

MOUNT SHARP AIRPARK

RECOMMENDED SAFE OPERATIONAL PRACTICES

All pilots are expected to follow FAA guidelines and regulations while operating at Mount Sharp Airpark. The following procedures apply to the unique environment at MSA and are for use by all pilots (whether jet, prop, helicopter, or any other type of aircraft) and residents. While we assume these procedures are available and will be followed by all pilots based at MSA, the same cannot be assumed about transient and transiting aircraft. All pilots need to be heads up for deviations from these procedures.

Airpark Rules:

All pilots and property owners must read and understand the Mount Sharp Airpark **CC&R's** (*Complete Restatement Of The Covenants, Conditions, Restrictions, Reservations, Easements, and Liens and Charges* recorded Document No. 25020582) and the Mount Sharp Airpark Association Rules and Regulations dated April 30, 2025 (**R&R's**) with emphasis here pertaining to operations on and around the runway.

- Runway and taxiway incursions are a dangerous and serious matter at all airfields.
- Aircraft have the right of way over all vehicles, pedestrians and pets on runways and taxiways.

Particular areas of interest where strict adherence is required in order that a safe operating environment is insured are:

- 1.) The leashing of all pets in the Airpark in the vicinity of the runway.
- 2.) Pedestrian, bicycles and unleashed pets are not allowed to loiter or walk lengthwise in the runway environment between the fence-lines.
- 3.) The operation of motor vehicles on and in the vicinity of the Runway are prohibited without Board approval and the utilization of required safety equipment. Vicinity of the runway is defined as across the hold short line or within the fence-lines bordering the runway. In areas where no fence or taxiway exists, no motor vehicles are permitted within 63 feet of the runway edge.
- 4.) Crossing the Runway by any means **MUST** be done expeditiously and at a 90- degree angle to the runway. Those crossing need to stop, fully scan the runway and traffic pattern and listen for arriving or departing aircraft. The runway environment shall never be entered if there is an airplane taxiing, or on approach or departure.
- 5.) **READ, KNOW, AND UNDERSTAND YOUR CC&R's and R&R's SO THAT WE MAY ALL CONTINUE TO ENJOY THE SAFETY AND FREEDOM THIS AVIATION COMMUNITY HAS TO OFFER.**

ARRIVALS and DEPARTURES AT Mount Sharp Airpark:

Jet and Turbo prop aircraft arriving at Mount Sharp Airpark are encouraged to announce initial position and intention reports **15 miles** out with subsequent reports at 10 and 5 miles. Helicopters and slower piston aircraft should make initial position reports at **10 miles out** followed up with a 5 mile report. All aircraft should announce pattern entry with position and intended methods for entry, followed by calls at the downwind, base and final.

When making position reports, the **type of aircraft, color, position (bearing and range from Mount Sharp Airpark) and altitude** should be used. This information is critical to a pilot's ability to see and avoid responsibility and should be considered more useful than just a

call sign in this environment.

When possible use landmarks (in addition to bearing and range), locally known geographical areas and always say altitude when making radio position reports. This information is invaluable to all pilots in planning and positioning for separation of aircraft. **Do Not** depend on the big sky theory. Some well-known landmarks are: Jacobs Well, Woodcreek Golf Course, Lone Woman Mountain, and Lone Man Mountain Tower.

On calls for Final Approach it is also considered helpful to announce parking intentions notifying aircraft on the ground who may be taxiing for a departure position. With many long narrow taxiways to remote lots located off the airstrip, the courtesy of taxi and parking call outs are most helpful in avoiding nose to nose conflicts for both arriving and departing traffic.

RUNWAY & TAXIWAY USE:

Runway 12 utilizes a non-standard right-hand pattern. To comply with noise abatement procedures, pilots are encouraged to make a 15 degree right hand turn as soon as safely possible after takeoff.

Runway 30 utilizes a standard left-hand pattern.

Pattern altitude for both runways for piston aircraft is 2100'. For turbine/jet aircraft it is 2600'

Runway 12/30 asphalt pavement is 4800' long and 60' wide. Caution should be exercised in maintaining centerline. In cross wind conditions a review of your personal minimums would be considered prudent.

