



PILOT INFORMATION GUIDE

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Introduction

The Hidden Valley Pilot Information Guide is a list of recommendations for pilots operating in and out of Hidden Valley Airpark to help establish the goal of Airpark safety. These guidelines in no way attempt to replace or supersede the FAR's or the AIM, but on the contrary, is simply a list of common sense/courtesy items to make the Airpark a safer place for the operation of all aircraft. It is incumbent that all pilots adhere to some common guidelines for airport operation in order to make all Airpark operations as safe as possible. AIRPARK SAFETY MUST BE PRIORITY #1!

In addition to the Hidden Valley Airpark Procedures, this guide contains a discussion on Hidden Valley Airpark Operating Notes and several charts and diagrams.

The main purpose of Hidden Valley Airpark is for FUN/SAFE flying...let's do it.

Hidden Valley Airpark Procedures

Airfield Description

1. Hidden Valley Airpark is a Private Airfield.
2. The Field identifier is 5TX0 (Five-Tee-X-Zero). Field elevation is 611' MSL.
3. Runway 16/34 is asphalt and is 2600' long and 35' wide. There is a 500' grass overrun on the south end. There are turn-around keyholes at each end and three runway access taxiways (two east, one west). (Figure 1)
4. The runway slopes down from north to south with the steepest slope beginning approximately 950 feet from the north end.
5. Red runway end lights and runway edge lights aid night operations. White LED runway edge lights are at the northern 400 feet and the southern 400 feet of the runway. The runway edge lights are activated with three (3) clicks on 122.9 within 5 seconds. The edge lights should remain illuminated for 15 minutes and will flash 1 minute prior to extinguishing. Two pairs of red lights identify each end of the runway and are on from dusk to dawn.
6. The airport's UNICOM frequency is 122.9 MHz. This freq is shared with numerous local airfields and may be congested at times.
7. Trees line the northern end of the runway on both sides.
8. There are no instrument approaches to HVA.

Air and Ground Operations

1. Radio equipped aircraft are encouraged to broadcast their position and intentions for the benefit of aircraft both on the field and in the air.
2. All pilots are encouraged to use the 5TX0 UNICOM to announce positions in and around the pattern at the Airpark. Non-radio equipped aircraft are strongly encouraged to abide by standard patterns and altitudes
3. Always access the runway from one of the three entry points so that you can see and clear both ends of the runway before entering. Do not delay takeoff once you enter the runway. Be alert and considerate for vehicles, people and animals. Aircraft have the right of way on roads. Also note the "no taxi" areas. (Figure 2)

4. Runway 34 is the preferred calm-wind landing runway. Runway 16 is the preferred calm-wind takeoff runway. (Runway slope considerations).
5. The recommended pattern altitude is 1600' MSL (1000' AGL) with **left-hand traffic** to both runway 16 and 34. Slow movers and helicopters may use 1400' MSL (800' AGL) as pattern altitude. (Figure 3)
6. Departures off Runway 16 should turn left 45 degrees, and follow Shady Shores Drive. Avoid the elementary school at Shady Shores Dr and Garza. This departure also avoids housing to the west and south of Hidden Valley Airpark. (Figure 3)
7. Departures off Runway 34 should turn right to avoid housing to the north, northwest and west. (Figure 3)
8. As a courtesy to our residents and our neighbors, pilots are encouraged to fly altitudes and patterns that minimize aircraft noise.
9. Be aware and considerate of vehicular traffic before exiting the runway.
10. Aerobatic activity occasionally occurs to the north of runway 34 at altitudes above 2100' MSL (1500' AGL).
11. Radio Control aircraft flying may be active in the area south and west of the extended Runway 16 centerline. Radio control flyers will have a hand-held radio tuned to 122.9. R/C flyers should have radio contact with all departing and arriving aircraft.
12. Always exercise caution with vehicular traffic. Non-resident vehicles may not understand the right-of-way rules and are prone to exhibit poor judgment when beak-to-beak with a turning propeller.

Hidden Valley Airpark Operating Notes

DFW Class B

1. Hidden Valley Airpark is 17 miles due north of Dallas/Ft. Worth Intl Airport (KDFW). Arrivals to KDFW's southern runways may fly directly over HVA at 3000' MSL.
2. The DFW Class B airspace "floor" begins at 3000' MSL directly above HVA. The airspace "floor" just to the north rises to 4000' MSL (Figure 4). When KDFW is in a "south" operation, pilots are advised to remain safely below the floor of the Class B as Regional

Approach Control routinely vectors arrivals (to include “heavy” jets) in at the base of the airspace (i.e. 3000’ MSL).

