



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 commonsense/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 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 17/35 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. There are three runway access taxiways (two east, one west). (Figure 1)
4. The runway slopes down from north to south with the steepest grade beginning approximately 950 feet from the north end.
5. Red runway end lights and white runway edge lights aid night operations. White runway edge lights are at the northern 400 feet and the southern 400 feet of the runway. There are numerous reflectors on each side. Two pairs of red lights identify each end of the runway and are on from dusk to dawn.
6. The airport's CTAF is 122.9 MHz. This frequency is shared with numerous local airfields and may be congested at times. (Hidden Valley, Aero Valley, Aero Country)
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 ground and in the air. (AIM Chapter 4-1-9)
2. All pilots are encouraged to use the 5TX0 CTAF to announce positions on the airpark and around the pattern. Non-radio equipped aircraft are strongly encouraged to abide by standard patterns and altitudes.
3. Always enter the runway from one of the three entry points so that you can see and clear both ends of the runway before entering or crossing the runway. 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 35 is the preferred calm-wind landing runway. Runway 17 is the preferred calm-wind takeoff runway. (Runway slope considerations).
5. The pattern altitude is 1600' MSL (1000' AGL) with **left-hand traffic** to both runway 17 and 35. Slow movers and helicopters may use 1400' MSL (800' AGL) as their pattern altitude. (Figure 3)
6. Departures off Runway 17 should climb straight ahead and then turn to follow Shady Shores Drive. Avoid overflight of the two schools at Shady Shores Dr and Garza. Avoid low, noisy overflight of the houses to the west and the south of Hidden Valley Airpark. (Figure 3)
7. Departures off Runway 35 should make a slight right turn to avoid the houses to the north, northwest and west. (Figure 3)
8. When flying a base leg to runway 17, please avoid overflight of the turret house about mid-left base.
9. Be aware and considerate of vehicular traffic when exiting the runway and prior to joining the north/south taxiways.
10. Aerobatic activity may occur to the north of runway 35 at altitudes above 2100' MSL (1500' AGL).
11. Radio Control (UAS/UAV) aircraft flying may be active in the area south-and-west of the extended Runway 17 centerline (HVA RC Field). RC flyers will have a hand-held radio tuned to 122.9. RC 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 will fly directly over HVA at 3000' MSL.
2. The DFW Class B "floor" begins at 3000' MSL directly above HVA. The Class B "floor" rises to 4000' MSL (Figure 4) just north of the airpark. When KDFW is in a south operation, pilots

are advised to remain safely below the floor of the Class B as Lone Star Approach Control routinely vectors arrivals (including “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 larger the potential for affect. Your aircraft may settle/descend rapidly approaching the very north end.
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/descents. Approach speed and stopping performance should be considered when choosing the adjusted touchdown point.

Other Local Airports

1. Lakeview Airport (30F) is 3 miles southeast of HVA. 30F has a 2600’ fair grass runway and a poor 2800’ asphalt runway. (Figure 4)
2. Denton Airport (KDTO) is 8 miles to the west. It has 5000’ and 7000’ runways, The Class D airport has precision and non-precision approaches. KDTO ATIS (119.325 MHz) can be received at HVA (try squelch off, or call 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 Lone Star Departure Control once airborne.
2. Under IFR conditions, your clearance may be acquired by calling Ft Worth ARTCC at (972) 453-0181. Ft Worth 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 time.

Figure 1
Airport Overview

Airport ID: 5TX0

Runway: 17-35

Length: 2600'

Width: 35'

Elev: 611'

Left traffic pattern for both runways.

Landing 17 slopes down.

Landing 35 slopes up.

Trees line both sides of north end.

Strong southerly winds cause turbulence during final approach to 17.

Preferred "CALM WIND" runway is 17 for takeoff and 35 for landing due to slope.

