

PROPERTY OWNERS ASSOCIATION  
CHESAPEAKE RANCH ESTATES  
BOARD OF DIRECTORS

Policy & Procedure  
MEMO #9

Orig.	05-09-90
Rev.	02-07-96
Rev.	06-16-99
Rev.	07-10-01
Rev.	08-17-02
Rev.	08-19-06
Rev.	05-08-13
Rev.	11-21-15
Rev.	06-17-17

**MD-50 Airport Policy and Procedures**

**A. Policy**

1. The Chesapeake Ranch Airport, designated as MD-50, is licensed as a private, non-commercial airport by the Federal Aviation Administration and the Maryland Aviation Administration (MAA). It operates within Restricted Airspace 4007 and the Class D airspace according to the terms of the written agreement with the U.S. Naval Air Station, Patuxent River.
  
2. To make the airport self-supporting, the Property Owners Association of the Chesapeake Ranch Estates (POACRE) Board of Directors (BOD) will establish an annual airport frontage fee for each airport lot owner (voluntary payment) and an airport maintenance fee (mandatory) for pilots and other users of the airport to be billed separately from, but around the same time as, the annual POACRE M&O and Road fees.
  - a. Fees will be established to provide funds for the operation and maintenance of the airport (MD-50), including long-term capital reserve expenses (such as sealing the runway, repaving the runway, etc.), excluding work performed by CRE personnel for facility and capital improvements, road repair, and drainage.
  
  - b. The voluntary frontage fees established by the BOD for airport lots can be increased or decreased with the approval of 2/3 of the airport lot owners who are members in good standing of POACRE. CRE lots designated as airport lots are: 10R, 11R, 12R, 89R, 91RR, 115R, 116R, 117R, 118, 119, 120, 123R, 124, 125R, 141RR, 143R, 144R, 146RA, 200R, 214R, 215R, 217, 218, 218R, 219, 220R, 222, 223-R, 225, 226R, 227, 227R, 228, 230R, and 241.
  
  - c. Financial operation of the airport will be identified in POACRE's financial records as a separate line item of the budget, and all funds collected will be deposited in a separate POACRE account specifically designated for the airport.
  
3. POACRE members-in-good-standing, associate members, tenants, or guests may use the airport provided they agree not to hold POACRE liable for damages or injuries that

they may incur by such use, have signed a user contract agreement (see below), have current aircraft liability insurance required by the MAA, and paid all member and airport fees. (See Article 2, Section 4, of the POACRE By-laws for the definition of a "member-in-good-standing," and Article 4, Sections 3, 4, and 5 of these By-laws for the definitions, respectively, of "associate members," "tenants," and "guests.")

4. The runway and the adjoining common property are reserved for use of aircraft only, including aircraft transit by members and their guests.

## **B. Airport Operations**

The following sections are a compilation of rules and procedures pertaining to the Chesapeake Ranch Airport (MD-50).

1. **LOCATION:** Latitude 038 deg 21' 40" North; Longitude 076 deg 24' 28" West. 4 NM north of NAS Patuxent River (NHK). Elevation: 120 feet MSL. Find airport in Washington Sectional and Terminal Area Charts.
2. **COMMUNICATIONS:** CTAF: 122.7 (uncontrolled); Pax Tower: 123.7; 2W6 (St. Mary's) AWOS: 119.575.
3. **RUNWAYS:** 13-31, 2500 feet X 50 feet of paved asphalt, lighted (5 clicks on 122.7 for lights) with no overruns. Parallel grass taxiway on both sides of paved runway. The grass taxiway on the north side is 1800 feet X 100 feet, consisting of firm, mowed sod.
4. **PATTERN:** 770 FT MSL. Standard left-hand patterns on all runways. Broadcast position and intentions blind on 122.7. When the weather at NHK is at or above basic VFR minimum 1000-foot ceiling and not less than 3 miles visibility, flights arriving and departing to and from the Chesapeake Ranch Airport (MD-50), within Restricted Area R-4007 and Class D airspace, shall be confined to an area within a 1-mile radius of the airport and a 1-mile wide corridor on the Patuxent (PXT) VORTAC starting at the PXT 350 radial at 5.8 DME to MD-50 and from MD-50 on the PXT350 radial at 5.8 until clear of R-4007. Altitude shall not exceed 800 feet MSL. *NHK Tower/ATC is authorized to allow aircraft to deviate from the corridor for departing and arriving flights at MD-50 airport.*
5. **ARRIVAL:** Contact Patuxent Approach Control (120.05 from West or 127.95 from East) or call 301-342-3740 before penetrating R-4007 if not flying the VFR corridor to MD-50. Contact Patuxent Tower (123.7) or call 301-342-3740 prior to entering Class D/R-4007 airspace if flying the VFR corridor. First-time night landings are prohibited by pilots who are unfamiliar with the airport at night unless coordinated with the Airport Manager. Caution: Deer and pedestrian activity may be on or near the airport. Additional arrival considerations include:
  - a. Plan your pattern so as to arrive near enough to the runway to observe the airport windsock before confirming your downwind leg, and scan the runway environment. Your radio call can announce upwind or downwind as you may not have the necessary landing information until you observe the wind sock. This procedure also helps announce your presence to those on the ground. Remember, there are often people walking on the airport grounds.

