

WEST HOUSTON AIRPORT

RULES AND REGULATIONS

This document provides for the Rules and Regulations concerning the West Houston Airport. No person, corporation or other entity shall use the Airport for the carrying on of any activity, including commercial aviation activities, conducting flight instruction, flying clubs, the sale of any commodities, maintenance or sale of aircraft, sales of fuel/oil, pilot supplies or other operations, etc., unless approved in advance by written license or concession agreement from the Airport. A License or Lease executed by all parties is required for use of the Airport. This includes all lot owners within the Airport boundary. This document provides for general rules and regulations for the use of the Airport; regulations of air and ground traffic; regulating the operations of aircraft engines including location and time of day; providing for fire regulations; regulating student training and practice flying; providing for a savings clause, all for the safety and benefit of the West Houston Airport, Houston, Harris County, Texas. Any and all persons engaged in any aircraft or flight operations for hire, payor remuneration, going upon the West Houston Airport and its appurtenant areas must be licensed or authorized in writing by the Airport or have rented or leased facilities specifically designated in a commercial area on the Airport and be authorized by the airport to conduct such operations. The West Houston Airport is a privately owned airport which is used by the public and subject to these Rules and Regulations as well as policies and procedures initiated for the protection and safety of its customers and employees.

The Airport, at its sole discretion, may determine if a said operation or business or person or entity is in compliance with the Airport regulations. If any person is found to be in violation of the Airport regulations, that person or entity may be evicted, through Judicial or Non-Judicial means, from the Airport and barred from its further use. Other remedies include but not limited to injunctive relief, cancellation of License Agreement or the filing of notices in deed records. Regulatory Agencies and their authorized personnel must obtain approval from the Airport Manager prior to entering all or any gated areas.

For the purpose of enforcement of its property rights the airport area as depicted on attachment A and outlined in red is private property subject to trespassing laws where violations may occur and violators will be prosecuted in accordance with said state trespassing laws.

The West Houston Airport, herein referred to as "Airport" is owned and operated by the WEST HOUSTON AIRPORT CORPORATION, a Texas corporation with offices at the Airport, 18000 Groschke Road, Houston, Texas 77084. It may be served with notices directed to its registered agent, Woody Lesikar. The mailing address of West Houston Airport Corporation is P. O. Box 941789, Houston, Texas 77094-8789. The phone number is 281-492-2130. The email address is info@westhoustonairport.com.

No person, firms, association, corporation or entity, incorporated or otherwise, shall use the Airport for the carrying on of any aviation activity, unless approved by written License agreement with the Airport, and conducted in accordance therewith, as Lessee, or Renter and conducted in accordance with the Lease or Rental Agreement by and between the Lessee and the Airport.

SECTION I. PROHIBITED OPERATIONS PERTINENT TO AIRCRAFT UTILIZING THE AIRPORT.

1. Helicopter training and multiple operations, on, over, or across the Airport and its appurtenant areas without the written authorization of the Airport.
2. The operation to or from the Airport of hang-gliders, flyable model airplanes, kites, unmanned balloons, and drones except in an emergency or with prior written approval from the Airport.
3. Aircraft without operative two-way radio communications equipment other than transient aircraft or aircraft with inoperative radios being flown for repairs. Such equipment shall be operating and tuned to the Airport advisory frequency of 123.05, at all times when within five (5) statute miles of the Airport.
4. No person shall burn any waste material on the grounds of the Airport.

5. No person shall allow a pet to run free upon the grounds of the Airport and/or its appurtenant areas and all pets must be kept within the perimeter of its leased or owned property. Leash Laws are in effect in Harris County and as a provision of The Declarations of Covenants within subdivisions.

6. Hikers, bicyclists, go carts and other unlicensed or non-owned vehicles not used directly for aircraft operations are prohibited from entering onto the runway or taxiways of the airport, (Exhibit "A") otherwise known as the "airside" area of the Airport, unless approved in writing by the Airport and have specific markings, emergency flashers or other apparatus to designate them as approved. "Non-owned" means herein a vehicle not owned or operated by the Airport.

7. No vehicle of any kind shall ever be parked so as to block the orderly flow of aircraft or the removal of aircraft from hangar or tiedown facilities. Vehicles must be parked in designated areas. A fine may be imposed for improperly parked vehicles. While loading and unloading vehicles and personally present, an exception exists.

8. No wine, whiskey, beer, liquor, or other intoxicating or alcoholic beverages or any "THC" or any products relating to Hemp or THC in any form shall ever be sold or commercially distributed or dispensed without the prior written approval of the Airport. The consumption of intoxicating beverages in open public is not permitted on the Airport grounds or within the terminal building without approval.

9. All aircraft operating on the West Houston Airport and its appurtenant areas must have a policy of insurance in full force and effect with adequate property liability insurance to cover any loss to Airport property or to other plane owners for damages caused by their negligence or be an approved self insured as defined by Texas Law. All plane owners and their operators do hereby indemnify hold harmless and guarantee to the airport the cost of any and all damages insured as a result of accident or injury by the uninsured. The Airport reserves the sole and exclusive right to the salvage or hull of any aircraft upon the Airport for which Airport property has sustained damage and for which no insurance has been provided by the registered owner of the plane. Upon payment for all damages sustained by the Airport, the salvage or hull of the airplane shall be released to the proper owner. Only maintenance facilities approved by the Airport and ones meeting the "Minimum Standards" may perform maintenance for hire on the Airport. In addition,

only approved maintenance facilities may remove disabled, damaged or wrecked aircraft from the Airport or its appurtenant areas.

10. Formation take-offs and landings, low level acrobatic maneuvers, high speed, low level flights over the runway or appurtenant areas of the Airport, and/or the emission of smoke, steep turnouts and steep low turnouts over the terminal hangars or residential areas, and other maneuvers for any purpose or for exhibition are prohibited without the prior written approval of the Airport. Operations such as these are prohibited from this type of flight over congested or heavily populated areas near the airport. Operating aircraft at max power and/or high RPM over residential areas is not good airmanship unless absolutely required for safe operations. Best to consider residents on the ground after safety of flight.

11. Children under the age of 18 must be accompanied by their guardian and may not use the airport taxiways, runways, or easements for sports events, recreational games, or as a playground, or for any other purpose not directly related to the safe operation of aircraft.

12. Smoking is allowed in designated areas only. It shall be assumed that unless specifically designated as a smoking area, then such area is specifically "Non-Smoking." Smoking during fueling operations or operations on the ramp is strictly prohibited.

13. Non-registered flight vehicles including parachuting, parasails, motorized parasails and drones are prohibited from using the Airport unless pre-approved in writing by Airport management.

14. Fireworks, bottle rockets, explosive devices of any kind including guns and paint guns or other miscellaneous devices used for practice are prohibited on the Airport grounds.

15. No back-taxiing on the runway allowed unless due to taxiway/s being closed or other airport announced issues.

SECTION II. GENERAL RULES AND REGULATIONS. The following rules and regulations shall be mandated for the use, operation and conduct of said Airport.