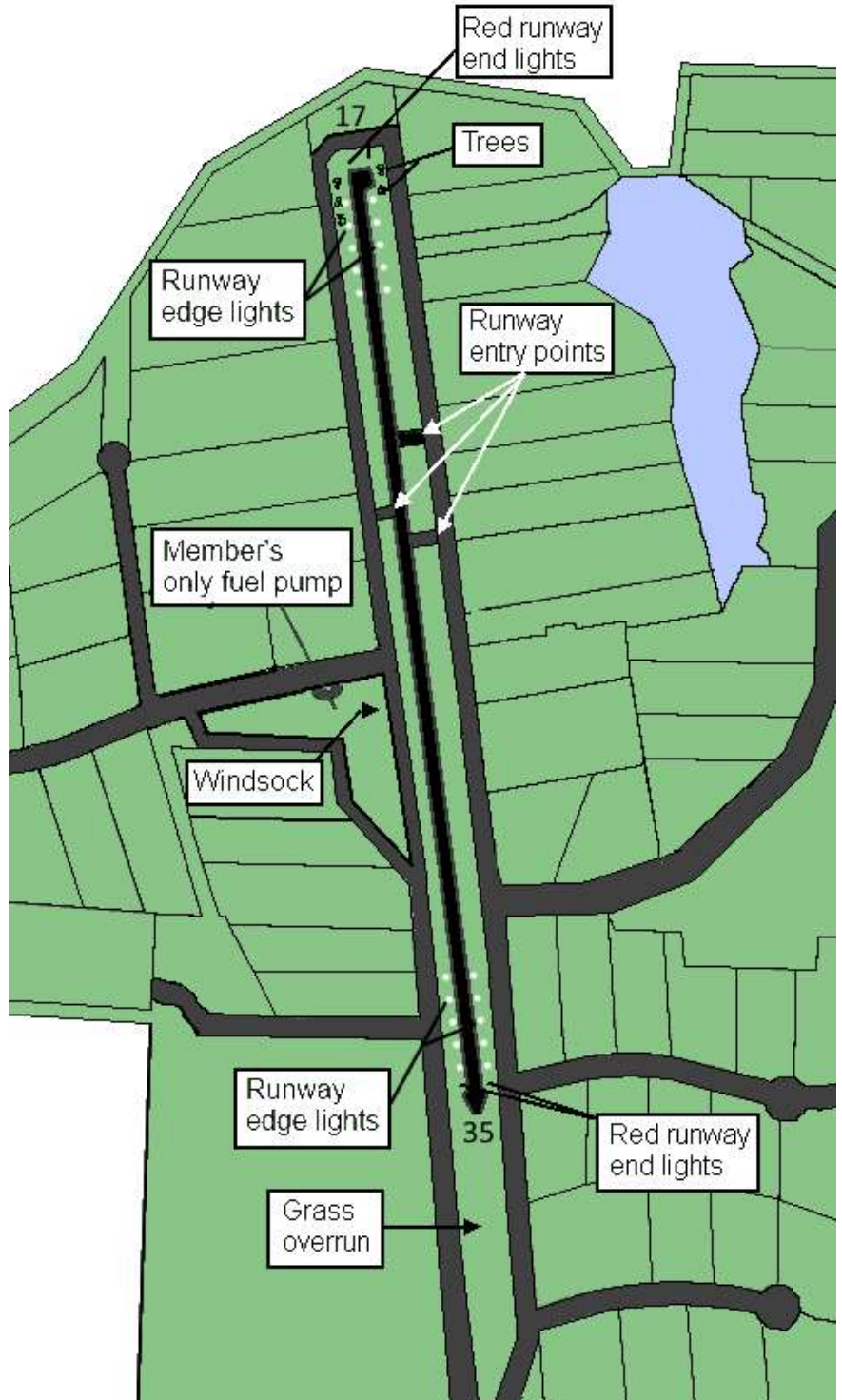


Figure 3

Landing and Traffic Patterns

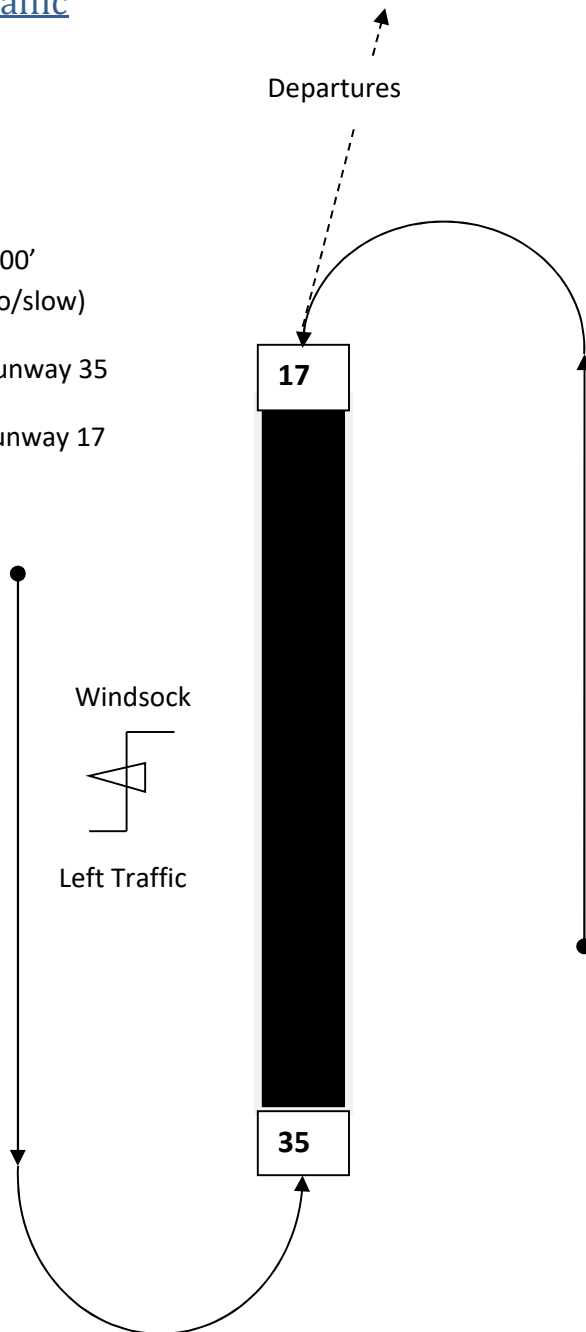
CTAF: 122.9

Left traffic patterns

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

Calm wind landing runway 35

Calm wind takeoff runway 17



Runway: 17-35

Length: 2600'

Width: 35'

Elevation: 611'

Runway 35 departure use slight right turn to avoid housing

Departure

Runway 17 departures Climb and turn to follow Shady Shores Dr. Avoid schools and nearby housing

Figure 4





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