



**Rules and Regulations
Mid Valley Airport
Weslaco, Texas**

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Abbreviations and Definitions

The words and phrases included within this section should be understood as defined below with respect to Rules and Regulations documentation, unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly ascribed to the use of such words or phrases. All definitions contained in 49 U.S.C. § 40101 et seq. (previously known as the Federal Aviation Act of 1958, hereinafter cited as "FAA Act") and all amendments thereto shall be considered as included herein; and all definitions shall be interpreted on the basis and intention of the FAA Act and amendments thereto unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly ascribed to the use of such words or phrases.

Abandoned - as applied to property, other than Aircraft, left at the Airport, means that the object has been left on City property or the property of another without consent of the Airport Director for forty-eight (48) hours without the owner moving or claiming it. Such property may be impounded by the City in order to protect the safe operation of the Airport.

Abandoned Aircraft – A discarded, dismantled, wrecked, scrapped or ruined aircraft remaining on Airport property for more than thirty (30) days (unless in an enclosed building). This shall include aircraft that are not considered airworthy (unless at the Airport for the purposes of an annual inspection and/or repair) or do not hold a current registration.

Accident - a collision or other contact between any part of an Aircraft or a vehicle, person, stationary object or other thing which results in property damage, personal injury, or death; or an entry into or emerging from a moving Aircraft or vehicle by a person which results in personal injury or death to such person or some other person or which results in property damage.

Aeronautical Activity or Service - Any activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations, such as air taxi, cargo and charter operations, scheduled or nonscheduled air carrier services, pilot training, aircraft rental, flying clubs, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and service, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, avionics, parachute activities, ultralight activities, etc.

Aeronautical Service - Any service which involves or makes possible or is required for the operation of aircraft, or which contributes to or is required for the safety of aircraft operations commonly conducted on the airport by a person who has a lease, license or permit from the City to provide such service.

Air Traffic - Aircraft in operation anywhere in the airspace and an area of the Airport normally used for the movement of Aircraft.

Air Operations Area (AOA) - That area of the airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. The AOA includes the active runways, taxiways, taxi lanes, aprons, ramps and turf areas. Part of the AOA may be within restricted and/or secured areas.

Aircraft - (also Airplane, Balloon, Ultralight, Helicopter) any device or contrivance now known or hereinafter invented, that is used or intended to be used for flight in the air.

Aircraft Accident - Any occurrence associated with the operation of an aircraft, which takes place between the time any person boards the aircraft with the intent of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Emergency - A problem or condition involving an aircraft in flight or on the ground that could endanger lives or property.

Aircraft Incident - Any occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Aircraft Maintenance - The repair, adjustment or inspection of an aircraft by a pilot, owner or mechanic other than the routine cleaning, upkeep and servicing of an aircraft in preparation for flight. Minor repairs are characterized as normal, routine annual inspection with attendant maintenance, repair, calibration or adjustment or repair of aircraft and their accessories. Major repairs are characterized as major alterations to the airframe, power plant, propeller and accessories as defined in Title 14 CFR Part 43.

Aircraft Operation - An aircraft takeoff, landing, touch and go, stop and go, low approach and/or missed approach.

Aircraft Ramp - See Apron

Aircraft Support and Service Vehicles - Those motor vehicles routinely used on the AOA for service, maintenance and aircraft support such as maintenance trucks, fuel trucks, and aircraft towing vehicles. Privately owned vehicles operated by persons with based aircraft are excluded.

Airplane - See Aircraft

Airport - All areas of the City-Owned airport facilities designed and used for aviation purposes.

Airport Director - The Director of the City-Owned airport or his/her designee. The term Airport Director as used herein, shall include airport personnel duly designated to represent the Airport Director and to act on behalf of the Airport Director for the enforcement of these regulations to ensure the efficient, proper and safe operation of the airports, but only to the extent authorized by law or properly delegated by the Airport Director.

