

# Everitt Airport/Airfield

March 12, 2020

## ***Operations and Safety Regulations***

*Everitt Airport/Airfield is a private airfield located within Rocky Mountain Airpark Estates Development, 6 miles east of Parker, Colorado. **Prior approval to land is required.** A signed Hold Harmless Agreement must be on file with Everitt Airport/Airfield Association prior to operating at the airfield. This form can be obtained from [www.everittairport.com](http://www.everittairport.com) or directly from Everitt Airport/or Everitt Airfield Association. Email your request to [fragilexband@msn.com](mailto:fragilexband@msn.com) or [EverittAirfield@AOL.com](mailto:EverittAirfield@AOL.com). This document must be received and approval issued before you can operate into or out of the airfield.*

**Physical Address:** Everitt Airport, 128 Corsair Circle, Parker, CO 80138 or 156 Skyhawk Way, Parker CO 80138.

**Airport ID:** **1CO8**

**Variation:** 11E (Magnetic Variation Epoch Year: 1985)

**Long/Lat:** 104-39-28.896W/39-31-44.956N

**Elevation:** **6295 ft**

**FAA Regional Code:** ANM-Northwest Mountain **Runway Info:** **Runway 05/23** is a grass surface, 2200 feet long by 60 feet wide.

There is a 1% uphill grade on Runway 23. The runway endpoints are marked with white **SQUARE BLOCKS** at both ends.

The displaced threshold for Runway 05 is 350 feet long with a 2% downhill grade within the threshold. The displaced threshold for Runway 23 is 280 feet long with that 1% uphill grade.

**Runway 17/35** is a grass surface, 2200 feet long by 50 feet wide. There is a 2.6% uphill grade on Runway 17. There is no displaced threshold at either runway end.

**Pattern Altitude:** 7100 ft Mean Sea Level

**CTAF: 122.9** "Everitt Traffic". Aircraft departing to, or arriving from the South and East of the field for 10 NM should be aware of numerous training aircraft operating from the surface to 8000 ft msl. **South East Practice Area Common freq: 122.75**

**Approach/Departure Control: 132.75**

**ATIS:** (KAPA) **120.3** located 9.2 NM west, elevation: 5885 ft

**ASOS:** KAPA: (9NM west), **303 799-6722** KFTG: (17NM NE), **(303)261-9104 / 119.025**

**Floor of Class BRAVO above airfield:** 8000 ft mean sea level

**Windssocks:** The main airport windssock is located mid-field on Runway 05/23, next to the main hangar. Small windssocks are also located at the NW & SW end of runway 05; on the NE side, at the intersection of Runways 35 and 05/23; and at the NW end of runway 17.

**Aircraft Noise Mitigation:** Aircraft capable of constant speed propeller operation should reduce propeller rpm for the takeoff roll and climb-out, as much as safely possible to mitigate noise. Without jeopardizing safety, aircraft are encouraged to gain altitude quickly when departing Everitt Airfield, and follow departure pattern procedures described below. Consistent with safety and noise mitigation, reduce RPM operations in the pattern and upon arrival. The displaced threshold for Runway 23 should only be used for the takeoff roll when necessary for safety and performance considerations. Please do not use this area for aircraft run-ups. Please use the displaced threshold for Runway 05 whenever possible for the takeoff roll.

**Recommended Traffic Pattern and Noise Abatement Procedures:** The standard traffic pattern for Everitt Airfield is initiated by a 45 degree entry to the downwind leg. In the absence of conflicting traffic, other pattern entry procedures may be used provided the pilot announces his/her intentions. Aircraft in the standard pattern shall have the right of way. Avoid over flight of homes and any other noise sensitive areas when compatible with safety. When traffic is light, consideration should be given to alternating left and right traffic patterns to decrease traffic intensity over any one neighborhood.

