

CHESAPEAKE RANCH AIRPORT (MD50)

EMERGENCY PLAN



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TABLE OF CONTENTS

I.	CHESAPEAKE RANCH AIRPORT (MD50) EMERGENCY PLAN.....	4
A.	INTRODUCTION	4
B.	CONTACT INFORMATION	4
C.	EMERGENCY PHASES	4
D.	ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES	5
1.	Airport Manager	5
2.	Airport tenants	6
3.	Patuxent Control Tower	6
4.	Firefighting and Rescue	6
5.	Law Enforcement/Security	6
6.	Emergency Medical Services	6
E.	EMERGENCY PUBLIC INFORMATION.....	6
F.	AEP REVIEW.....	7
G.	GRID MAP	8
II.	MD50 AIRPORT ANTI-TERRORISM PLAN	9
III.	MD50 AIRPORT WILDLIFE AND BIRD HAZARD MITIGATION PROGRAM	10

I. CHESAPEAKE RANCH AIRPORT (MD50) EMERGENCY PLAN

A. INTRODUCTION

This Airport Emergency Plan (AEP) has been written to help on-scene personnel handle an emergency situation at the Chesapeake Ranch Airport (MD50). This plan will also address the resources and procedures to cope with an emergency situation at MD50.

B. CONTACT INFORMATION

Function/Organization	Name	Phone Number
MD50 Airport Manager	B. Wunder	410-326-0073 (h) 443-624-5548 (c)
POACRE General Manager	M. Moudrey	410-326-3182x102
POACRE Security		443-624-1630
MD50 Airport Committee Chair	B. Wunder	410-326-0073 443-624-5548 (c)
POACRE President	T. Scott	443-624-9989
FAA Regional Operations Center (ROC)	Operator	404-305-5150
MAA	W. Krozack	410-859-7137
PAX Base Ops/ATC	Tower Supervisor	301-342-3836/301-342-3740

C. EMERGENCY PHASES

Due to the unique nature of an aircraft accident/incident, this AEP bases activities on the following emergency phases:

- 1. Response Phase.** That portion of the initial response effort when activities are focused on the dispatch and arrival of emergency first responders, initial fire suppression, rescue operations, and dealing with any hazardous materials issues. However, emergency first responders should adhere to the criteria contained in AC 150/5200-12, *Fire Department Responsibility in Protecting Evidence at the Scene of an Aircraft Accident*.
- 2. Investigatory Phase.** Unlike many other types of emergencies, an aircraft incident or accident may require some type of activity specific to the gathering and analysis of information, and the drawing of conclusions, including the determination of cause. This activity may, depending upon conditions, begin during the Response Phase and continue through the Recovery Phase. The investigation is normally the responsibility of the National Transportation Safety Board (NTSB)/FAA. The FAA has established an emergency response operations center phone number to call when there is an aircraft accident; they then will call the appropriate agencies that need to be contacted.
- 3. Recovery Phase.** Returning the airport to a normal operational condition as soon as possible is extremely important. Recovery activities can begin during the Response Phase and continue through the Investigatory Phase, depending upon the situation. Airport fire fighters and other rescue personnel should understand the basic need for,

and the techniques and procedure used in aircraft accident/incident investigation. Whenever possible, the wreckage should remain undisturbed until the arrival of the first National Transportation Safety Board (NTSB)/FAA accident investigator. Prior to the time the NTSB or its authorized representative takes custody of aircraft wreckage, such wreckage may not be disturbed or moved except to the extent necessary:

- (1) To remove persons injured or trapped;
- (2) To protect the wreckage from further damage; or
- (3) To protect the public from injury.

Where it is necessary to move aircraft wreckage, sketches, descriptive notes, and photographs will be made, if possible, of the original position and condition of the wreckage and any significant impact marks. (Refer to 49 CFR part 831, *Accident/Incident Investigation Procedures*.)

D. ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES

This section describes actions to be taken if an aircraft incident/ accident should occur on or adjacent to the airport. **The first person to witness an accident/ incident should call 911 immediately.**

1. Airport Manager/Airport Manager Designee (during absence of the Airport Manager)

- a) Assumes responsibility for overall response and recovery operations once life, property and safety matters have been mitigated. Until such time, the Fire Chief or designee will be the Incident Commander (IC).
- b) Establishes, promulgates, coordinates, maintains, and implements the AEP, to include assignment of responsibilities.
- c) Coordinates the closing of the airport with Pax Tower when necessary and initiate the dissemination of relevant safety-related information to the aviation users.
- d) Marks both ends of runway with an “X” to denote runway closure.
- e) Directs all tasked organizations to ensure appropriate response in accordance with established plans and procedures.
- f) Provides overall direction of response operations until an emergency scene is established and an IC assumes this responsibility (some rapidly developing situations occur where the IC may have already responded to the scene and established command).
- g) Terminates response operations and releases personnel, when appropriate.
- h) Maintains a chronological event log.
- i) Serves as the spokesperson before media.
- j) Serves as the final approval authority to release emergency instructions and information.