Rule 1. The Federal Aviation Regulations promulgated by the Federal Aviation Administration for observance by aircraft operated anywhere in the United States, and presently or hereafter effective, are hereby referred to, adopted and made a part hereof as though fully set forth and incorporated herein.

Rule 2. The Airport Board, Airport Manager, or Director of Operations, may lease property to private individuals, companies or associations within the building area or other persons on the Airport for the private construction of hangars, buildings, aprons, taxiways, auto parking lots, etc., in accordance with the approved Airport Layout Plan. All property and all buildings or structures erected on the property will be utilized for aviation related activity. Storage of non-aviation equipment, such as automobiles, recreational vehicles, boats, farm equipment in a private hangar or conducting of non-aviation business in any structures must be incidental to the aviation activity, and all such equipment be stored within the confines of the building. The rules will include one or more means of charging for the property. Some examples are as follows: a) Lease of land; b) Leasing of hangars or buildings owned by the Airport; c) Purchase of land; d) Purchase of buildings owned by the Airport. Leases will not normally be written for a period in excess of one (1) year. Any structures or hangars not in use for aviation purposes for a period of twelve (12) months or not available for rent or sublease for aviation purposes, unless so authorized by the Airport Board by approved variance must be removed or sold after due notice or the Airport Board will consider such structures or hangars abandoned and all privileges suspended by the Airport. Leased or rented Airport property may not be subleased by the lessee without the express written permission of the Airport.

Rule 3. UNAUTHORIZED STRUCTURES. No structures may be erected beyond the Building Restriction Line (BRL) or in conflict with the approved Airport Layout Plan and Airport height requirements, and in accordance with FAA criteria and specifically authorized by the Airport Board.

Rule 4. No Vehicles, trailers, equipment or structures of any kind shall be located on the 5' fire lane necessitated by the County Fire Marshall.

Rule 5. CONSTRUCTION APPROVAL. All construction must be authorized and must be of a compatible standard and approved by the Airport Board. All buildings and/or hangars constructed will be in conformance with the Southern Building Code for Harris County, Texas, hangar with doors opened or closed. Future modifications to the exterior of the approved building must be submitted to the Airport for approval. Contractors must be pre-qualified prior to working on the Airport grounds and must attend a pre-construction orientation prior to the construction of any new building. Contractors must also meet certain other standards as required by the airport and the association.

Rule 6. UNAUTHORIZED SIGNS AND EQUIPMENT. No signs of any kind including for sale and for lease signs, non-aeronautical equipment, portable buildings, or trailers may be erected or constructed upon the grounds of the Airport, on any lot or any hangar without the express written permission of the Airport.

Rule 7. SUSPICIOUS ACTIVITIES. All suspicious, unsafe, or unauthorized activities including unauthorized access by personnel or vehicles shall be reported immediately to the Airport Manager, Airport Security, Sheriff's Department, FBI, Department of Public Safety and the Federal Aviation Administration as appropriate.

Rule 8. LIEN FOR CHARGES. To enforce the payment of any charge made for lease or use of Airport property, maintenance fees, hangar or building rental, tiedown fees, repairs, improvements, storage or care of any personal property, and/or for damaged properties in connection with the operation of the Airport, Airport shall have a lien upon such personal property which shall be enforced as provided by law. The Airport shall have the right, regardless of the desires or views of persons going upon the Airport, to lock up, chain off, or otherwise disable any aircraft for which any amount is owing to the Airport for which in the sole opinion of the Airport, may be considered a potential loss.

Rule 9. LIEN POSSESSORY RIGHT. To enforce the payment of any such charge, the Airport Manager and or Airport Security may retain possession of such personal property until all reasonable, customary and usual compensation shall have been paid in full.

Rule 10. WRECKED AIRCRAFT. Every aircraft owner, his pilot and agents, shall be responsible for the prompt removal of wrecked aircraft under the direction of the Airport Manager or other Airport authorized person.

Rule 11. REPAIRS TO AIRCRAFT. No aircraft shall be repaired on any part of the landing or take-off area, and all repairs shall be at the place/s designated by the Airport Manager for such purpose. Major engine, airframe, or avionics repairs shall be conducted by a properly certificated, paid mechanic within a hangar or building rented, leased, or owned for such commercial purposes. Any preventative maintenance authorized by FAR Part 43 may be made by the owner or operator of any aircraft, but only within a hangar leased or owned by that aircraft owner or operator or at places designated by the Airport Manager for such purpose. Any mechanic or non-based aircraft maintenance company must maintain a policy of insurance including liability protection and fire insurance coverage for the hangar in which they are performing maintenance and provide a Certificate of Insurance to the airport prior to work being performed. A penalty is imposed for failure to abide by these Airport regulations, including prohibition of further use of the Airport.

Rule 12. AGRICULTURAL OPERATIONS. Agricultural spraying operations, if authorized, will be conducted in accordance with procedures approved by the Airport Manager and only from the areas designated on the Airport. Reckless flying, careless handling of chemicals, indifference toward policing and cleanup of the area, or intimidation of other aircraft users will not be tolerated. Because of the hazard of such operations, each agricultural spray operator will be required to furnish the Airport with a Certificate of Insurance, naming the Airport as an additional insured, with minimum limits of liability as may be set from time to time by the Airport. In addition, appropriate permits for distribution of chemicals is required. Washdown of agricultural spraying aircraft and flushing of any aircraft spray tanks will be accomplished only in areas so designated and in accordance with the applicable rule of the Environmental Protection Agency, The Texas Commission on Environmental Quality, Texas Department of Agriculture, Texas Department of Health Resources, Harris County Pollution Control and others as applicable. Empty chemical containers will be disposed of in accordance with applicable Federal and State laws.

Rule 13. DAMAGE TO AIRPORT. Any person, corporation or association, and/or the owner of any aircraft causing damage of any kind to the Airport property, whether through violation of any of these rules or through any act of negligence or otherwise, shall be liable to the Airport for all costs associated therewith.

Rule 14. INJURY TO PERSON. Any person going upon the grounds of the Airport, or using it for any purpose, shall do so at his/her own risk, to person and property; and shall hold the Airport harmless and indemnify the Airport for and on account of any injury or damage to persons or property suffered thereby including guests and invitees. Such person shall be bound by and obey the Rules and Regulations concerning and pertaining to the Airport. Furthermore, no person shall walk across the taxiway or runway at the Airport. No persons shall drive beyond the designated "No Vehicles" area or within the landing and take off area so designated by the Airport.

Rule 15. CERTIFICATED PILOTS. Only aircraft and airmen certificated by the Federal Aviation Administration shall operate upon or over said Airport. Provided that this limitation shall not apply to students in training under the supervision of certificated flight instructors, who are on the Airport grounds when the students are soloing, nor to publicly owned aircraft of the Federal Government or of a state, territory or political subdivision thereof, or to aircraft licensed by a foreign government with which the United States has a reciprocal agreement covering the operation of such registered aircraft.