- b. Ensure that mowing or security-patrol vehicles are pointing away, or moving away, from the runway as acknowledgement they are aware of arriving traffic. Always execute a go-around for pedestrians or vehicles on or near the runway.
- c. Use landing lights for arrival (if you have them)
- d. **STRAIGHT-IN APPROACHES ARE VERY STRONGLY NOT RECOMMENDED**; however, if a straight-in approach is used, you must comply with the guidance in the AIM.
- e. Activate runway lights using five clicks (day or night)
- f. Runway Markers: Two types of markers have been installed on our runways to assist pilots in determining their touchdown point during landing. There are yellow-marker boards 650 feet from each end of the runway on each side. These yellow-marker boards are four feet wide and one foot high, and mounted on PVC pipe. The approach or landing side of the marker located 650 feet down the runway has a green square in the center. The "roll-out" marker 650 feet from the far end of the runway has a red square in the center indicating that you have little runway remaining to either stop or execute a go-around. Additionally, 10-foot by 10-foot white markers are painted on the surface of the runway on each side at the mid-point, indicating that you have approximately 1250 feet of runway in front of you and 1250 feet behind you. If you are not firmly on the runway with all three gears at this point, you may be in extremely serious trouble. All actions at this point would be emergency actions—**YOU MUST EITHER STOP OR EXECUTE A GO-AROUND.**

Although each pilot should know their own airplane and limitations, upon landing, if you have not completed your round-out by the time you reach the yellow marker you have only 1800 feet of runway remaining and should consider executing an immediate bailed landing or a go-around. On roll-out, if your airplane is not slowing to a stop by the time you see the yellow marker with the red center, you should consider action to alleviate the emergency situation. When landing on runway 13, if you cannot execute a go-around, you should consider departing the runway to the left, planning to impact the heavy brush lining the airport property toward the small shed. Do not depart the runway to the right or proceed straight ahead, which will take you down a steep incline and across the road. If landing long on runway 31, the choices are limited. Departing the runway straight ahead will take you down a steep incline across stumps. A departure to the left will take the aircraft into heavy tress, while a departure to the right leads to a line of trees or to a house down the hill.

Flying your approach on speed on your personal and proven glide path is the best way to avoid landing emergencies. **IF IT DOES NOT LOOK GOOD—GO AROUND.**

- 6. **DEPARTURE**: Contact Patuxent tower (123.7) or call Patuxent ATC at 301-342-3740 prior to takeoff to ensure that there are no NOTAMS in effect to restrict flight, and tell them your intentions for departure. Broadcast intentions on CTAF 122.7 prior to departure. Additional departure considerations include:

- a. If radio setup allows, monitor 122.7 while checking in with Pax tower so as not to miss a call from an arriving aircraft.
- b. Perform run up and other pre-departure checklists in areas described in Figure 1. Avoid delays on the runway and at the departure ends, specifically engine run up. This will minimize your exposure to areas with obstructed sight lines to arriving traffic.