### **MAIN RUNWAY 05/23:**

Arrivals – Runway 05 – use Left Hand Traffic. Please avoid directly over flying homes west of Delbert Road on base leg

Arrivals – Runway 23 – use Left Hand Traffic (*Designated Calm Wind landing runway*)

Departures – Runway 05 – Left turn-out heading 020 over the field - safety and performance permitting (*Designated Calm Wind departure runway*)

Departures – Runway 23 – Left turn-out to the south over Delbert Road, performance and safety permitting

### **CROSSWIND RUNWAY 17/35:**

Arrivals – Runway 17 – Left Hand Traffic

Arrivals – Runway 35 – Right or Left Hand Traffic

## Hours of Operation:

**October through April:** Dawn to Dusk

**May through September:** 0700 to Dusk

**Sunday Hours year round:** 0800 to Dusk

**Permitted Exceptions:** Operations outside of the hours listed above are allowed with prior permission from Everitt Airport or Everitt Airfield Association.

**Regulatory Compliance:** Use of Everitt Airport/Airfield requires compliance with applicable FAA regulations and the Everitt Airfield Operations and Safety Regulations (this document). In addition, it is the responsibility of the Pilot to be aware and comply with any applicable NOTAMS and TFRs in place which may affect Everitt Airport/Airfield and the airspace around it.

**Approved Aircraft Types and Aviation Activities:** The following aviation activities are not permitted at Everitt Airport/Airfield: Aerobatics, air shows, flight demonstrations, sky diving, powered parachutes, and ultra light aircraft powered by two cycle engines. High speed – low altitude passes (except in situations where safety is an issue or situations where the aircraft operator is performing a wind check and/or clearing the runway). Any pilot landing at Everitt Airport/Airfield assumes all responsibility for ensuring their aircraft's suitability for runway lengths and turf surface. Motorless aircraft (and related tow aircraft) may land or take off at Everitt Airport/Airfield utilizing procedures determined by Everitt Airport/Airfield Association and must have approval prior to use. When glider operations are in effect, two way radio communications must be utilized between glider and Unicom operator or other aircraft in the traffic pattern vicinity. Self propelled glider operations conducted under power are identical to regular powered aircraft operations.

**Landing Aircraft Requirements:** No aircraft may land or take off at Everitt Airport/Airfield unless it is equipped with brakes except in the case of an emergency or with prior consent of Everitt Airfield. All aircraft are expected to make the appropriate Unicom calls (122.9) in the blind when arriving, departing, and/or taxiing at Everitt Airport/Airfield. Landing and takeoff operations shall be conducted from the designated runways unless deviation is required in an emergency or with Everitt Airport/Airfield Association prior permission.

**Touch and Go Landings:** Touch and go landings are discouraged unless necessary for safety considerations. Full stop, taxi back operations are recommended in this regard.

**Taxiing and Ground Regulations:** Everitt Airport/Airfield maintains "shared use" taxiways (roads). Be advised that vehicles may be present on or near the runways and taxiways. No aircraft shall taxi at Everitt Airport/Airfield where the propeller may cause injury or damage to persons or property. If it is not possible to taxi such aircraft safely, the engine must be shut down and the aircraft towed to a suitable location. The run-up of aircraft will be performed in such a manner as to minimize the creation of dust and noise to surrounding homes or structures. Please consider where your prop wash is directed.

No aircraft shall be operated in a careless or negligent manner, or in disregard for the rights and safety of others and their property; due caution and circumspection must be exercised at all times!

**Commercial Use:** Everitt Airport/Airfield does not permit the use of its facilities for any activities of a commercial nature.

## **CAUTIONS**

***Density Altitude*** – Density altitude at Everitt Airport/Airfield can be in excess of 10,000'. Consult the Pilots Operating Handbook for your aircraft to ensure your aircraft performance at such density altitude will provide the margin of safety required to perform a safe takeoff. If performance is calculated to be marginal, the pilot is advised to reduce gross weight or wait until more favorable wind and temperature conditions exist prior to departure.

***Wildlife, Domestic Animals and Ground Hazards*** - There is a significant chance that wildlife could be on or in close proximity to the runways and taxiways. In addition, Everitt Airport/Airfield is part of a residential equestrian community and the possibility exists for the presence of unauthorized off-road vehicles, pedestrians, pets and horses on runways and taxiways. Use caution and be alert for this possibility.