Apron - An area of the airport designated for aircraft surface maneuvering, parking, fueling, servicing and enplaning/deplaning of passengers.

APU - Auxiliary Power Unit.

Airport Layout Plan (ALP) - The current layout plan of the airport property and facilities, indicating current and proposed usage for each identifiable segment, as approved and amended by the FAA, TXDOT and/or the City of Weslaco.

Air Traffic Control (ATC) - A service provided by the FAA to promote the safe, orderly and expeditious flow of air traffic.

Air Traffic Control Tower (ATCT) - The facility from which the FAA or FAA contract personnel provide air traffic control services.

Aviation Related Activity - Any activity conducted on airport property that provides service and support to airport users. The following examples are considered aviation related activities as opposed to aeronautical activities: they include but are not limited to ground transportation, rental cars, restaurants, auto parking lots, gift shops and concessions.

AVGAS - Any FAA approved aviation fuel for non-diesel reciprocating engine powered aircraft.

AVJET - Any FAA approved aviation fuel for turbine engine or diesel powered aircraft.

Balloon - See Aircraft

Based Aircraft - Any aircraft: (1) which the owner physically locates at the Airport with no present intention of definite and early removal and with the purpose to remain for an undetermined period; (2) which, whenever absent from the Airport, its owner intends to return to the Airport for permanent storage or parking; and (3) whose presence on the Airport is something other than merely transitory in nature.

Based Location - the location on the Airport that is listed as an Aircraft's hangar, shade or tie down location as registered with the Airport Director.

Based Commercial Activity - the conduct of any aspect of a business, concession or service in order to regularly provide goods or services to customers at the Airport for compensation. An activity is considered a commercial activity regardless of whether the business is nonprofit, charitable, or tax-exempt.

Business Aviation - Use of aircraft in the furtherance of corporate or business interests.

City – Herein refers to the City of Weslaco.

CFR - Code of Federal Regulations

Commercial Operator - Any person or entity engaged in the transfer of goods, operations, or services performed for compensation, monetarily or otherwise, excepting those activities specifically designated herein as noncommercial activities.

Corporate Aviation - Use of aircraft in the furtherance of corporate or business interests. Corporate aircraft are typically flown by a professional flight crew.

Commercial Operator Permit - The legal agreement between the City and a commercial aviation business provider that may or may not be a tenant of the airport that authorizes the commercial aviation firm to conduct business on the airport and identifies the parameters, conditions, rates and charges due to the City for that right.

DMV - State of Texas Department of Motor Vehicles

Emergency Vehicles - Vehicles that are painted, marked, lighted or escorted and used by law enforcement (police, highway patrol or sheriff) or security officers, fire department, ambulance, military or other airport officials to carry out their daily duties or used in response to an emergency situation.

Engine Run-up - The operation of an engine at power settings in excess of those needed for normal taxiing of the aircraft. Engine run-ups are usually conducted at relatively high power settings in order to determine the performance of an aircraft engine.

Engine Run-up Areas - Areas designated by the Airport Director where high power settings of an aircraft engine are approved.

FAA - Federal Aviation Administration

FAR - Federal Aviation Regulation(s) established by the Federal Aviation Administration.

Fixed Base Operator (FBO) - A commercial aviation business entity, which maintains facilities on the airport for the purpose of engaging in the retail sale of, or providing one or more of the following:

Aviation fuel, oil or lubricants; the sale, brokerage or storage of aircraft; rental of aircraft; flight instruction and training; aircraft charter; airframe and power plant (engine) repair; avionics sales and service, and/or aircraft line services.

Fundamentally, an FBO is also defined as an airport-based aircraft service organization which operates under a lease or use agreement with an airport sponsor or operator for the specific purpose of providing a full variety of aviation services. Mid Valley Airport, through its minimum standards, may define a range of FBO agreements from limited service to full service FBO. Typically, a full service FBO would offer aircraft retail fuel service, transient aircraft services, airframe and power plant repair, charter services, aircraft rental and pilot training.