There are designated run-up areas located at each end of the runway. Pilots are to exercise caution during run-ups and takeoff and are reminded they are responsible for the effects of their air blast generated. Jets are also responsible for injury or damage from the effects of jet blast on pedestrians and vehicles on Mount Sharp Road.

FLY FRIENDLY:

Noise Abatement procedures and a courtesy "fly friendly" program is in place at Mount Sharp Airpark. At the end of the Safe Operational Practices are maps of the noise sensitive areas to be avoided unless in an emergency.

Fly Friendly means pilots need to be considerate of homeowners, on and off the airpark, and other pilots at Mount Sharp Airpark and especially the noise sensitive areas of the runway. Due to the proximity of hills around the airport and homes close to the runway, the airpark is closed at night except for Members and guests who are permitted to come and go between dusk and dawn. As courtesy to Airpark residents, night operations should be minimized. Nighttime takeoffs and landings are not recommended for any pilot unfamiliar with the area due to nearby mountainous terrain.

Practice Takeoffs and Landings are suggested when conditions and traffic allow for it to be done safely and not cause a disruption. *Touch and go's are strongly discouraged because of the noise sensitive area to the east and south of the approach end of runway 30.*

Any demonstration and exhibition passes over the runway are discouraged because of the noise sensitive area to the south of the airpark. If done, they should be at a

minimum altitude of 1,000' agl (2,100 msl) with proper radio calls **after receiving prior written permission from the Mount Sharp Airpark Association Board of Directors.**

CAUTION: Conflicting opposite direction traffic can exist in calm wind conditions.

CAUTION: Calm wind condition assessment is at the discretion of the Pilot in Command (PIC). With this discretion and a variety of personal minimums, opposite direction conflicts may arise in any condition. The PIC is the final authority for safe operation of his or her aircraft.

Radio calls with position reports and intentions are Paramount!

GRASS OPERATIONS:

Landing and Take Off operations on the grass on either side of paved runway 12/30 is **Prohibited**. Runway lights in these areas obstruct and do not allow for safe operation.

HELICOPTERS:

Helicopter takeoffs and landings shall avoid the flow of fixed-wing aircraft and abide by FAA regulations. While in the traffic patterns, helicopters shall fly a tighter and lower pattern than the fixed wing pattern. This is to aid in separation and facilitate efficient airport utilization. Arriving and departing helicopters, whether to a runway or to a helicopter pad, shall avoid noise sensitive areas and ensure rotor wash does not cause damage to residences. Fixed wing traffic maintain the right of way over helicopter traffic as per the FAA FARs. These standard procedures are to ensure fixed wing aircraft know what to expect from helicopters operating from the airfield.

GENERAL:

Formation Flying:

Brief and debrief meetings among pilots flying in groups or formation is essential and considered required for Mount Sharp Airpark activities. Aircraft groups and aircraft flying formation arriving or departing Mount Sharp Airpark are requested to monitoring of **XXXXX(TBD)** when operating within 10 miles of the Airpark.

Aerobatics:

It is requested any pilots flying aerobatic maneuvers do so at least 5 miles from Mount Sharp Airpark and away from landmarks used for entry or departure from Mount Sharp Airpark. Aerobatic activity in the vicinity of Mount Sharp Airpark should include radio calls stating the distance and direction from the airport of the aerobatic activity and the expected block altitude being utilized. These radio calls should be refreshed every 5 minutes during any aerobatic activity.

AIRPORT INFORMATION:

ID: Mount Sharp Airpark

Runways 30/12.

Length; 4800'; Width; 60'

Elevation: 1100

Unicom; XXXXX(TBD)

AWOS; XXXX or XXX-XXX-XXXX(TBD)

Ground Clearance Delivery: Austin Approach, 512-269-7865

ATC: Austin Approach: XXXX(TBD)

Fuel Service Manager: XXXXX

CAUTION SUMMARY:

All pilots need to be cognizant of these hazards as they are prevalent in the area around Mount Sharp Airpark.

- Opposite direction traffic patterns and helicopter operations.
- High altitude surrounding terrain.
- Narrow runway width with prevailing cross winds.
- Multiple private intersecting taxiways with hold short lines and buildings in close proximity.
- Close proximity to Community Fishing Area means the presence of waterfowl should be expected.

PLEASE NOTE: In the case of any conflict between the **CC&R's** and these Recommended Safe Operational Practices, the **CC&R's** shall control.