Rule 16. REGISTRATION. Every person stationed, employed, receiving instructions, or operating upon said Airport shall register at the office of the Airport Manager, shall give his name, address, telephone number and the nature of his business or occupation and provide a copy of their identification. Ownership and Registration numbers of all aircraft based at the Airport shall be registered at the office of the Airport Manager. Disclosing information regarding customers is a violation and a privacy issue.

Rule 17. USE OF ANOTHER'S PROPERTY. Unless authorized by the owner in writing, the use of any aircraft, part, equipment, accessories, tools or tugs of, or in possession of the Airport, is prohibited.

Rule 18. INTOXICANTS AND NARCOTICS PROHIBITED. No person under the influence of an intoxicant or narcotic shall operate or fly in any aircraft upon or over said Airport. Such inebriation shall not apply to a passenger when accompanied by a nurse or caretaker in an aircraft in a separate compartment from the pilot.

Rule 19. FOREIGN OBJECTS AND GLASS. No bottles or glass shall be allowed upon the ramps and taxiways of the Airport. No foreign objects (FOD), including bottles, glass, cans, scrap, nuts, bolts, nails, or any object that may cause damage to an aircraft, shall be left upon the floor of any building or upon any part of the surface of the Airport. Individuals and entities are encouraged to pick up such foreign objects (FOD) when observed and place them in a trash receptacle. Owners, pilots and guests shall maintain the grounds of the Airport and properly dispose of debris, oil, oil filters, batteries and tires shall be disposed of in accordance with government laws and regulations.

Rule 20. AIR AND GROUND TRAFFIC – VEHICULAR TRAFFIC. All vehicular traffic, including motor bikes, shall be confined to the access road, and taxi strips A-G (as depicted on the Airport Layout Plan attached as exhibit “A”), provided on the grounds for that purpose, and shall not be operated at a speed in excess of twenty (20) MPH. No non-airport vehicles shall be allowed on the landing and/or taxiways of the Airport. Unauthorized vehicular traffic on the Airport shall be subject to detention and/or fined and/or Airport privileges suspended. Only official vehicles will be driven on the landing area. Such official vehicles will have a ground to air radio transceiver tuned to the Unicom frequency (123.05) and a flashing beacon light mounted in a high profile manner on the vehicle or other recognizable light. Special use vehicles such as an ambulance, hearse, limousine, delivery van, rental cars, courtesy cars are for hire vehicles may be driven on the apron with the permission of the Airport Manager or his/her designee.

Rule 21. The use of or drinking of water from the Airport’s utility is at the sole risk of the individual and the Airport hereby disclaims and the user hereby agrees that the Airport shall not be held liable in any way for the quality of the water or for uninterrupted service thereof.

Rule 22. No person or persons may stand or walk upon or otherwise enter the active landing area of the Airport as depicted on Exhibit “A” and attached hereto including the runway

and the dual parallel taxiways for any purpose including but not limited to observation, photographic demonstrations, flybys or for any other purpose unless approved in writing by the Airport Manager or his designee. The active *landing area* is defined as that area within 350 feet either side of the runway centerline for the length and width of the runway 15/33 and extending 200' from the threshold of each runway at West Houston Airport.

SECTION III. GROUND OPERATIONS.

Rule 1. **GROUNDING OF AIRCRAFT.** All aircraft will be positively grounded when being serviced with fuel.

Rule 2. **FUELING OF AIRCRAFT.** All aircraft shall be fueled by airport refuelers on the ramp or taxi strips and airport easements. Smoking in the fueling area is prohibited. Fuel is delivered, metered and sold in accordance with the Texas Agricultural Commission requirements. In addition, fuel truck meters are tested for accuracy by the Texas Agricultural Commission or its designee.

Rule 3. **TIEDOWN AIRCRAFT.** All aircraft not hangared shall be tied down or secured with wheel chocks, if for any reason the Airport personnel are unable to tie the plane down. The Airport Manager or his authorized representative may collect a tiedown fee deemed reasonable by day, week or month for each aircraft tied down, or utilizing the airport. No aircraft shall be tied down on lots within the Airport subdivisions. It is the responsibility of the pilot to ascertain that his aircraft has been properly secured. The aircraft owner or his agent is responsible for the tiedown or security of his aircraft at all times and particularly preceding and during inclement weather. A warehouseman's lien secures charges for such service.

Rule 4. **RUNNING AIRCRAFT ENGINES.** Aircraft without brakes or an electrical system shall not be started until and unless the wheels have been set with chocks, attached to ropes or other suitable means for removing them. There shall be no hand propping by inexperienced persons and all such hand propping shall be done away from other aircraft. No airplane will be hand propped or left running without qualified personnel at the controls, wheels chocked and tail tied down. Between the hours of 11:00 p.m. and 5:00 a.m. engine run ups should consider neighborhood noise concerns. In addition, do not operate aircraft on the

terminal ramp for extended durations with the engine running. Taxi to the run-up areas of the airport away from the passenger's boarding ramp.

Rule 5. COMPETENT OPERATOR. No aircraft engine shall be started or run unless a competent operator is at the controls of the aircraft; and no engine shall be started or run inside any building, unless previously approved by airport management.

Rule 6. PROP WASH. No engine shall be started, run or warmed up until and unless the aircraft is in such position that the propeller stream or jet blast will clear all persons and groups of people in proximity to the aircraft.

Rule 7. DAMAGE TO RUNWAY LIGHTS, NAVIGATION AIDS, PAVEMENT OR OTHER EQUIPMENT. Any person damaging any airport property, light or equipment by operation of an aircraft or otherwise shall immediately report such damage to the Airport Manager and shall compensate the Airport for the damages sustained.

Rule 8. TAXIING AIRCRAFT. No person shall taxi an aircraft until he has ascertained there will be no danger of collision with any person or object in the immediate area. Aircraft will be taxied at a safe and prudent speed, and in such a manner as to be at all times under control of the pilot. Aircraft not equipped with adequate brakes will not be taxied near buildings or parked aircraft unless an attendant is at each wing of the aircraft to assist the pilot or other safe arrangement is made. Aircraft shall not taxi onto the runway from the ramp and taxiway area if there is an aircraft on final approach to land, or on the ground in take-off position. DO NOT TAXI ONTO AND "WAIT" on the runway. This is an unsafe procedure at non-towered Airports.

Rule 9. PARKING AIRCRAFT. Aircraft shall not be parked on any part of the landing or take-off area of the Airport as defined herein or within any protected area as further described by the FAA, and all hangared aircraft shall be parked in the area designated by the Airport Manager for that purpose.

Rule 10. Aircraft will not be parked in such a manner as to hinder the normal movement of other aircraft traffic unless specifically authorized by the Airport Manager or authorized representative as an emergency measure.

Rule 11. It is the responsibility of the pilot when leaving a parked aircraft unattended to see that the plane is properly chocked and/or tied down. Do not leave aircraft unattended, untied and with brakes on while on the Airport and its appurtenant areas. Inform Airport personnel of special towing procedures. Always lock your doors including the baggage door and close all vent windows. It is the responsibility of the pilot in command to remove all gust locks if such mechanisms would cause damage, should the aircraft be towed. Aircraft requiring special movement procedures must be accompanied by the pilot while moving.