Flying Club - A non-commercial organization established to promote flying, develop skills in aeronautics, including pilot training, navigation, and awareness and appreciation of aviation requirements and techniques.

F.O.D. - Foreign Object Debris or Damage: Foreign Object Debris includes trash, and any item on the ramp or airfield that is out of place and potentially hazardous to aircraft operation. Foreign Object Damage is any damage caused to an aircraft by foreign object debris.

Fuel Flowage Fee - A fee paid to the City for each gallon of fuel distributed on the airport as outlined in the Lease and Operating agreement.

Fueler Endorsement - A motor vehicle operator who has taken and successfully completed the necessary training to transport, dispense or otherwise handle aviation fuel products in accordance with all applicable federal, state and local rules and regulations, including the rules and regulations of the 14 CFR Part 139, if applicable.

Fuel Handling - The storage, transportation, delivery, dispensing, fueling, de-fueling, and draining of aviation or motor vehicle fuel or waste aviation or motor vehicle fuel products.

Fuel Storage Area - Those locations on the airport designated in writing by the Airport Director as areas in which aviation or motor vehicle fuels or any other type of fuel may be stored and used for the delivery of bulk fuels by a wholesaler or reseller of fuels.

Fueling Agent - A business licensed and authorized to dispense fuel into an aircraft storage facility or to accept delivery of fuel from a major oil company, fuel wholesaler or reseller at the fuel tank storage facility farm approved by the Airport Director. At the fuel storage facility, the fueling agent will further dispense fuel from the fuel storage tanks into mobile fuel servicing vehicles usually associated with an airport FBO's facility licensed by the Airport.

Full-Service Fixed Base Operator - A proprietor of a commercial operation offering a full-range of defined aeronautical activities and services to the general public. Only Full-Service Fixed Base Operators are permitted to commercially sell and dispense aviation fuel and petroleum products on the Airport.

General Aviation - all phases of aviation other than Aircraft manufacturing, military aviation, and scheduled or non-scheduled commercial operations.

GSE - Ground Support Equipment

Hangar - An enclosed storage space for one or more aircraft.

Hazardous Material - Any substance or material which has been determined to be capable of posing risk of injury to health, safety or property, including petroleum products, and including all of those materials and substances designated as hazardous or toxic, presently or in the future, by the U.S. Environmental Protection Agency, the Texas Commission on Environmental Equality, the U.S. Department of Labor, the U.S. Department of Transportation, the U.S. Department of Agriculture, the U.S. Consumer Product Safety Commission, the U.S. Department of Health, Education and Welfare, the U.S. Food and Drug Administration, and any other governmental agency authorized to regulate materials and substances in the environment.

Landside - All buildings and surfaces on the airport used by surface vehicular and pedestrian traffic that are located outside of the airport security fence.

License - An agreement granting occupation or use of property during a certain period in exchange for a specified rent.

Licensee - Any person, firm, general or limited partnership, corporation, company, organization, trust, or association leasing or using any land or facility at the Airport.

Movement Area - Those areas of the airport under the control of the air traffic control tower including runways, taxiways, and helipads designated and made available for the landing, takeoff, and taxiing of aircraft and which require a clearance from the air traffic control tower prior to entering those areas.

MPH - Miles per hour.

Noncommercial Operator - Any person or entity engaged in an activity which does not involve the providing of goods or services for compensation, monetarily or otherwise. This includes the lawful use

and maintenance of aircraft by its registered owner(s) or employees and the following activities specifically designated as noncommercial:

- Use of privately-owned aircraft for noncommercial transportation.
- Use of corporately-owned aircraft for noncommercial transportation.
- The use of aircraft from a noncommercial flying club by its registered owner/members.
- Flight instruction provided to a noncommercial flying club owner/member by another owner/member provided that the instructor shall not receive remuneration in any manner for such service.
- Maintenance performed on an aircraft owned by a noncommercial flying club by an owner/member of that flying club, provided that the mechanic shall not receive remuneration in any manner for such service.

