TOP ELEVATION OF FUTURE STRUCTURE. IT IS RECOMMENDED THAT THE BRL ENCOMPASS THE RUNWAY PROTECTION ZONES, THE RUNWAY VISIBILITY ZONE, AND AREAS REQUIRED FOR AIRPORT TRAFFIC CONTROL TOWER CLEAR LINES OF SIGHT.
 - THE TOP ELEVATIONS FOR FUTURE FACILITIES ARE APPROXIMATE.
 - THERE ARE NO KNOWN OBSTACLE FREE ZONE (OFZ) OBJECTS THAT ARE PENETRATIONS.
 - ULTIMATE FACILITY DEVELOPMENT CONCEPTS ARE DEPICTED FOR PLANNING PURPOSES ONLY. IT SHOULD BE NOTED THAT TERRAIN CONDITIONS (ELEVATION OR DENSITY) MAY IMPACT FINANCIAL FEASIBILITY OF FACILITIES AS DEPICTED. IN ADDITION, THE BUILDING HEIGHTS ARE TO BE REASSESSED AT THE TIME OF FACILITY DEVELOPMENT TO ENSURE THERE ARE NO PENETRATIONS TO THE CURRENT 14 CFR PART 77 SURFACE.
 - ROADWAYS ELEVATIONS WHERE THEY INTERSECT APPROACH SURFACES, EXTENDED RUNWAY CENTERLINE AND AT THE MOST CRITICAL POINTS ARE DEPICTED ON THE INNER APPROACH PLAN AND PROFILE SHEETS.
 - LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.
 - FUTURE RUNWAY MEETS BOTH FAA AND MAA LINE OF SIGHT REQUIREMENTS.

CARROLL COUNTY	
NAME AND TITLE APPROVAL	DATE
MARYLAND AVIATION ADMINISTRATION	
NAME AND TITLE APPROVAL	DATE
FEDERAL AVIATION ADMINISTRATION	
NAME AND TITLE APPROVAL	DATE