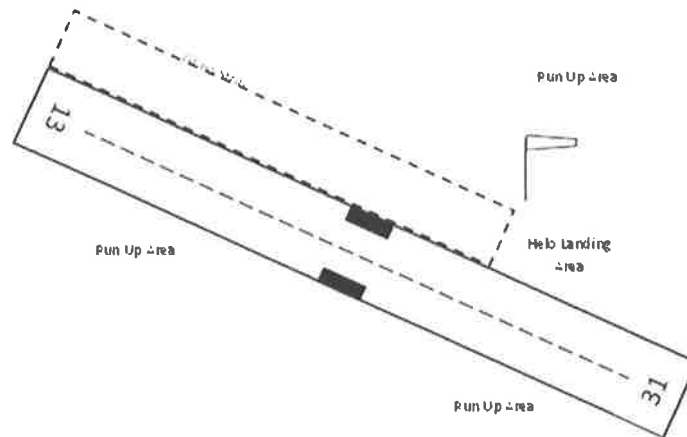


Figure 1

- c. Use landing lights for departure (if you have them).
- d. If it becomes absolutely necessary to do an engine run up on the runway, do so at an angle that allows you a clear view of the base and final areas of the runway so you can detect other aircraft operations.
- e. When remaining in the pattern, if radio set up allows, monitor Pax tower. If you cannot monitor Pax tower continuously because you have only one radio, then coordinate occasionally with Pax tower by switching briefly to check in with them.
- f. **TRANSIENT AND MEMBER PARKING:** Limited tie downs are available on the field for guests and POACRE members who do not live around the airport. Some rope is available from the Airport Manager with prior request. Aircraft parked outside overnight **MUST** be securely tied down. There are no fees for this parking. The unmarked area for helo/medevac operations is north of the east end of the paved runway, approximately 100 yards east of the lighted windsock: **DO NOT PARK FIXED-WING AIRCRAFT IN THIS AREA.**
- g. **OPERATION OF GOLF CARTS:** Golf carts will have an airport signal flag attached and not operate closer than 50 feet from the runway unless directly crossing the runway. The golf-cart operator must have a valid driver's license.
- h. **AUTO PARKING:** Auto parking on the airport is not authorized. Any long-term parking requires that the vehicle be parked in the parking lot at the airport entrance or designated areas around the airport. Any automobile traffic on the field is limited to driving along the perimeter of the airport.

- i. **WINTER OPERATIONS:** Landing and taxiing aircraft in the grassy areas during the months of December through March can cause significant ruts. Therefore, pilots are requested to minimize aircraft traffic on the grass during these months. In case of extreme wetness or snow, the Airport Manager may restrict aircraft traffic and movement in some areas of the airport by raising a red flag on the windsock.
- j. **MANDATORY SAFETY MEETINGS:** All pilots and users of the airport must attend at least one safety meeting per year scheduled by the Airport Committee or they will not be allowed to use the airport. Safety meetings will be scheduled at least quarterly, and pilots and users of the airport are encouraged to participate in as many of the meetings as possible.
- k. **FACILITIES:** None.
- l. **AIRPORT EMERGENCY PLAN:** The airport emergency plan will be updated annually and posted on the POACRE web site. All users of the airport must be familiar with the airport emergency plan.
- m. **LETTER OF AGREEMENT:** A Letter of Agreement (LOA) is in effect with Patuxent Naval Air Station for operations at MD-50. Most of the content of the LOA is covered in the paragraphs above, but it is attached to this P&P for reference.

**C. Guests**

- 1. Guests may park their aircraft in designated grassy areas well clear of the paved runway and the grass taxiways; the aircraft must not block access to the hangars and homes of members living immediately adjacent to the airport common property.
- 2. Aircraft parked outside overnight must be properly secured with tiedowns.
- 3. Guest aircraft may remain parked at the airport for a maximum of 30 days, unless otherwise authorized by the Airport Manager.

**D. Obstructions**

- 1. No person shall change the topography, or install or place any structure, item, or device on the airport common property without the approval of the Airport Manager and the POACRE General Manager.
- 2. No person shall erect any pole, structure, or other obstructions in the approach zones at either end of the runway. These zones are surveyed biannually for obstructions, including trees, by MAA inspectors.

**E. Violations**

Violation of one or more provisions of the Airport Rules and Regulations and this P&P shall result in the offending party's loss of airport access and use privileges, and the

removal of the offending party's aircraft and associated equipment from the airport common property, subject to the provisions of the POACRE Rules and Regulations.

**F. Unsafe Operations**

The Airport Manager, in concert with the Airport Committee, has the authority to guard against any unsafe operations, and to order these operations to stop. If the Airport Manager observes any actions to be unsafe, or observes operations contrary to the Federal Aviation Regulations or that are detrimental to the airport, it shall be the Manager's duty to cause such operations to stop immediately.