Non-movement Area - Those areas of the airport where aircraft taxi, or are towed or pushed without radio contact with the air traffic control tower or with other aircraft.

NOTAM - Notice to Airmen as issued by a representative of the Airport Manager, FAA, Air Traffic Control Tower or other authorized official.

NTSB - National Transportation Safety Board

Open Hangar - A structure intended to provide shade for a parked aircraft but which is not a fully enclosed storage space.

Park or parking - the standing of an Aircraft or vehicle, whether occupied or not.

Permit - A written authorization issued by the Airport Director to engage in certain specific activities or the temporary use of certain areas or facilities at the airport.

Person - Shall mean an individual, firm, general or limited partnership, corporation, company, trust, limited liability corporation, association, or any trustee, receiver, assignee or similar representative thereof leasing, subleasing, making application for, or using any land or facility at the airports.

POV - Privately owned vehicle.

Public area - those areas normally used by the general public, including but not limited to roadways, sidewalks and parking facilities that are maintained at the Airport for use by the general public.

Ramp - See apron.

Restricted Area - Those portions of the airport closed to access by the general public.

Roadway - any street or road within the boundaries of the Airport and set aside or designated for use by vehicles.

Secured Area - That portion of the air carrier apron which is restricted to ticketed passengers who have been processed through security screening, and authorized airline, FBO and Airport personnel associated with air carrier operations.

Self-Fueling - Fueling of an aircraft on airport property, performed by the aircraft owner or operator in accordance with the airport's standards or requirements and using fuel obtained by the aircraft owner from the source of his/her preference.

Self-Service Fueling - Fueling of an aircraft by the pilot using fuel pumps installed for that purpose. The fueling facility may or may not be attended by the owner/operator of such a facility. The use of this type of facility is not considered to be Self-Fueling.

Substantial Damage - Damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage."

TSA - Transportation Security Administration

Taxilane - An area of the airport developed and improved for the purpose of maneuvering aircraft and used for access between taxiways, ramps, aprons, and aircraft parking positions.

Taxiway - a defined path established for the taxiing of Aircraft from one part of the Airport to another.

Terminal - The primary facility or facilities at an airport through which pilots and passengers transition between aircraft and local transportation modes.

TXDOT - Texas Department of Transportation

Traffic pattern - the traffic route that is prescribed for Aircraft landing at, taxiing on, or taking off from the Airport.

Transient Aircraft - Any aircraft not permanently based at the airport.

Tie-Down (or Open Tie-Down) - An open-air aircraft storage space.

Vehicle - means a device, except Aircraft, in, upon, or by which any person or property is or may be propelled or moved, except a device moved by human power.

Vehicle parking area - any portion of the Airport designated and made available temporarily or permanently by the City for the parking of Vehicles.

SECTION 1 – General Provisions

1.1 Authority

These rules are promulgated under the power granted to the City of Weslaco under Texas REV.CIVIL STATUES ANN. ART. 46-7.

1.2 Rights Reserved

The City of Weslaco reserves the right to make additions, deletions, or corrections to these rules and regulations which may be deemed necessary for the safe operations of the Mid Valley Airport, Weslaco, Texas.

1.3 Validity

The voiding, suspension, or invalidation of any rule of regulation herein shall not affect the validity of the remainder of the rules and regulations.

1.4 Applicability

All individuals, pilots, operators, companies, business organizations and agencies using the airport property for any purpose are subject to these regulations.

1.5 Enforcement

The City of Weslaco and/or its authorized representative(s) are empowered to enforce these rules and regulations.

1.6 Exemptions, Modifications, Suspension of Rules

Any and all airport regulations may be exempted, modified or suspended by the City of Weslaco.

