

## Parkland ([7CO0](#) airnav link) Airport Info

- Parkland Estates Airpark is a private airpark, open to residents and invited guests. A Hold Harmless Agreement, which can be found on the Parkland Estates website homepage, must be completed for visiting aircraft using Parkland's facilities. A copy of the signed Hold Harmless agreement must be provided to the BOD to be kept on file.
- Airport identifier: 7CO0 (seven Charlie Oscar zero)
- Latitude/longitude: 40-04-17.9440N/105-02-00.9330W, Field elevation: 5050' MSL
- Obstacles to navigation: Fence, west and north of RWY 8 approach end. Large tree north of approach end of RWY 8.
- We are located on the BJC VOR 019R/11 DME, underneath DIA's (Denver International Airport) Class B airspace. The floor of the Class B airspace above us is 10,000' MSL.
- We are within the 30 NM (nautical mile) Mode C ring centered on DIA, which means all aircraft with electrical systems must have an operating transponder with altitude encoding (Mode C).
- Our unattended frequency, the common traffic advisory frequency (CTAF) is 122.9.
- Main runway (8/26): 4,200' long by 50' wide (3,800' for landing on runway 26 due to displaced landing threshold)
- Emergency landing strip (17/35)/Taxiway E: 1,305' long by 30' wide. Landing (takeoffs are discouraged to the north, prohibited to the south) use is limited to Parkland residents only.
- Depicted common taxiways: 20' wide; all are paved
- *Caution: Drainage ditches run along both sides of the common taxiways*
- Private taxiways vary in width and require owner permission to use.
- Runway 8/26 is lighted by timer from sunset to 11 PM. The runway lights can be pilot-activated at other times: slowly key your microphone 5 times on the CTAF (122.9).
- Make traffic calls to *Parkland Traffic*.
- Left hand pattern for runway 26, right hand pattern for runway 08.
- **Warning:** Beware of the NOAA Tower, (6,165 MSL, 985' tall) approximately two miles SE of Parkland Estates Airpark.
- Visiting aircraft may park where their host recommends. Pilots must provide their own tie downs. Do not block private taxiway entrances to the common taxiways.
- During organized fly-ins parking instructions will be provided to arriving aircraft.
- Because the pumps operate on private key accounts, 100LL fuel is available only through individual hosts.
- Parkland is an uncontrolled airfield and neighborhood. As such there may occasionally be people or animals near the runway. Pilots may consider a low approach (comply with FARs) to ensure that the runway is clear prior to landing.

## **Parkland Estates Airpark**

### **Noise Abatement Suggestions**

Due to our community's desire to be a good neighbor to Carmacar, Erie and surrounding rural residents, pilots are asked to use these noise abatement suggestions flying into and out of Parkland.

1. Be aware of noise sensitive residential areas, particularly Carmacar Estates 1/3rd mile north,-Scott's Acres 1/2 mile east, Northridge Subdivision 1/2 mile southwest, and the Town of Erie 1 1/2 miles west and southwest of Parkland. Except for takeoff and landing, avoid flight over individual residences below 500' AGL.
2. Fly traffic patterns tight, keeping your aircraft in as close to Parkland **as is safely practical**.
3. In constant-speed propeller aircraft, avoid using high RPM settings in the pattern. Prop noise from high-performance aircraft increases dramatically at high RPM settings.
4. On arrival, delay increasing propeller RPM to full until on final at low power settings.
5. Try reduced-power approaches, and always avoid long, low dragged-in approaches.
6. On takeoff, reduce to climb power and propeller pitch as soon **as is safely practical**.
7. Avoid prolonged runups, and do them inside the airport area, rather than at the perimeter.
8. Depart from the start of the runway, rather than from intersections, for the highest altitude when leaving the airport vicinity.
9. On departure, climb straight ahead to 500' AGL or so, as turns rob an aircraft of climb ability.
10. If you want to practice night takeoffs and landings, practice at other airports where noise considerations may not be as much of a concern.

**Safe operation of your aircraft is the first priority!** Within those constraints, any part you can play in minimizing noise for our neighbors will pay major dividends towards avoiding future challenges to our flying privileges!

Thank you,  
*Parkland Homeowners Association*