**PROPERTY OWNERS ASSOCIATION  
CHESAPEAKE RANCH ESTATES, INC.  
395 CLUBHOUSE DRIVE  
LUSBY, MARYLAND 20657  
410-326-3182**

**MD50 AIRPORT ACCESS AND USER CONTRACT**

**I HAVE READ AND AGREE TO THE ATTACHED MD-50 Airport Rules and Regulations and P&P Memo #9 dated 06-17-2017. I fully understand the terms by which I must operate any aircraft on the MD-50 airport or that pertain to me and my guests having access to the airport. I approve the forfeiture of my rights to use the airport if I do not comply with the terms of Airport Rules and Regulations or P&P Memo #9. I agree to pay all required fees and improvement expenses. I understand that these fees and expenses are non-refundable.**

Member's Name: \_\_\_\_\_

Contract Number/CRE Lot Number/Tenant/Associate Member Number: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email address: \_\_\_\_\_

Preferred method of contact: Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Member's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Take the above contract to the POACRE Administration Office or mail it to the address at the top of the page, with payment.**

**FOR OFFICE USE ONLY:**

Name Admin. Personnel: \_\_\_\_\_ Total Fee Amount: \_\_\_\_\_

**Fee Schedule:**

- I. Airport Lot Frontage Fee: \$200/year
- II. Mandatory Operator Maintenance Fee for aircraft to use the airport:
  - a. Airport Lot Owner: \$150/year
  - b. POACRE Lot Owners: \$150/year
  - c. Tenant and Associate Member: \$200/year (attach tenant contract)

## LETTER OF AUTHORIZATION

Effective date: 1 November 2015

Authorization to operate aircraft to and from the Chesapeake Ranch Airport (MD50) in Restricted Area R-4007 and the Naval Air Station (NAS) Patuxent River's (NHK) Class D airspace is granted to the MD50 airport per the following provisions. Disregard or violation of the terms of this agreement will result in its cancellation.

1. Purpose To outline procedures for aircraft to operate to and from the Chesapeake Ranch Airport (MD50)

2. Cancellation The Letter of Authorization dated 15 October 2012.

3. Authorized Area

a. When the weather at NHK is at or above basic VFR minimum 1000' ceiling and not less than 3 miles visibility, flights arriving and departing to and from the Chesapeake Ranch Airport (MD50), within Restricted Area R-4007 and Class D airspace, shall be confined to an area within a 1-mile radius of the airport and a 1-mile wide corridor on the Patuxent (PXT) VORTAC starting at the PXT 350 radial at 5.8 DME to MD50 and from MD50 on the PXT350 radial at 5.8 until clear of R-4007. Altitude shall not exceed 800 feet MSL. NHK Tower/ATC are authorized to allow aircraft to deviate from the corridor for departing and arriving flights at MD50 airport.

b. Access to, and egress from MD50 will be approved by NHK Tower on VHF radio frequency 123.70. Other access will be approved by NHK Approach Control on VHF radio frequency 120.05 or by telephone at 301-342-5956.

4. Dissemination

a. MD50 Airport Manager is responsible for ensuring that all pilots who operate from MD50 are properly briefed on the restrictions imposed by this agreement.

b. NHK Air Operations is responsible for notifying the MD50 Airport Manager at (443)624-5548 or (410)326-0073 when NOTAMS are issued restricting flights within the R-4007 Special Use Airspace. This notification does not negate the responsibility of the pilot in command from checking NOTAMS.

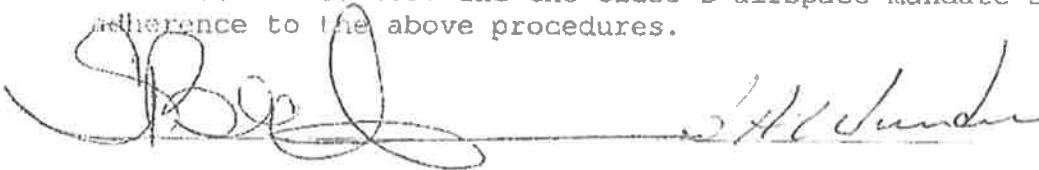


5. Termination This authorization remains effective until cancelled or suspended. The Commanding Officer, Naval Air Station, Patuxent River, reserves the authority to terminate this agreement for noncompliance or military necessity.

6. Safety

a. Designated VFR corridors through Patuxent River Restricted Areas overlap each other. Extreme caution should be exercised.

b. The high volume of jet and rotorcraft traffic in Restricted Area 4007 and the Class D airspace mandate strict adherence to the above procedures.



Susan Beckman  
LCDR USN  
Air Traffic Control Officer  
NAS Patuxent River, MD 20670

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Airport Manager  
Chesapeake Ranch Airport (MDS0)  
Lusby, MD 20657