Rule 12. Pilots are prohibited from loading or unloading aircraft with the engine running. Stop your engines – save a life! DO NOT DEPLANE WITH THE ENGINE OR ENGINES RUNNING! Pilots not adhering to this rule will be banned from future use of the airport and charged two times the facility fee.

Rule 13. WASHING AIRCRAFT. The washing of aircraft must be in designated areas. Washing and polishing service operators must register with the Airport Manager, comply with the regulations of the Airport concerning “Minimum Standards” and enter into a License Agreement with the Airport. The discharge, use or disposal of chemicals on Airport property must be accomplished in strict compliance with all local, state, federal laws and Airport rules. Airplane owners must furnish their own supplies and equipment. The Airport does not loan equipment.

SECTION IV. AUTHORITY OF AIRPORT.

Rule 1. The Airport Manager, Assistant Manager, Chief Security Officer or his authorized representative may suspend or restrict any or all operations regardless of the reason or conditions whenever such action is deemed necessary in the interest of safety or for other reasons.

Rule 2. PREVAILING RUNWAY. If the winds are calm or at 90 degrees crosswind to runway 15, take-off and land on runway 15. The normal prevailing runway is 15 when winds are under 5 knots.

Rule 3. CLEARING STREET. No aircraft shall take-off in such a manner as to clear any public street or highway at an altitude of less than 20 feet, nor land or take-off on the taxiway or over hangars or other structures, automobile parking areas or groups of spectators. Use of the taxiway for landing aircraft when the runway is out of service is at airport management discretion. Check NOTAMS for special circumstances and/or call ahead to airport office.

Rule 4. UNICOM OPERATIONS. All pilots are encouraged to call the unicom operator to determine the active runway and to announce their position and intentions for take-off and landing. Pilots will report their location and intentions on the unicom frequency. Such call ups can also serve as radio checks. The Unicom frequency is 123.05. Fly professionally and prevent wasted radio verbiage by asking for an “advisory” rather than a radio check after listening to the Airport’s AWOS.

Rule 5. AWOS. Pilots should obtain local weather information from the airport’s AWOS prior to calling the Unicom operator unless the AWOS is unusable on 125.575.

Rule 6. TAKE-OFFS ON APRON, ETC. No take-offs or landings by fixed wing aircraft shall be made on the apron, parking ramp, taxiways, or taxi strips, except by special permission of the Airport Manager.

Rule 7. TAKE-OFF ALLOWED. Touch and go landings may be made at the discretion of the pilot of the aircraft based at the Airport or by Patrons (customers) of the airport. Pilots remaining in the pattern making touch and go landings should broadcast on the Unicom Frequency their pattern turns and their option for the landing after turn to final. Stop and Go’s are prohibited. All aircraft shall “clear” for landing and take-off traffic before taxiing into the take-off position. *Practice training flights by other than patrons of the Airport are prohibited except in an emergency.* A patron is defined as a “customer.” Customer is defined as one who spends money at a business establishment. When four or more aircraft are in the traffic pattern, all aircraft must make full stop landings to accommodate aircraft departures.

Rule 8. DEPARTURE PROCEDURE. On take-off, all aircraft shall climb straight out, or as depicted on the Airport Noise Reduction Procedures Layout as depicted in Exhibit "B", to a level of at least four hundred (400) feet AGL, clear of the Airport boundary and then if appropriate to the direction of flight or execute a ninety (90°) degree turn to the left or right and proceed on their own navigation. Noise considerations and courtesy to neighborhoods in the vicinity of the Airport should be of the utmost consideration by pilots next to safety of flight. Pilots deviating from such procedures shall be prohibited from using the Airport.

Rule 9. TRAFFIC ALTITUDE. Traffic pattern altitude is 1000' AGL, 1500' AGL for turbo props and jet aircraft, aircraft with gross weight in excess of 12,500 pounds, or vintage, experimental and excessively noisy aircraft. Helicopters shall operate at or above 1000' AGL using the eastside of the airport for all patterns flight. Helicopter shall use a left traffic for Runway 15 and right traffic for Runway 33. Avoidance of residential areas is a must!

Rule 10. COMMON COURTESY. Aircraft entering the traffic pattern shall exercise caution and practice courtesy so as not to cause aircraft already in the pattern to deviate from their course. Three hundred sixty (360°) or one hundred and eighty (180°) degree overhead approaches are prohibited. Standard civilian traffic patterns and approach procedures are required, which are depicted in the AIRMEN'S INFORMATION MANUAL, ADVISORY CIRCULARS, AOPA AIR SAFETY FOUNDATION PUBLICATIONS and airport directives. Reporting traffic pattern positions on the Unicom frequency of 123.05 is required. No 360° turns for spacing in the traffic pattern. If spacing is a problem, continuing flying in a left turn completing another traffic pattern circuit.

Rule 11. AIRCRAFT TURN. Any landing fixed wing aircraft within three miles of the Airport at an altitude of less than 1,500 feet above the ground shall conform to the counter-clockwise flow of traffic. All aircraft shall establish their pattern altitude upon entering the traffic pattern and not deviate from this altitude (except in an emergency) until descent for landing is necessary.

Rule 12. TRAFFIC FLOW. All aircraft landing at the Airport shall fly a standard left-hand traffic pattern at an altitude of 1,000 feet AGL, 1,500 feet AGL for turbo props and jet aircraft,

and aircraft with a gross take-off weight in excess of 12,500 pounds. Visual Flight Rules (VFR) pattern entry shall be in accordance with Exhibit "C" attached hereto.

Rule 13. STRAIGHT IN APPROACHES. Straight in approaches shall not be used (unless radio contact with the Airport advisory radio (unicom) and other aircraft has been established from at least five miles out and other aircraft in the traffic pattern are given priority to land, or unless under instrument flight rules with the ceiling less than 1,000 feet and/or the visibility less than one mile). Aircraft which find it dangerous or difficult to conform to the standard pattern due to their high speed or other special characteristics may fly a circular counter-clockwise pattern with the radius of not more than three miles, not less than one mile at an altitude of not less than 1,500 feet above ground. Aircraft on straight in approaches shall not take advantage of their position or altitude to land before other aircraft in the traffic pattern.

Rule 14. STUDENT TRAINING AND PRACTICE FLYING. All flight instructors shall inform their students of the rules and regulations in effect at the Airport.

Rule 15. All instructors using the Airport must register with the Airport Manager and provide proof of "Minimum Standards" as required by the Airport. The Airport maintains an approved list of flight instructors providing "Minimum Standards" are otherwise approved.

Rule 16. Charts are posted in the office of the Airport Manager and Chief Pilot designating limited practice areas for student training and aerobatic maneuvers.

Rule 17. Aircraft shall not be permitted to stop or standstill on the active runway while instructing or explaining to students or others. Conduct such discussions on the ramp prior to start, not on the runway. Stop and Go's are prohibited. A full stop landing and taxi backs on the taxiway are approved procedures. Do not taxi onto the runway and wait (previously "hold"). Only taxi onto the active runway after clearing and when ready to depart.