RUNWAY DATA TABLE							
DESCRIPTION	EXISTING		FUTURE		ULTIMATE		
	RUNWAY 16	RUNWAY 34	RUNWAY 16	RUNWAY 34	RUNWAY 16	RUNWAY 34	
RUNWAY DESIGN CODE (RDC)	C-II, 5,000'	C-II, 5,000'	C-II, 2,400'	C-II, 4,000'	C-II, 2,400'	C-II, 4,000'	
RUNWAY REFERENCE CODE (RRC)	C-II, 1 MILE	C-II, 1 MILE	C-II, 1 MILE	C-II, 1 MILE	C-II, 1 MILE	C-II, 1 MILE	
PAVEMENT STRENGTH MATERIAL TYPE	SINGLE WHEEL 22,000 LBS SURFACE	SINGLE WHEEL 22,000 LBS SURFACE	DUAL WHEEL 91,000 LBS ASPHALT (GROOVED)	DUAL WHEEL 91,000 LBS ASPHALT (GROOVED)	DUAL WHEEL 91,000 LBS ASPHALT (GROOVED)	DUAL WHEEL 91,000 LBS ASPHALT (GROOVED)	
EFFECTIVE GRADIENT (%)	0.29	0.29	0.39	0.39	0.39	0.39	
WIND COVERAGE (%)	IFR: (16 KNOTS) 98.38% ALL WEATHER: (16 KNOTS) 99.26%	IFR: (16 KNOTS) 98.38% ALL WEATHER: (16 KNOTS) 99.26%	IFR: (16 KNOTS) 98.38% ALL WEATHER: (16 KNOTS) 99.26%	IFR: (16 KNOTS) 98.38% ALL WEATHER: (16 KNOTS) 99.26%	IFR: (16 KNOTS) 98.38% ALL WEATHER: (16 KNOTS) 99.26%	IFR: (16 KNOTS) 98.38% ALL WEATHER: (16 KNOTS) 99.26%	
RUNWAY LENGTH	5,100'	5,100'	5,100'	5,100'	5,100'	5,100'	
RUNWAY WIDTH	100'	100'	100'	100'	100'	100'	
RUNWAY SAFETY AREA (RSA)	500' (W) x 1,000' (L) BEYOND RW END	500' (W) x 1,000' (L) BEYOND RW END	500' (W) x 1,000' (L) BEYOND RW END	500' (W) x 1,000' (L) BEYOND RW END	500' (W) x 1,000' (L) BEYOND RW END	500' (W) x 1,000' (L) BEYOND RW END	
RUNWAY END COORDINATES (NAD 83/ NAVD 88)	LATITUDE: 39° 36' 51.18" N LONGITUDE: 77° 00' 44.82" W	LATITUDE: 39° 36' 08.42" N LONGITUDE: 77° 00' 10.31" W	LATITUDE: 39° 36' 08.42" N LONGITUDE: 77° 00' 54.30" W	LATITUDE: 39° 36' 12.14" N LONGITUDE: 77° 01' 00.39" W	LATITUDE: 39° 36' 12.14" N LONGITUDE: 77° 01' 00.39" W	LATITUDE: 39° 36' 12.14" N LONGITUDE: 77° 01' 17.08" W	
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	
RUNWAY PROTECTION ZONE	500' x 1,010' x 1,700'	500' x 1,010' x 1,700'	1,000' x 1,750' x 2,500'	1,000' x 1,510' x 1,700'	1,000' x 1,750' x 2,500'	1,000' x 1,510' x 1,700'	
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	
14 CFR PART 77 APPROACH SLOPE	34:1	34:1	50:1	34:1	50:1	34:1	
PART 77 APPROACH TYPE	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	
VISIBILITY MINIMUMS	1 MILE	1 MILE	1 MILE	1 MILE	1 MILE	1 MILE	
AERONAUTICAL SURVEY TYPE	VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED	
RUNWAY DEPARTURE SURFACE	40:1	40:1	40:1	40:1	40:1	40:1	
RUNWAY OBJECT FREE AREA (ROFA)	800' (W) x 1,000' (L) BEYOND RW END	800' (W) x 1,000' (L) BEYOND RW END	800' (W) x 1,000' (L) BEYOND RW END	800' (W) x 1,000' (L) BEYOND RW END	800' (W) x 1,000' (L) BEYOND RW END	800' (W) x 1,000' (L) BEYOND RW END	
OBSTACLE FREE ZONE (OFZ)	400' (W) x 200' (L) BEYOND RW END	400' (W) x 200' (L) BEYOND RW END	400' (W) x 200' (L) BEYOND RW END	400' (W) x 200' (L) BEYOND RW END	400' (W) x 200' (L) BEYOND RW END	400' (W) x 200' (L) BEYOND RW END	
THRESHOLD SITING SURFACE (TSS)	800' x 3,800' x 10,000'	800' x 3,800' x 10,000'	800' x 3,800' x 10,000'	800' x 3,800' x 10,000'	800' x 3,800' x 10,000'	800' x 3,800' x 10,000'	
VISUAL APPROACH AIDS	REIL, PAPI (4L)	REIL, PAPI (4L)	MALSR, PAPI (4L)	REIL, PAPI (4L)	MALSR, PAPI (4L)	REIL, PAPI (4L)	
INSTRUMENT APPROACH AIDS	RNAV (GPS)	RNAV (GPS), VOR	RNAV (GPS)	RNAV (GPS), VOR	RNAV (GPS)	RNAV (GPS), VOR	
TOUCHDOWN ZONE (TDZ) ELEVATION	787.9	781.0	784.0	784.0	784.0	784.0	
TAXIWAY WIDTH	35'	35'	35'	35'	35'	35'	
TAXIWAY SAFETY AREA (TSA) WIDTH	79'	79'	131'	79'	131'	131'	
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	180', 200' (APRON)	180', 200' (APRON)	152', 341', 531' (APRON)	152', 341', 531' (APRON)	152', 341', 531' (APRON)	152', 341', 531' (APRON)	
TAXIWAY CENTERLINE TO TAXILANE CENTERLINE WIDTH	EDGE, MITL	EDGE, MITL	EDGE, MITL	EDGE, MITL	EDGE, MITL	EDGE, MITL	
TAXIWAY LIGHTING	EDGE, MITL	EDGE, MITL	EDGE, MITL	EDGE, MITL	EDGE, MITL	EDGE, MITL	

