

**PARKLAND ESTATES**  
 (7C00) EL 5050'

MULTICOM 122.9

RUNWAY 8-26:  
 4200' X 50' PAVED  
 \*displaced landing threshold  
 Ry 26 - 3800' usable

RUNWAY 17-35:  
 1305' X 30' PAVED

BJC VOR 019R/11 DME

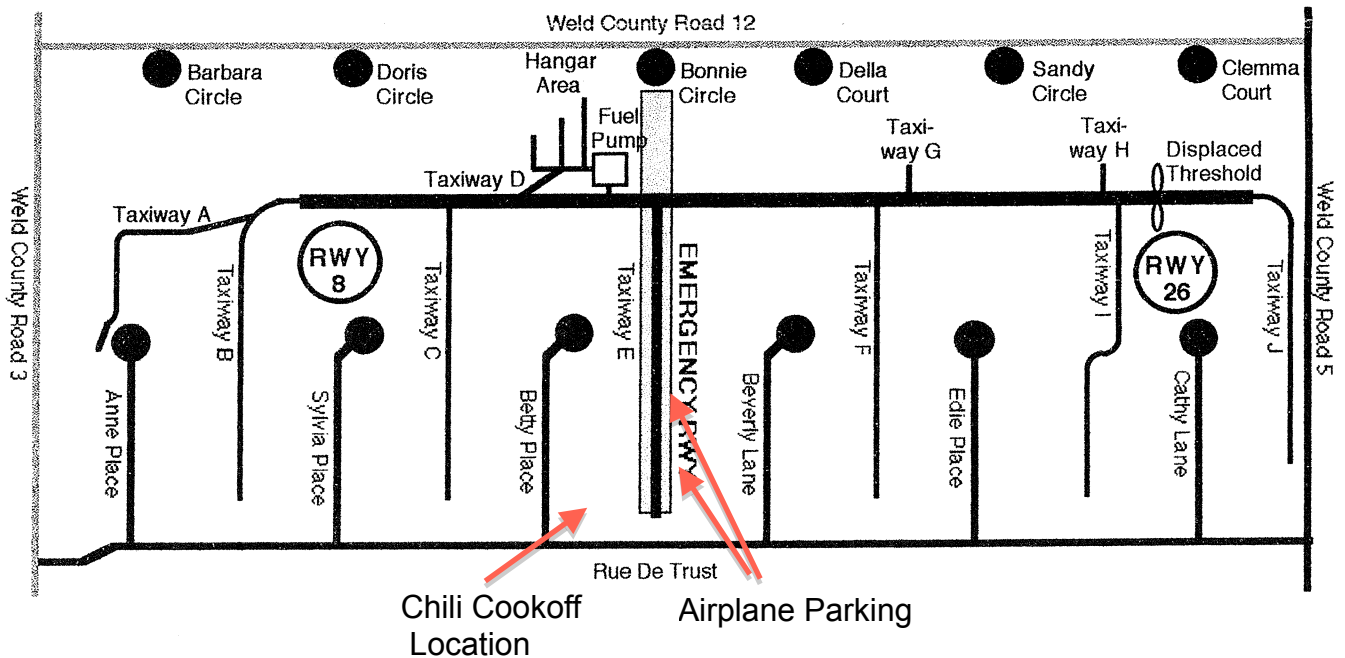
PATTERN ALT: 6000'

RWY 8-26 IS LIGHTED BY TIMER STARTING AT SUNSET FOR 2 HOURS. LIGHTS CAN BE PILOT-ACTIVATED AT OTHER TIMES BY KEYING YOUR MICROPHONE FIVE TIMES ON 122.9. MAKE TRAFFIC CALLS TO "PARKLAND TRAFFIC".

**Parkland Estates Airpark (7C00)**

Parkland is a private airpark, open to residents and invited guests. A Hold Harmless Agreement must be completed for visiting aircraft using Parkland's facilities. 100LL is only available through individual hosts, as the pumps operate on private key accounts.

Runway 8-26 is 50' wide by 4200' long, the emergency runway is 30' wide by 1305' long, and the depicted common taxiways are 20' wide. All are paved. **Use caution: drainage ditches run along both sides of the common taxiways!** Private taxiways vary in width, and require owner permission to use. Visiting aircraft may in the grass area north of the fuel pumps. **Do not block private taxiway entrances to the common taxiways.** During organized fly-in activities, aircraft may park off the east edge of the emergency runway or on the emergency runway overrun north of Runway 8-26. Pilots must provide their own tiedowns.



## **PARKLAND ESTATES AIRPARK RECOMMENDED PATTERN PROCEDURES DURING HIGH VOLUME TRAFFIC EVENTS**

1. **ARRIVALS:** Announce intentions on Multicom 122.9 five miles from the airport. Arrivals from the **South**, enter midfield downwind on a heading 45 degrees off downwind heading at pattern altitude (6000' MSL). Arrivals from the **North**, overfly the airport at least five hundred feet above pattern altitude. Enter downwind abeam the departure end, descending to pattern altitude and watching for traffic entering the pattern from the south. Announce downwind, base leg and final on Multicom 122.9.

2. **DEPARTURES:** When departing **Runway 8**, fly runway heading until crossing WCR 7, then turnout northeast through southeast until clear of Parkland area. When departing **Runway 26** fly runway heading until crossing Countyline Road (WCR 1), then turnout northwest through southwest until clear of Parkland area. Remain at or below 6000' MSL until crossing WCR7/Countyline Road. Announce direction of departure on Multicom 122.9.

3. **BREAKOUT FROM DOWNWIND ENTRY:** If you observe a conflicting aircraft on downwind as you approach downwind entry, turn away from the downwind towards the southwest if traffic is using **Runway 8**, or towards southeast if traffic is using **Runway 26** (the turn should take you away from traffic entering 45 degrees to downwind behind you). Circle south of Parkland area to re-enter 45 degrees to downwind. Announce intentions on Multicom 122.9.

4. **INSIDE GO-AROUND FROM BASE LEG OR FINAL:** If while on base leg or final you observe an aircraft on the runway (previous arrival, departing aircraft who cannot be airborne prior to your arrival, or aircraft taxiing on the runway), initiate an inside go-around to the south side and parallel to the runway. Climb to pattern altitude, and turn crosswind abeam the departure end of the runway (aircraft departing alongside should proceed runway heading until one mile beyond departure end). **Use caution for aircraft crossing over airport from the north for downwind entry!** Announce initial "INSIDE GO-AROUND RUNWAY 8/26" and early turn to crosswind on Multicom 122.9. **Avoid circling on base leg or final,** aircraft may be following you and present a confliction!

5. **MINIMUM TIME ON RUNWAY:** During the departure phase, aircraft should be ready to enter the runway as soon as the previous aircraft passes on **takeoff roll**. Aircraft should conduct a quick **but thorough** runup, clear area for traffic and depart as expeditiously as practical, occupying runway for three minutes or less. Arrivals should use minimum time exiting the runway into parking areas. **BE EXTREMELY VIGILANT!**

## **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 one-third mile north of Parkland, Scott's Acres one-half mile east of Parkland, and the Town of Erie one and one-half miles southwest of Parkland. Avoid unnecessary low flight over these areas. Avoid flight over individual rural residences below five hundred feet AGL.

2. Fly traffic patterns tight and high, 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 pitch 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. Climb after takeoff at best-angle-of-climb speed until crossing the airport boundary, then climb at best-rate-of-climb speed.

10. On departure, climb out straight ahead to 1,000 feet AGL or so, as turns rob an aircraft of climb ability.

11. 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*