1.7 Preservation of Airport Property

No person shall:

- a. Destroy, cause injury, deface, or disturb, in any way, any building, sign, equipment, marker, structure, lawn, or public property on the airport;
- b. Trespass on airport property without prior approval of the city;
- c. Abandon personal property on the airport;
- d. Interfere with, tamper with, or cause injury to any part of the airport or any of its equipment;
- e. Interfere or tamper with any aircraft or equipment within the airport.

1.8 Liability

The City of Weslaco, its employees and representatives assume no responsibility for loss, injury, or damage to persons, property by reason of fire, theft, vandalism, wind, flood, earthquake, or collision

Damage, nor does the city assumes liability for injury to persons while on the airport, or while using its facilities.

1.9 Alcoholic Beverages/Narcotics/Controlled Substances

- A. All current local, state, and Federal laws regarding use of alcoholic beverages, narcotics and controlled substances shall apply on any airport property, as well as during the operation of any motor vehicle or aircraft.
- B. No person under the influence of liquor or narcotic drug(s) shall operate a motor vehicles or aircraft of any kind on the Airport.

1.10 Right of Entry

The City of Weslaco shall have the right to limit access to airport property to tenants, guest(s) and those conducting legitimate business with business located on airport property. To ensure security and control access, the City of Weslaco shall fence the airport property allowing access only through approved gates. These gates can allow access to either vehicles or pedestrians. Electric gate codes or access cards shall be provided to tenants of the airport paying rent to the City of Weslaco. It is the responsibility of the tenant to maintain the security of the code or access card.

The City, the Director of Aviation or his/her representative may grant access to airport property to those, other than tenants, at their discretion. The general public will have access to the airport through a pedestrian gate located at the terminal building.

The City of Weslaco shall have the right of entry, at reasonable times, for conducting inspections, repairs, maintenance and modifications of all rooms. Building and areas on airport property, as provided for in its lease agreements.

1.11 Construction or Alteration

Construction work, or alterations, other than minor repairs or maintenance, shall not be performed without written permission from the City and will comply with applicable codes and ordinances.

1.12 Restricted Access

No person shall enter any restricted area on the airport, posted as being closed to the public, except where entry is granted by written permission of the City.

1.13 Sanitation

- A. No person shall dispose of garbage, papers, refuse or other waste material on the airport, except as provided by City ordinance and these regulations;
- B. No trash or refuse will be burned on airport property at any time without the consent of the Aviation Director and the Fire Chief and/or Fire Marshall.

1.14 Solicitations

Solicitation on the airport for any purpose without a valid permit from the City is prohibited.

1.15 Conduct of Business or Commercial Activity

No person shall engage in any commercial business activity at the airport without first obtaining written authorization by the City of Weslaco.

1.16 Demonstrations, shows and other Exhibitions

No person shall engage in any show, demonstration or exhibition without prior written permission from the City of Weslaco. In the event injuries, damages or claims might result from such activities shall be submitted to the city prior to such event, and the City of Weslaco, the airport advisory committee and all officials thereof, shall be held harmless and indemnified from all claims by the sponsor of such event.

1.17 Lost Articles

Any person finding lost articles on the airport shall deposit them at the airport terminal building office. Articles unclaimed after 60 days by the owner may be returned to the finder, or otherwise legally disposed of by the City.

1.18 Signs

No signs shall be erected on airport property, placed on the exterior of any building or structure, or installed at any location on the airport without written authorization and approval by the City. Any noncomplying sign installed may be removed at the City's option. The sign owner will be given notice by the City to remove such sign within a specific time. In the event that the sign has not been removed at the expiration of such period, the City will take action to remove the sign, with any costs incurred for the removal process assessed to the sign owner.

1.19 Construction of Airport Improvements

All improvements constructed on the Mid Valley Airport must be approved and authorized by the City of Weslaco, and must comply with all applicable codes, ordinances, regulations and statues. Approval must be obtained through normal construction, modification, rehabilitation, or alteration of any property, facility, feature or component of the airport shall be undertaken until the approval process has been completed.