LEGEND			
DESCRIPTION	EXISTING	FUTURE	ULTIMATE
AIRPORT BUILDINGS			
AIRPORT PROPERTY			
AVIATION EASEMENTS			
NON-AERONAUTICAL LEASE			
DEMOLITION	NA	NA	NA
PAVEMENT			
RUNWAY CENTERLINE			
TAXIWAY TAXILANE MARKING			
BUILDING RESTRICTION LINE (BRL)	30' BRL	30' BRL	30' BRL
FENCE (8 FT PERIMETER)	NA	NA	NA
FENCE (13 FT PERIMETER)	NA	NA	NA
GROUND ELEVATION CONTOURS	NA	NA	NA
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ	OFZ
PART 77 APPROACH SURFACE	NA	NA	NA
PRECISION OBSTACLE FREE ZONE (POFZ)	NA	NA	NA
RUNWAY DEPARTURE SURFACE	ROFA	ROFA	ROFA
RUNWAY OBJECT FREE AREA (ROFA)	RPZ	RPZ	RPZ
RUNWAY PROTECTION ZONE (RPZ)	RSA	RSA	RSA
RUNWAY SAFETY AREA (RSA)	NA	NA	NA
STREAM	TOFA	TOFA	TOFA
TAXIWAY OBJECT FREE AREA (TOFA)	TSA	TSA	TSA
TAXIWAY SAFETY AREA (TSA)	NA	NA	NA
THRESHOLD SITING SURFACE (TSS)	NA	NA	NA
TREE LINE	NA	NA	NA
AIRPORT REFERENCE POINT (ARP)	NA	NA	NA
AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)	NA	NA	NA
ROTATING BEACON	NA	NA	NA
VISUAL APPROACH SLOPE INDICATOR (PAPI)	NA	NA	NA
WIND CONE	NA	NA	NA
WIND CONE WITH SEGMENTED CIRCLE	NA	NA	NA

DEVELOPMENT PROGRAM	
PHASE I DEVELOPMENT	PHASE I
PHASE II DEVELOPMENT	PHASE II
PHASE III DEVELOPMENT	PHASE III
ULTIMATE DEVELOPMENT	ULTIMATE

400 0 400 800
SCALE: 1"=400'
FEET

NO.	REVISIONS	BY	APP.	DATE
1	ADDED FUTURE AVIGATION EASEMENT TO PARCEL 6	NLM	RGL	8/26/21
2	PROPERTY TABLE UPDATES FROM THE 2018 ENVIRONMENTAL ASSESSMENT (EA), CHANGES REQUIRED BY THE FAA EASTERN REGION LAND USE INSPECTION REPORT (LUIR), AND THE REMOVAL OF GRADING EASEMENTS, WHICH ARE SHOWN ON THE AIRPORT PROPERTY MAP - EXHIBIT "A."	NLM	RGL	12/19/23

AIRPORT LAYOUT PLAN

CARROLL COUNTY REGIONAL AIRPORT
WESTMINSTER, MARYLAND

DELTA AIRPORT
CONSULTANTS, INC.

www.deltairport.com

DRAWN BY: RWW

CHECKED BY: RGL

SCALE: 1" = 400'

DATE: MARCH 2015

SHEET
3
OF
17

Y:\AID\DW\AID\DW\ALP-02-DRAFT 2023-12-19.dwg, L1, 12/19/2023 9:36:11 AM, RWS

DRAWING: DWG, ALP-02-DRAFT 2023-12-19.dwg, L1, 12/19/2023 9:36:11 AM, RWS