Rule 18. SPECIAL PROCEDURES. The Airport Manager and/or the Director of Operations may in the interest of safety or otherwise, designate special traffic procedures for certain operations, such as air shows, agricultural operations, aircraft accidents and for any other purpose deemed necessary.

Rule 19. Special helicopter operations attached as Exhibit "D".

SECTION V. FIRE REGULATIONS.

Rule 1. Every person going upon or using the Airport or its facilities, including any and all hangars, in any manner shall exercise the greatest care and caution to prevent fire.

Rule 2. No aircraft and or helicopters shall be fueled while the aircraft engines are running or while in a community hangar or other enclosed place.

Rule 3. Smoking, or vaping open flame within one hundred (100) feet of an aircraft or fuel truck is strictly prohibited.

Rule 4. Compressed, flammable gas shall not be kept or stored upon the Airport, except at such place as may be designated by the Airport Manager.

Rule 5. No flammable substance shall be used in cleaning motors or other parts of an aircraft inside a hangar or other building. Flammable liquids may be used only for the purpose stated outside of and clear of any building.

Rule 6. No one shall smoke, ignite a match or lighter or vape in any building except where designated and expressly permitted by the Airport Manager.

Rule 7. Hangar entrances shall be kept clear at all times, and no autos or other vehicles shall be left parked within thirty (30) feet of the hangar door entrance to all hangars except while loading or unloading.

Rule 8. The floors in all buildings shall be kept clean and free from oil. No volatile, flammable substance shall be used for cleaning the floors.

Rule 9. No boxes, crates, cans, bottles, paper, litter or tall grass and weeds shall be permitted to accumulate in or grow on property or around a hangar.

Rule 10. No automobile, truck or vehicle shall be continuously operated in a hangar while aircraft are stored in that hangar, except those vehicles approved for towing and/or operated by the Airport.

Rule 11. All hangars shall be equipped with fire extinguishers that meet current Harris County Fire Marshall requirements.

Rule 12. No vehicles, trailers, boats, RVs or other equipment shall be parked in the fire lane between hangars.

Rule 13. TOWING. The towing of any aircraft shall be accomplished by trained, qualified personnel. Only commercial operators meeting the "Minimum Standards" shall be allowed to tow aircraft on the taxiways of the Airport. In addition, when towing aircraft on, over or across the active runway of the Airport, caution must be observed for aircraft landing and taking off, giving such aircraft the right of way. When towing across the runway, operators are prohibited from crossing over the mid point of the runway. Crossing the runway is approved only at the opposite end of the active runway, and then only after carefully observing for any traffic. Towing vehicles must be equipped with lights for operating at night. When the horizontal visibility is less than 4,000 feet absolutely no crossing runway at mid-field is allowed by any person.

SECTION VI. KNOWLEDGE OF RULES. By publication of this document on the Airports website and/or at the office of the administration in accordance with the Airport's policies, and applicable laws, all persons will be deemed to have knowledge of its contents. The Airport Manager shall have copies of this document printed and all times available in his/her office, and if requested, to furnish such copies to owners and operators of aircraft using the Airport.

SECTION VII. Any written approval by the airport for any reason or for a variance of these rules is NOT an approval, authorization or assumption of responsibility by the airport of such a variance or its implementation or consequences thereof.

SECTION VIII. CONFLICT IN RULES. If and where specifically there is a conflict in these and the Federal Aviation Regulations (FAR'S), the latter shall prevail.

SECTION IX. PENALTY FOR VIOLATION. Any person or operator, handling an aircraft in violation of any of these rules or refusing to comply with these Rules and Regulations shall be refused admittance to the Airport, denied services and access to the Airport, or may for any period of time, be excluded from the Airport and/or use thereof by the Airport Manager or owner and in accordance with the Airport Rules and appropriate laws be prohibited of the further use of the Airport and its facilities for such period of time as may appear necessary for the protection of life and property.

SECTION X. SECURITY OF THE AIRPORT. Any person or persons whose actions, character or previous record indicate violent, subversive, illegal habit or other characteristics of any nature that would endanger the life and/or property of the Airport, its management, stockholders, employees, its tenants, guests thereof, and/or owners of planes located on the properties of the Airport, or those using the facilities of the Airport, may be barred from the use thereof, and by whatever means legally available, deprived of future use of the Airport. Any person utilizing the airport specifically waives any responsibility of the airport for any loss or damage to his person or property and that of his guests or invitees and agrees to waive all of his/her rights of subrogation against the airport for any reason, including its own gross negligence.

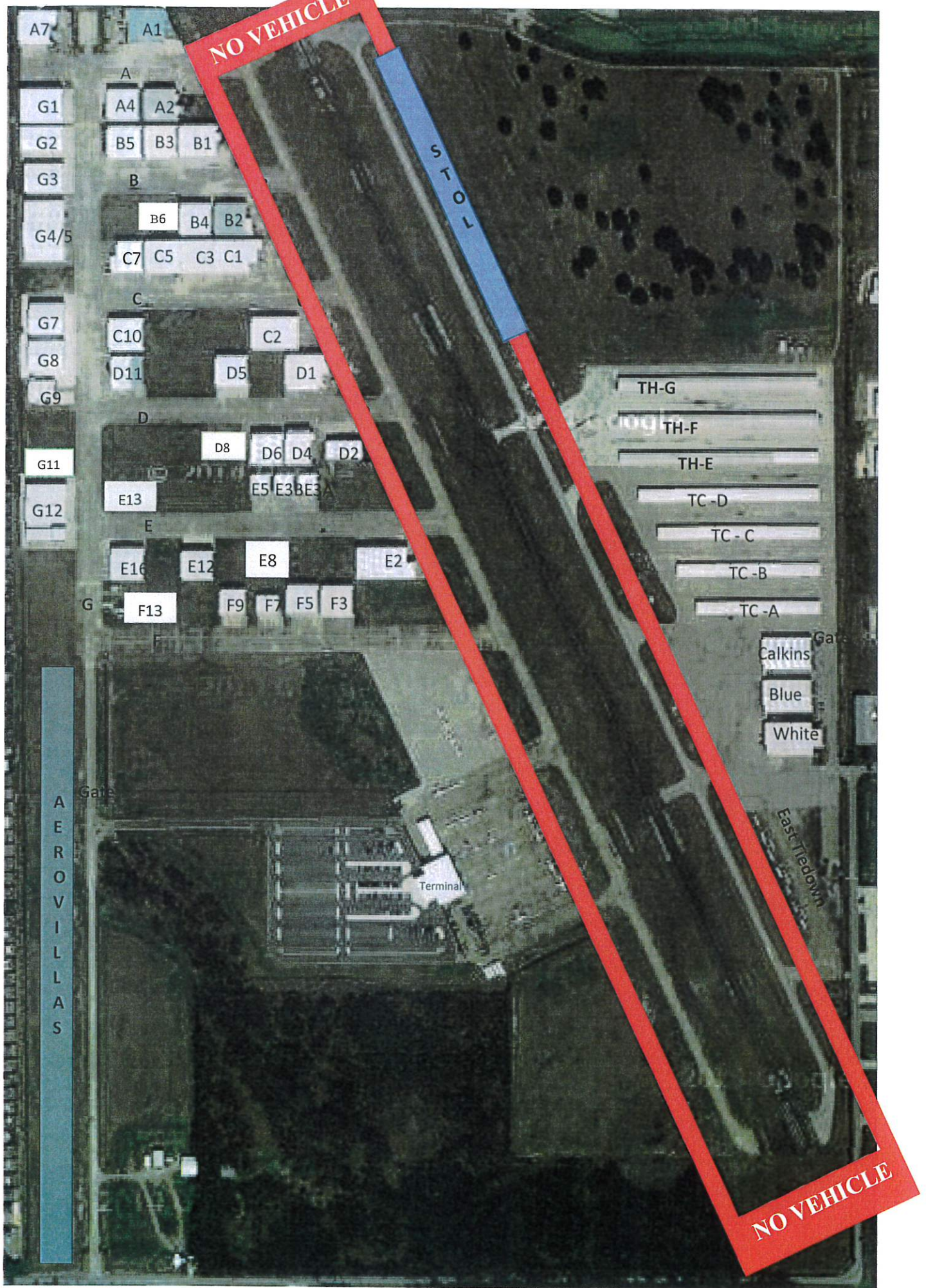
SECTION XI. As a precedent to the use of the Airport such persons and entities agree that no bond shall be required of the Airport in enforcing these regulations through civil action.