1.20 Demolition or Removal of Property

No facilities, airport improvements, equipment or other features of the airport shall be demolished or removed from the airport premises without authorization and approval of the City of Weslaco. Examples include but is not limited to: hangars, building foundations, interior office space, fire extinguishers, furniture, tug, tow bars, etc.

1.21 Abandoned Property

Property abandoned on Mid Valley Airport, including aircraft, automobiles, equipment, structures or any other tangible possession shall be impounded by the City of Weslaco, and shall be appropriately removed or secured so as to protect the interest of the City and to ensure the proper disposition of the property. The property will be retained or disposed of in accordance with the applicable ordinances, statutes, and laws prevailing in such matters. Expenses incurred in the removal or securing of such abandoned properties shall accrue to the owner of the property if known.

1.22 International Flights Prohibited

No aircraft shall utilize the Mid Valley Airport for international arrivals unless special arrangements have been made to comply with US Customs and Border Protection.

1.23 Incapacitated and Damaged Aircraft

In the event that an aircraft is incapacitated or damaged at the Mid Valley Airport, the owner and/or operator of the aircraft shall promptly notify the City of Weslaco of the circumstances and will promptly remove the aircraft from the operational areas of the airport. The owner and/or operator shall also promptly notify FAA of the circumstances if the incapacitation or damage is the result of an accident, pursuant to applicable Federal Aviation Regulations.

1.24 Firearms on Airport

No person, except duly authorized law enforcement officials having jurisdiction, members of the US Armed Forces on official duty and/or licensed individuals, shall be authorized to carry firearms on the Airport. Discharge or firearms on the airport, for any purpose, is strictly prohibited.

1.25 Penalties

Penalties for violations of the airport rules and regulations as contained herein, or as amended, will be determined as appropriate by the Airport Director, unless such violations also include City Ordinances or state or federal laws and in which case, appropriate legal penalties will be sought. Appropriate penalties for violation of the airport rules and regulations may include, but are not limited to denial of use of the airport and its facilities, and/or revocation of privileges, permits or authorization to conduct business and/or termination of lease agreement(s).

SECTION 2 – AIRCRAFT OPERATIONS

2.1 Suspension of Airport Operations

The City of Weslaco, acting through its authorized representative(s), may suspend airport operations if such action is considered to be in the best interest of the City and using public. Such suspension of operations shall prevail until the suspension is lifted by the appropriate authority.

2.2 Compliance with Federal Aviation Regulations

All aircraft operations conducted on Mid Valley airport, or within its traffic pattern, including approaches and departures, will be in strict adherence to all applicable Federal Aviation Regulations.

2.3 Operation Qualification

Aircraft operated on, or flown to or from Mid Valley Airport shall be under the direct control of properly certified and appropriately rated pilots, and shall include student pilots with proper authorization. Aircraft that are to be operated for ground operations only, such as maintenance or other legitimate reasons may be operated by personnel properly qualified to run engines and taxi aircraft for such purposes.

2.4 Use of Runways Required

All aircraft landing of taking off from Mid Valley Airport shall use only the approved runway for such purpose. No landings on taxiways, aircraft parking aprons, or turf areas on the airport without special authorization by the City of Weslaco, acting through their designated representative(s). Helicopters shall utilize designated areas.

2.5 Touch and Go Landings

Touch and Go landings are authorized at Mid Valley Airport if such operations can be conducted safely and without hazard to others. The traffic pattern altitude shall be as defined in Paragraph 2.7 of these rules and regulations.

2.6 Aircraft Departure Procedures

All pilots departing Mid Valley Airport shall visually check the traffic pattern and final approach in use for arriving aircraft, as well as announce tail number and intentions on common air frequency, prior to taxing onto the runway for takeoff. All aircraft departing Mid Valley Airport shall maintain runway heading after take-off and climb to an altitude of 400' above ground level (AGL) and execute a 90 degree turn to the left. To depart the traffic patterns, the aircraft shall execute a 45 degree climbing turn to the right upon reaching an altitude of 500'AGL.