Strong South Wind Operations

1. Strong winds from the south (in excess of 15kts) have a tendency to roll and spoil down the ravine at the north end of the runway. The stronger the wind the greater the potential for turbulent downdrafts.
2. Local pilot technique is to fly a steeper approach, and land slightly long in order to avoid the turbulent air that may produce wing roll and heavy settles (increased and surprising rates of descent). Approach speed and stopping performance should be considered when choosing the adjusted touchdown point.

Other Local Airports

1. Lakeview Airport (34F) is 3 miles southeast of HVA. It has a 2800’ grass landing area and a 2800’ asphalt runway that is in very poor condition (but under repair). (Figure 4)
2. Denton Airport (KDTO) is 8 miles to the west. It has a 7000’ hard surface runway and has precision and non-precision approaches. KDTO ASOS (119.325 MHz) can be received at HVA (try squelch off, or use 940-383-8457). (Figure 4)

IFR Departures from HVA

1. Under VFR conditions, some pilots find it easier to depart HVA VFR and pick-up their IFR clearance through Regional Approach Control once air-borne.
2. Under IMC conditions, your clearance may be acquired by calling DFW TRACON at (972) 615-2799, secondary: (972) 615-2568. TRACON prefers you call them when you are holding short and ready to go. They will provide your clearance, a “wheels-up window” (based on other traffic) and a “VOID if not off by time”. The FSS Clearance Delivery is (888) 766-8267.

Figure 1 - Overview

Airport ID: 5TX0

Runway: 16-34

Length: 2600'

Width: 35'

Elev: 611'

Left traffic pattern for both runways.

Landing 16 slopes down.

Landing 34 slopes up.

Trees line both sides of north end.

Strong southerly winds cause turbulence during final approach to 16.

Preferred "CALM WIND" runway is 16 for takeoff and 34 for landing due to slope.

