

West Houston Airport Helicopter Operating Rules and Regulations

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

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

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 10:00PM and 6:00AM.

Helicopters shall park on the outside perimeter of the terminal ramp. 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

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throws up dust and debris or is upwind of persons or other aircraft.

Helicopters shall avoid the overflight of persons, hangars 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.

When departing the airport, helicopters will fly past the end of the runway before turning.

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.

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.

Helicopters 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

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encroach within the rotor circumference area.

Helicopters shall request advisories from the airport.

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 does not have a control tower 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.

Helicopters shall not damage airport surfaces with their skids.

Airport personnel are instructed 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.

Helicopters are responsible for their rotor wash.

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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.

Helicopter Rules and Regulations
Effective June 1st, 2014