2. Airport tenants

- a) Volunteer the use of their available equipment and supplies.
- b) Volunteer the use of their manpower.

3. Patuxent Control Tower

- a) Issues appropriate instructions as requested by the airport manager or as established by a Letter of Agreement for the airspace around the airport.
- b) Controls airspace in the vicinity of the incident/accident to ensure other aircraft do not interfere with emergency response activities.

4. Firefighting and Rescue

- a) Establish/assign Incident Commander. In most cases this will be the Maryland State Police once they arrive.
- b) Respond to aircraft incident/ accident location in accordance with established policies and procedures.
- c) Assume lead for initial fire and rescue operations in accordance with established policies and procedures.
- d) Ensure appropriate mutual-aid and emergency-response organizations have been notified and are taking appropriate action.

5. Law Enforcement/Security

- a) Assume the role of Incident Commander. The Maryland State Police are usually the first law enforcement agency to arrive following a 911 call.
- b) Initiate and maintain appropriate traffic and access control.
- c) Provide scene support and security.
- d) Assist with and provide airport access control and escort.
- e) Ensure appropriate mutual-aid organizations have been notified and are taking appropriate action.
- f) Provide necessary investigative support.

6. Emergency Medical Services

- a) Provide necessary triage and on-scene initial treatment of casualties.
- b) Ensure appropriate mutual-aid organizations have been notified and are taking appropriate action.
- c) Provide for the movement (land, water, air) of casualties to appropriate treatment facilities as expeditiously as possible.
- d) Maintain an accurate list of casualties and their respective destination treatment facilities.

E. EMERGENCY PUBLIC INFORMATION

- 1. Most experts agree that an ineffective, unorganized, and inaccurate public information program during an emergency can result in very serious problems. Ineffectiveness can raise the anxiety level in the community, disorganization can feed inaccurate impressions of the situation, and inaccuracy can significantly exaggerate

the potential for harm. For this reason, only the Airport Manager/Airport Manager Designee or POACRE General Manager will release information to the media.

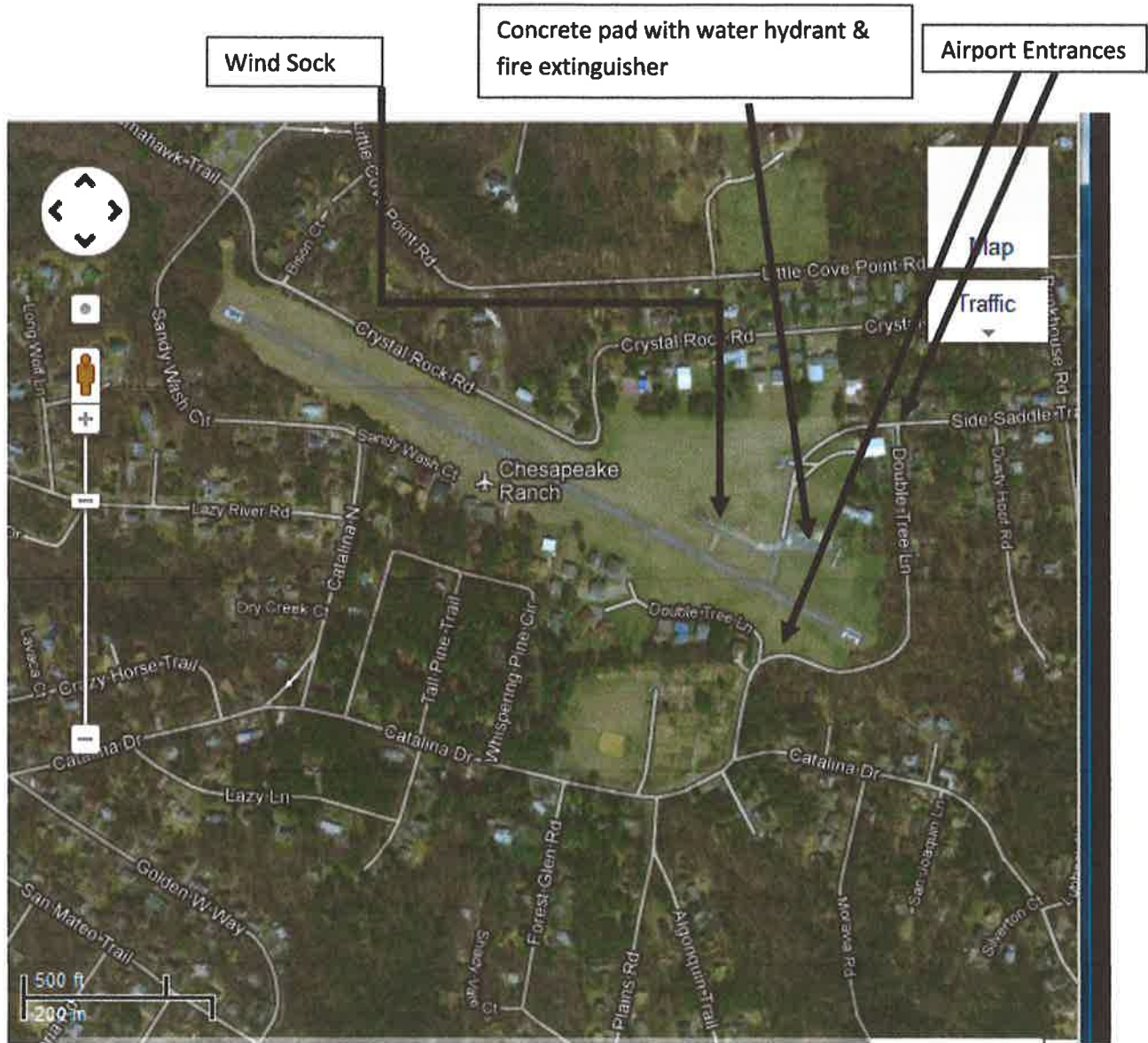
2. For the airport organization to develop and execute an effective information program, it must develop a mutual working partnership and relationship with all local media. These include television, radio, newspapers, and web sites. These relations can range from strictly emergency response matters (when the airport needs the media to relay information) to news coverage (when the media have to relay their stories and need the airport to provide information). For most airports, media relations become a natural extension of the emergency public information function.
3. Local media remain after the emergency. They share concern for the airport and surrounding communities' welfare, and they answer to the communities for the service they provide. It is beneficial during such times to have pre-established strong professional relations with the local media.