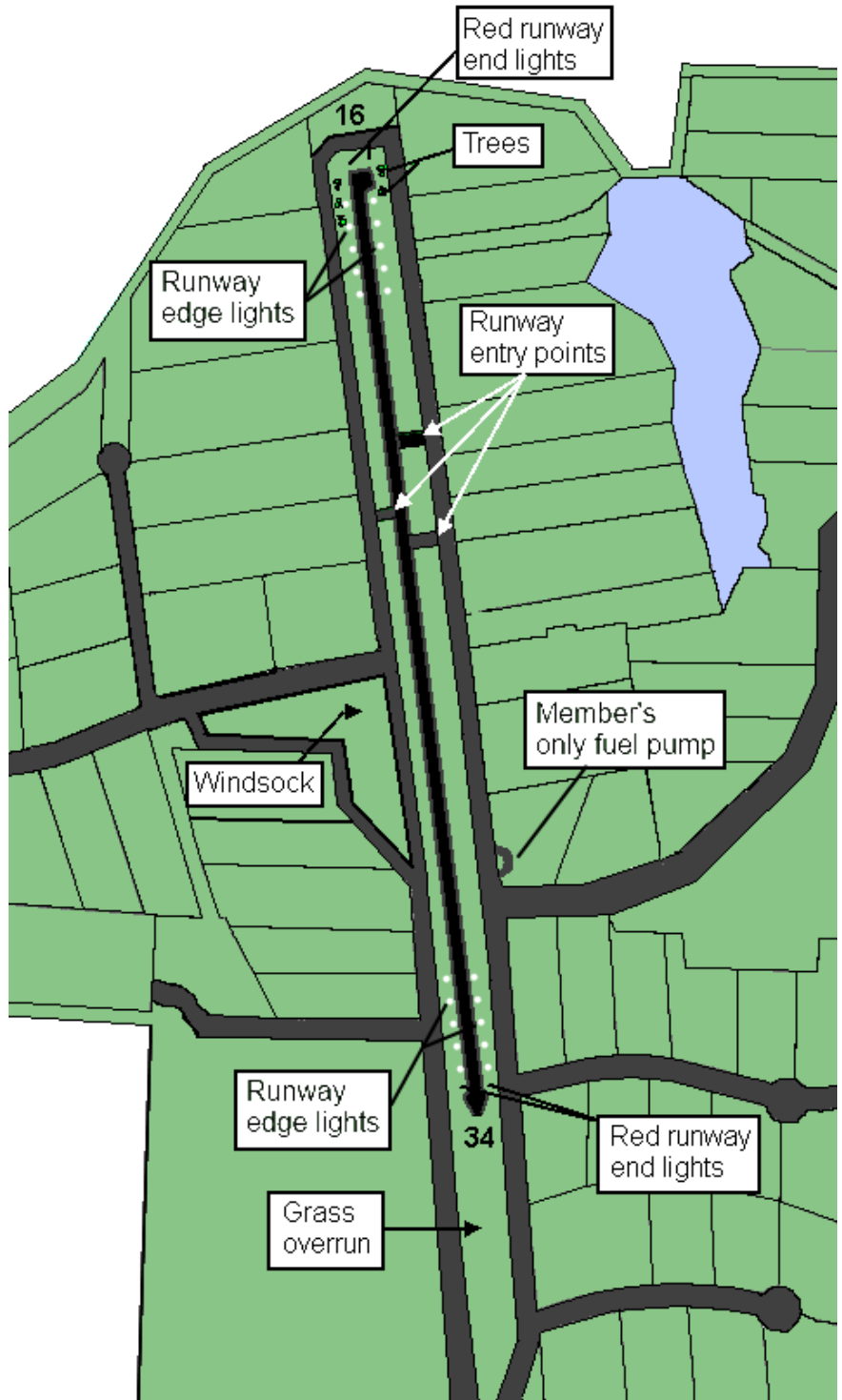


Figure 2 - Taxi Routes

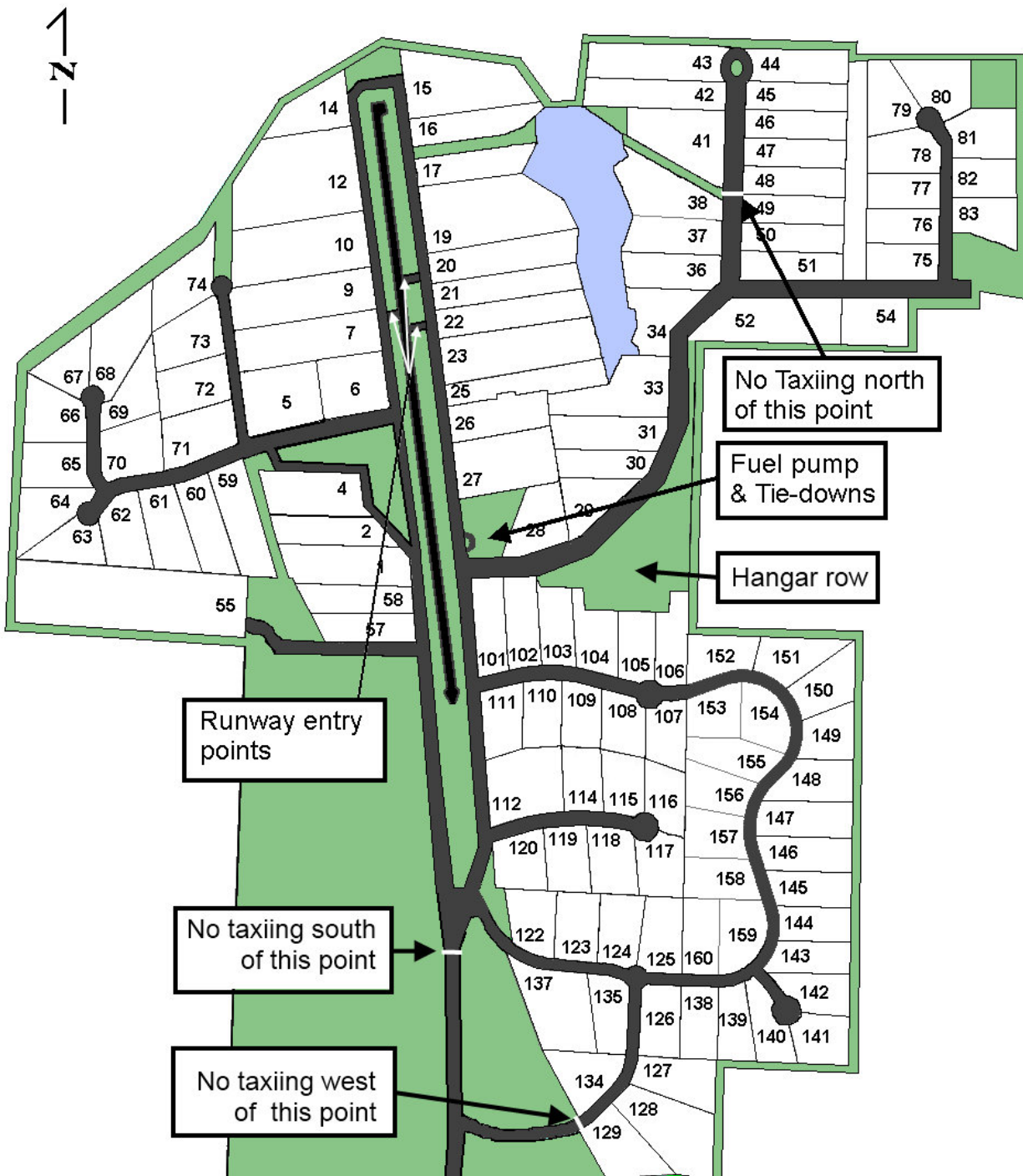


Figure 3 – Traffic Pattern

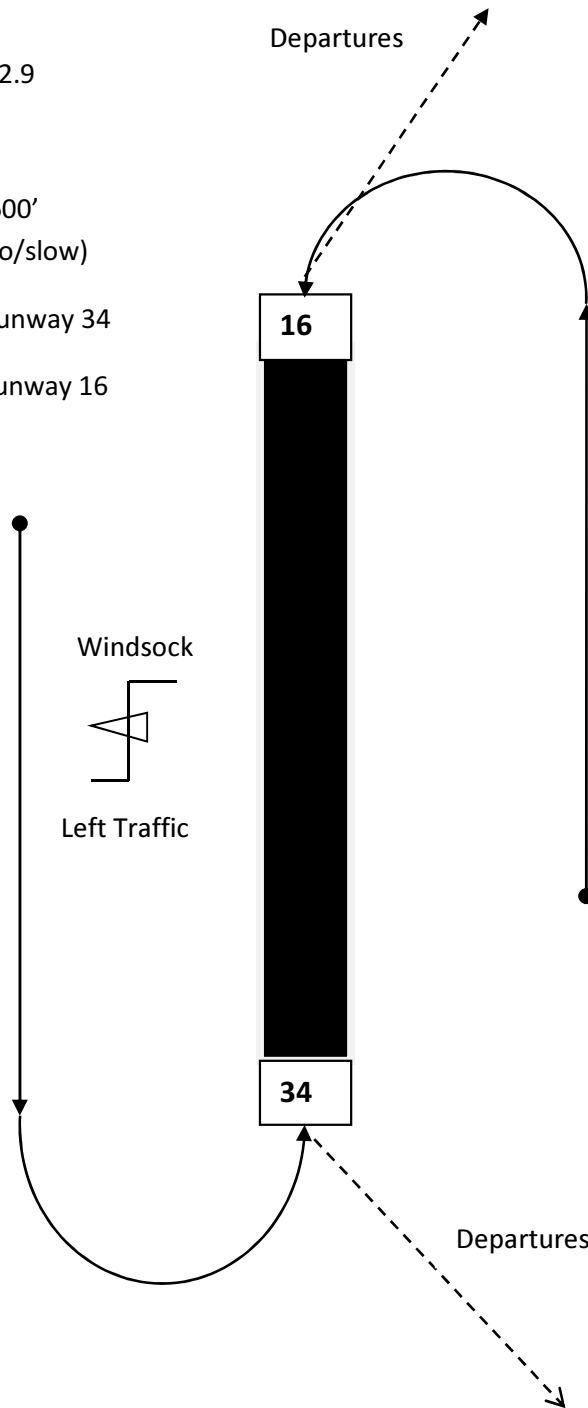
Radio frequency: 122.9

Left traffic patterns

Pattern Altitude: 1,600'
MSL/1400' MSL (helo/slow)

Calm wind landing runway 34

Calm wind takeoff runway 16



Runway: 16-34

Length: 2600'

Width: 35'

Elevation: 611'

Runway 34 departure use 45-degree right turn. Avoid housing

Runway 16 departure use 45-degree left turn. Avoid elementary school and housing.

Figure 4 – Sectional Chart





Contact the secretary of the Hidden Valley Airpark Association for copies or updates and for more information refer to: <http://www.hiddenvalleyairpark.org>.