***Rendering of Runways and Taxiways as "Unsafe"*** - It is possible that due to inclement weather, acts of nature, the intentional or unintentional actions of people, wildlife, or for any other combination thereof, Everitt Airport/Airfield, its runways and/or taxiways, may be rendered "Unsafe". Furthermore, due to the nature of grass runways, it is possible that the condition of the landing surface may be unsuitable for all aircraft. It is the responsibility of the pilot of any aircraft using Everitt Airfield to determine the safety of its runways and taxiways prior to performing any aircraft operations.

***Wind Disruption*** - It is possible that due to the present location of hangars, homes, trees, or rising terrain to the West, that changes to the steady state wind direction and speed may be present. Pilots are advised to note the wind direction and strength with relation to the placement of any structures which may cause possible wind shear action near the corresponding touchdown or lift-off position.

## **Rocky Mountain Airpark & Everitt Airport/Airfield Winter Operations:**

Along with the beautiful fall weather we are accustomed to here in Colorado, the occasional early snowstorm will occur. As we move into winter, our operations and ground procedures change significantly here at Everitt Airport/Airfield. Winter can bring heavy snows & drifting, very low visibilities and icing conditions, so special care must be exercised when planning any sort of trip. Even local area flights warrant extra attention with respect to the often rapidly changing winter weather. Braking, turning, and stopping your aircraft can also be a problem and extreme caution must be exercised.

Generally, when we receive a heavy snow, we suspend operations for a few days while we plow out, or allow the snow to melt. If you are planning a trip and it looks like there will be heavy snow on the day of your departure, you may want to preposition your aircraft at either Front Range or Centennial Airport.

It is important to note that when we receive an abundance of moisture in the form of rain or snow, the grass runways and taxiways become soft. **It is critical to not drive or taxi over them under these conditions.** If we can avoid operations when the ground is soft, we can prevent ruts in our runways and taxiways. We need to keep the airfield grounds smooth, especially for the small diameter aircraft tires, and obviously for everyone's safety. If you happen to taxi across some soft ground and cause ruts, you are required to grab a shovel and repair the damage immediately.

When the temperatures drop below freezing and the ground is frozen, operations are permitted, but one must certainly exercise caution. This applies to both runways 05/23 and 17/35, but is especially apropos with respect to 17/35 which was recently reseeded and has much loose soil. Your best bet is to plan an early morning, or late afternoon flight when the temperatures drop, and the ground firms up! Don't get caught coming back to the airfield knowing that the runways and taxiways may be soggy! Ruts are one thing, putting your aircraft on its nose is another!

Also, when the temperature drops, preheating your engine is usually a good idea. An engine that is not preheated can experience accelerated wear and possible damage due to dissimilar metals expanding or contracting at different rates. In extreme cases, not preheating may cause problems such as slipped main bearings. A little preheat goes a long way in preserving your engine's health. Consideration should also be given to preheating your avionics under extreme cold conditions. Whether you are preheating your engine or avionics, please do it safely and avoid possible damage to your surroundings. Don't be careless with propane heaters!

**The bottom line is "use a little common sense"! Be smart in caring for the airport/airfield, your airplane, and the property of others, and most important of all.....BE SAFE!**

**Plan ahead for your local and cross-country trips during these ever-changing winter months ahead!**

***Additional Notes*** – For arrivals to Runway 05, Delbert Road (County Road 01) lies under short final. Maintain adequate clearance from any vehicular traffic. For approaches to Runway 23, on short final there is a power line marked with an orange ball located 100 feet before the beginning of the displaced threshold. The power line is approximately the same elevation as the runway.

**BE ADVISED THAT THE USE OF EVERITT  
AIRPORT/AIRFIELD IS AT  
YOUR OWN RISK! SAFETY FIRST!**

**EVERITT AIRPORT/AIRFIELD IS SURROUNDED BY  
HOMES AND RANCHES. PLEASE BE A GOOD NEIGHBOOR,  
BE RESPECTFULL, AND BE .....NOISE SENSITIVE!**

Questions or inquiries may be requested by calling Mack Page/Owner Everitt Airport, at (303) 841-5279 or emailed to [fragilexband@msn.com](mailto:fragilexband@msn.com) or on our website at [www.everittairport.com](http://www.everittairport.com), or the Everitt Airfield Association at [EverittAirfield@AOL.com](mailto:EverittAirfield@AOL.com)

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