F. AEP REVIEW

1. The MD50 Airport Committee should periodically review AEP policies, procedures, and related information. Training that covers changes in policies, procedures, resource availability, etc. will be provided to ensure that all personnel stay familiar with current information.
2. A schedule will be followed for reviewing each part of the AEP. The schedule for key elements is:
 - a) Telephone numbers contained in the AEP will be reviewed annually for accuracy by calling the individuals/ organizations listed. Changes should be noted, particularly in the procedures the individual(s)/organization(s) tasked with making the calls must follow during an emergency.
 - b) Radio frequencies used in support of the AEP should be tested at least monthly. If these frequencies are used on a day-to-day basis, such use should be documented.
 - c) Emergency resources should be inspected regularly. The frequency of inspection may vary depending on the type of equipment and supplies.
 - d) Personnel assignments, including descriptions of duties and responsibilities, should be reviewed annually.

G. GRID MAP

Airport entrances are from Double Tree Lane and Side Saddle. Crystal Rock Road parallels the airport on the North side. Around the perimeter of the airport are 30" high posts to prevent vehicular traffic from entering the airport grass areas. The airport is surrounded by tall trees and deep ravines on the ends of the runway.



II. MD50 AIRPORT ANTI-TERRORISM PLAN

- A. The primary terrorist threat to MD50 would be theft of an airplane and using it to commit a terrorist act in the local community.
- B. Usually all but one or two aircraft located at the airport are in a locked hangar. Any aircraft tied down on the field will have keys removed from the ignition, and doors locked.
- C. FAA signs, neighborhood watch signs, and other warning signs have been posted around the airfield. Phone numbers are posted for reporting suspicious activity.

III. MD50 AIRPORT WILDLIFE AND BIRD HAZARD MITIGATION PROGRAM

- A. The primary wildlife danger to aircraft at MD50 is deer. The primary bird dangers to aircraft at MD50 are geese and turkey buzzards.
- B. To minimize the danger to aircraft, the following measures are taken:
 - 1. Security patrols in golf carts are conducted throughout the day to chase wildlife and birds from the airport.
 - 2. Residents around the airport are asked not to put food or other plants outside or around the airport that would attract wildlife and birds.
- C. The Federal Aviation Administration maintains a comprehensive program to address wildlife hazards. The FAA addresses this issue through policy and guidance, research, and outreach. Their website serves as a repository of information related to the FAA's overall program. Any wildlife strikes will be reported to the FAA via a Wildlife Strike Report (see <http://wildlife-mitigation.tc.faa.gov/wildlife/strikenew.aspx>).