SECTION XII. SAVING CLAUSE. Should any part of this Document be held invalid or illegal, no other part shall necessarily be affected thereby. The rules herein shall be strictly interpreted in favor of the Airport.

EFFECTIVE AS OF JANUARY 1, 1977, REVISED THROUGH JUNE 1, 2025

Date _____

WOODY LESIKAR,
AIRPORT MANAGER, DIRECTOR OF OPERATIONS
WEST HOUSTON AIRPORT CORPORATION
P.O. Box 941789, 18000 Groschke Road (77084)
Houston, Texas 77094-8789
281-492-2130
Fax 281-492-7028
www.westhoustonairport.com





WEST HOUSTON AIRPORT

*Save An
Airport*

Quiet Flying ✈️
is good business!

AWOS	125.575	APPROACH/DEPART	123.8
UNICOM (Light Intensity)	123.05	CLEARANCE DEL.	121.15
ASRI	129.875	AIRPORT ELEV.	111'

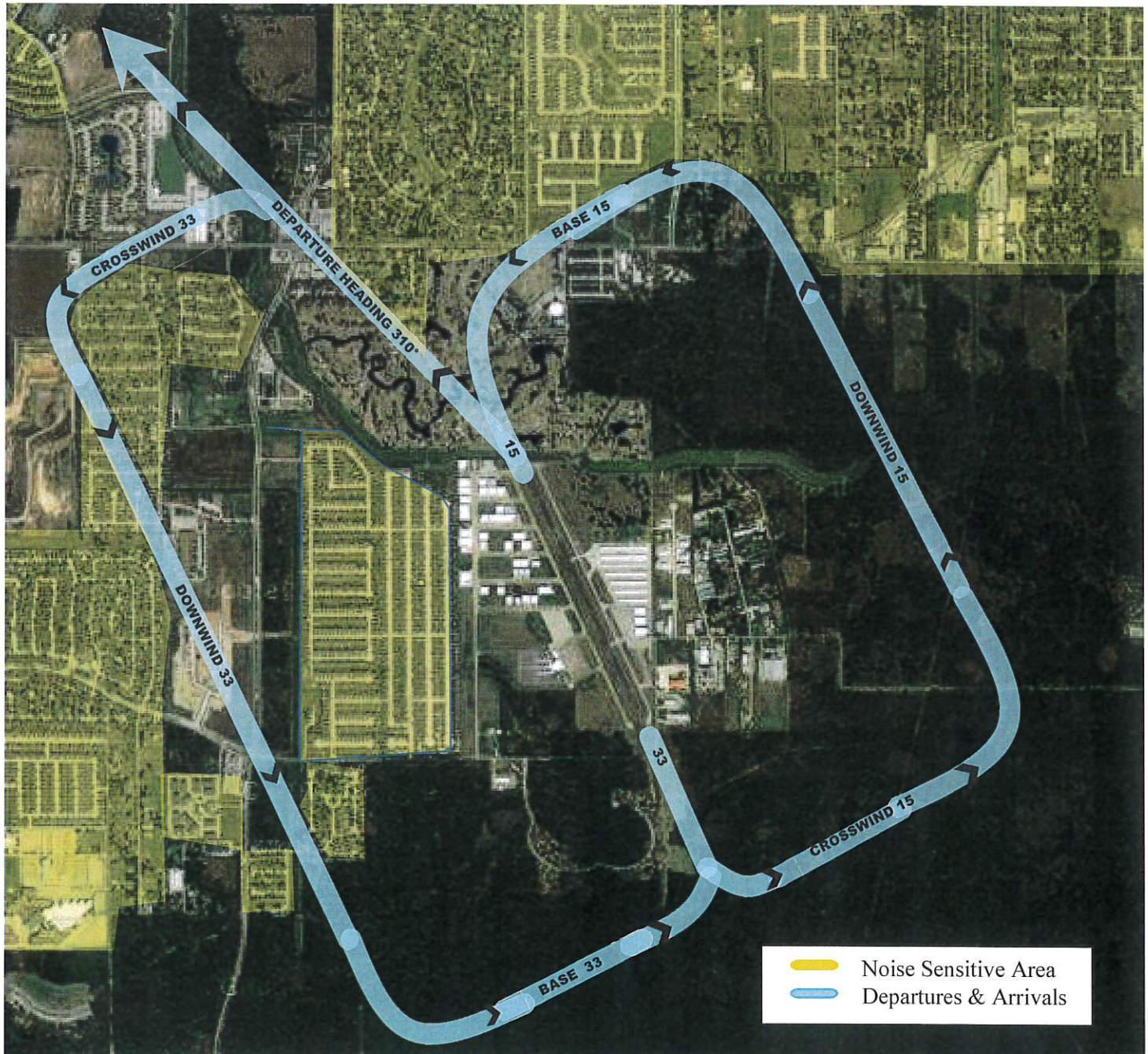
In the interest of good community relations, the traffic patterns depicted on the inset photo are designated for WEST HOUSTON AIRPORT in order to minimize any undesirable effect on the surrounding neighborhood and to maintain an orderly movement of air traffic in the vicinity of the airport.

RUNWAY 33 DEPARTURES

When airborne, and altitude and airspeed permits, turn left to Magnetic Heading 310° so the ground track will be over less populated areas. Make noise reducing RPM adjustments as soon as safe clearance above obstructions is assured. When 800 feet MSL and clear of the noise sensitive areas, turn left into the Crosswind or continue Heading 310° for departure from the traffic pattern.

TRAFFIC PATTERN ENTRIES/ARRIVALS

Light airplanes enter Downwind 1,000 feet AGL with turbine powered airplanes and airplanes over 12,500 lbs. enter the Downwind at 1,500 ft. AGL. Every effort should be made to make the Final Approaches 1/2 mile or less in length with steeper descents and using less power. Please refrain from increasing propeller RPM until at 1/2 mile position on Final Approach.



www.westhoustonairport.com

(281) 492-2130 • FAX (281) 492-7028

P.O. Box 941789 (18000 Groschke) Houston, Texas 77094-8789



WEST HOUSTON AIRPORT

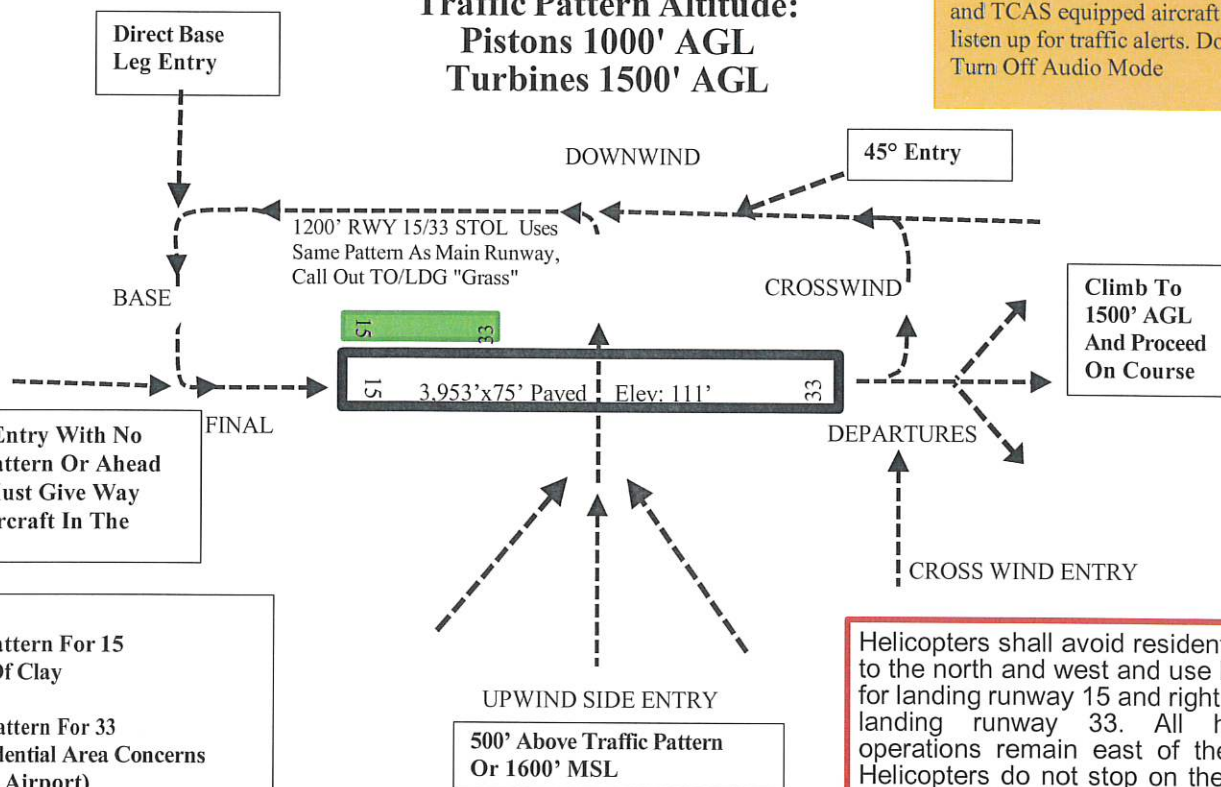
No 360° Turns In Traffic Pattern No Flying Opposite Direction In Traffic Pattern

"BEST PRACTICES TRAFFIC PATTERN"

LEFT HAND TRAFFIC Runway 15

Landing / Departure
Traffic Pattern Altitude:
Pistons 1000' AGL
Turbines 1500' AGL

NOTE GPS EQUIPPED AIRCRAFT:
 Place GPS page on "Traffic" and lower range when entering traffic pattern. ADSB and TCAS equipped aircraft observe and listen up for traffic alerts. Do Not Mute Or Turn Off Audio Mode



"BEST PRACTICES TRAFFIC PATTERN"

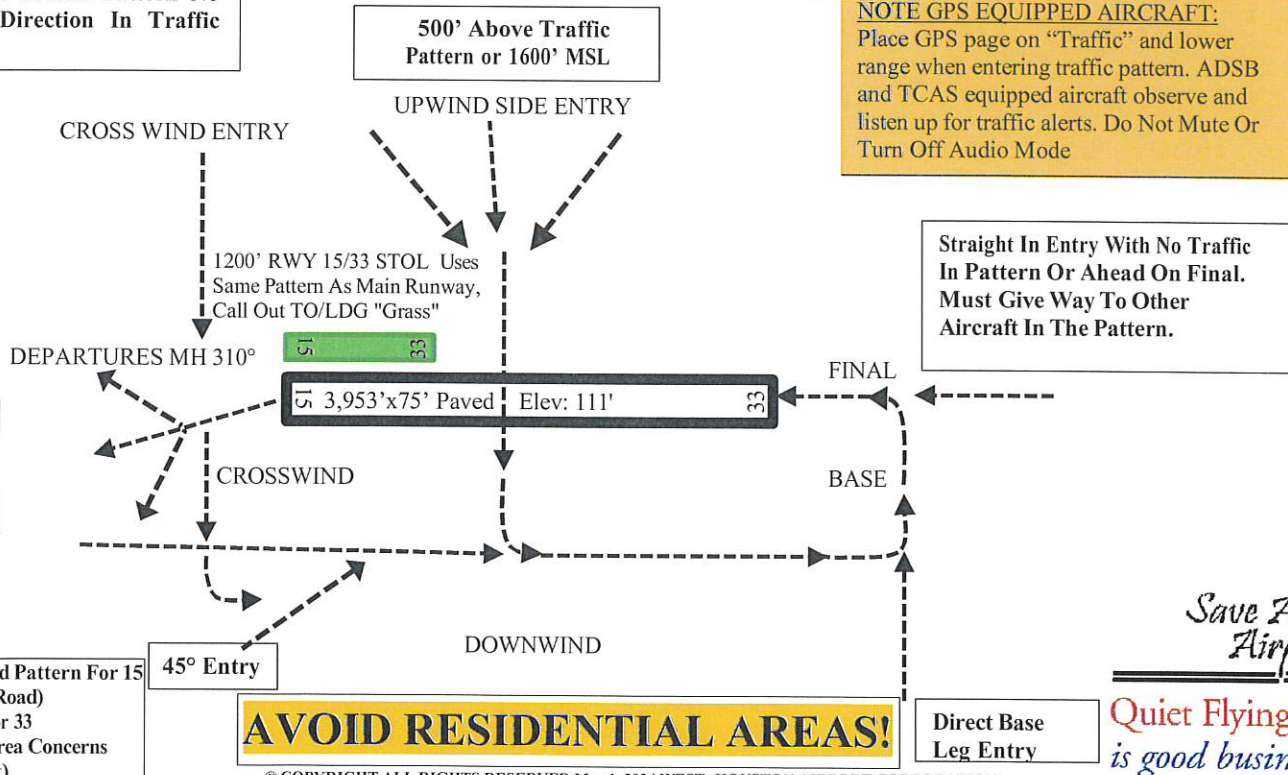
LEFT HAND TRAFFIC Runway 33

Landing / Departure

No 360° Turns In Traffic Pattern No Flying Opposite Direction In Traffic Pattern

Helicopters shall avoid residential areas to the north and west and use left traffic for landing runway 15 and right traffic for landing runway 33. All helicopter operations remain east of the airport. Helicopters do not stop on the runway, do not arrive or depart crossing perpendicular to the runway. Do not transit through very active fixed wing traffic pattern. Fees charged to helicopter operations for use of airport.

NOTE GPS EQUIPPED AIRCRAFT:
 Place GPS page on "Traffic" and lower range when entering traffic pattern. ADSB and TCAS equipped aircraft observe and listen up for traffic alerts. Do Not Mute Or Turn Off Audio Mode



AVOID RESIDENTIAL AREAS!

Save An
Airport

Quiet Flying
is good business!

Special Amended West Houston Airport Helicopter Operating Rules and Regulations Adopted on June 1, 2025

Where there is a conflict between these Rules and Regulations and that of the Federal Aviation Regulations, the Federal Aviation Regulations are determinative.

Helicopter operators shall at all times be good neighbors to the surrounding residential communities.

Government and medivac helicopter operations may deviate from these Rules and Regulations as necessary provided that such deviation does not in itself cause other conflicts, unsafe operations, neighborhood concerns or noise complaints.

These R&R's are for based and transient helicopter operators utilizing the West Houston Airport for commercial and non-commercial purposes.

Helicopters shall give way to all fixed wing aircraft both inflight and on the ground.

Helicopters shall avoid flying directly over residential areas within proximity to the airport. If a noise complaint arises over a breach of this Rule, the airport will provide the complainant with information regarding the owner/operator of the helicopter.

Helicopters will pay a landing fee to the airport or purchase fuel at their discretion.

Helicopters are responsible for damages incurred as a result of their rotor wash.

Non-based helicopters shall not utilize the airport for multiple practice takeoff and landings.

No multiple practice or training helicopter operations shall be conducted between the hours of 10:00 PM and 6:00 AM.

Based helicopters shall use the grass runway for practice and at all times stay east of the airport.

News helicopters shall not distract from normal airport traffic pattern operations during an "occurrence" and shall continually announce their position and altitude while operating in the airport traffic pattern or vicinity of the airport.

Transient helicopters shall park on the outside perimeter of the terminal ramp in any direction deemed safe by the PIC. Parking is not allowed adjacent to the terminal and no "hot" transient parking, for the purpose of picking up or dropping off passengers or otherwise shall be allowed at the airport.

No "hot" fueling shall ever be allowed at the airport.

Helicopters shall shut down and wait until the rotor/s come to a complete stop before embarking or disembarking passengers.

Helicopters may park on the grass at their own risk, but shall not do so in a manner that throws up dust and debris or is upwind of persons or other aircraft.

Helicopters shall not stop on the runway or on the parallel taxiways to the runway.

Helicopters shall avoid the overflight of persons, hangars, other aircraft, or the terminal building when arriving or departing.

Helicopters shall not cross the active runway when arriving or departing and shall utilize the taxiways of the airport for taxiing to and from hangars and ramps. While taxiing on taxiways stay adequately high enough to prevent dust and debris from damaging or dusting hangars or damaging hangar doors.

When departing the airport, helicopters will fly past the end of the runway before turning. Do not depart across the active runway.

Departures and arrivals shall be consistent with the flow of fixed wing aircraft.

Helicopters shall maintain an altitude of at least five hundred feet above the traffic pattern when crossing over the airport.

Unless the pilot in command of a helicopter has announced that he has "Declared" an emergency, OPS are considered SOP of the helicopter operator.

The pilot in command shall be present during fueling operations.

The use of a GPU for starting shall be at all times under the supervision of the pilot in command. Responsibility for GPU operations shall be born by the owner operator of the helicopter.

Helicopters will be tied down when overnight or during inclement weather conditions. It is the owner operator responsibility to adequately secure the helicopter and position it in such a manner as to allow for securing the helicopter on the ramp. Airport personnel cannot move the helicopter without the pilot in command being present and responsible for such movement.

Prior to conducting flight, the pilot in command shall determine that the helicopter is *not* secured to the ramp.

Helicopter doors shall be locked while on the airport.

When helicopters are parked, operations personnel shall "cone" the area designated as the rotor circumference area with no less than three safety cones.

No vehicles, tugs, fuel trucks, mowing equipment or other equipment shall ever encroach within the rotor circumference area.

Helicopters shall request advisories from the airport and utilize the designated helicopter traffic pattern as authorized by the airport. (Attached exhibit A).

Helicopter pilots will use the advisory frequency for properly informing other aircraft of their intentions. This includes when helicopters are hovering over airport property so as to make sure landing and departing aircraft know of their intentions.

Helicopters must be able to clear in all directions prior to departing the ramp area.

The airport is a "Non-Towered" Airport therefore it is up to the operator to determine all traffic within the area. The airport will not give traffic advisories.

Helicopters shall at all times operate in a manner that is courteous to others.

Helicopters shall not make stop and go's on the runway or taxiways.

Helicopters shall not damage airport surfaces with their skids.

Airport personnel are instructed and required to keep an adequate distance from any helicopter accident until the engine and rotor/s have completely stopped.

Helicopters shall never block a runway, taxiway or roadway of the airport.

Experimental helicopters and gyro-copters accept airport services at their own risk.

Operating helicopters within a hangar is prohibited.

The towing of helicopters by airport personnel shall be under the direct supervision of the helicopter owner or operator whether or not the owner/operator is present and all liability for towing is assumed by the owner/operator.

The airport utilizes an anti-icing additive in its jet fuel.

Helicopters shall not operate in a manner that endangers the life and property of others.

The airport manager or official of the airport has the responsibility to enforce these Rules and Regulations.

A breach of these Rules and Regulations may result in the termination of use of the airport or injunctive relief and/or suit for damages.

Helicopter Rules and Regulations

Effective June 1st, 2014

Amended and adopted on June 1, 2025

Exhibit A "Best Practices Traffic Pattern"

For further information, comments and complaints contact The West Houston Airport, Manager at 281-492-2130.

18000 Groschke Road, Houston, Texas 77084.

NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

**ALL COMMENTS, COMPLAINTS, AND
SUGGESTIONS ARE WELCOME**
please send to: Woody Lesikar, Airport Manager,
281-492-2130, woody@westhoustonairport.com
www.westhoustonairport.com