2.7 Traffic Pattern Altitude

The traffic pattern altitude for Mid Valley Airport has been established at 1, 000' (one thousand feet) above ground level for propeller driven aircraft weighing less than 12, 500 pounds, Traffic pattern

altitude for all jet aircraft and aircraft weighing over 12,500 pounds is 1,200' AGL. Aircraft landing at Mid Valley Airport, including touch and go traffic, shall establish and maintain the appropriate traffic pattern altitude before entering the traffic pattern. Aircraft operating within three miles of the airport at an altitude of less than 1,500' AGL shall conform to the flow of traffic.

2.8 Use of Unicom for Traffic Advisors Encouraged

The use of Unicom frequency 122.8 (MHZ) for arrival and departure traffic advisories is encouraged. The service is for advisory purposes only and does not constitute any form of air traffic control by the City of Weslaco.

2.9 Unicom Calls Suggested

Calls should be initiated immediately prior to take off for departing aircraft, and immediately prior to entering traffic for arriving aircraft. Announcement of position, altitude and pilot's intentions should be made.

2.10 Information Request

If information is requested from the Weslaco Unicom concerning airport traffic, wind information, or other data relative to aircraft operations, it is understood that such information is offered as a courtesy, is advisory in nature, and does not constitute any form of airport or air traffic control.

2.11 Use of Straight-In Approaches

Normal traffic patterns and approach procedures shall be used at all times, unless variations are authorized in writing by the City of Weslaco, acting through its designated representatives.

2.12 Flight Training Activities

All flight training activities conducted from Mid Valley Airport shall be in accordance with all applicable Federal Aviation Regulations and will comply with the rules and regulations herein.

2.13 Flight Instructor's Qualification

Flight instruction shall be given only by appropriately qualified and rated instructors.

2.14 Student Flights

No student or person receiving such instruction shall operate an aircraft from the airport unless the instructor is satisfied of individual's competence to do so, and has appropriately entered certification in the individual's pilot log book. Student pilots must be thoroughly instructed in all aircraft procedures on the ground, approach and other basic operational procedures.

2.15 City Responsibility for Student Activity

The City of Weslaco assumes no responsibility for damages or injuries incurred during flight instruction or student pilot activities.

2.16 Use of Airport Restricted

Use of Mid Valley Airport shall be restricted to aircraft registered and certified airworthy by the Federal Aviation Administration or its foreign equivalent, and US Department of Defense and which are operated by certified or duly authorized student pilots, appropriately rated for the aircraft.

SECTION 3 – GROUND OPERATIONS

3.1 Taxing of Aircraft

Aircraft shall be taxied only on approved taxi surfaces authorized for aircraft use by the City of Weslaco.

3.2 Taxi Qualified

Aircraft will only be taxied by qualified personnel.

3.3 Taxi Speed

Aircraft will not be taxied at excessive speed.

3.4 Taxi Hazard

Prior to initiating the taxi, the individual operating the aircraft will ascertain that no hazard exist to other aircraft or facilities nearby and will ensure that prop or jet blast will not cause damage to aircraft or facilities behind the aircraft.

3.5 Use of Wing Walkers Required

Aircraft not equipped with brakes will not be taxied near other aircraft or objects unless qualified individuals are assigned as wing walkers during such procedures.

3.6 Taxi onto Active Runway

No aircraft shall be taxied onto the active runway for takeoff until the pilot has determined that the runway is clear and that no aircraft are on final approach to the landing.

3.7 Aircraft Parking

Aircraft will be parked only in designated and approved areas as specified by the City of Weslaco. Authorization to park in locations other than the specified parking areas must be obtained, from the Aviation Director, in writing.

3.8 Adequacy of Parking Area

Aircraft will be parked only in areas that are equipped with adequate tie downs, appropriate to the type and size of aircraft to be parked.

3.9 Emergency Parking

Aircraft will not be parked or left unattended in any location that would be determined to be a hindrance to the normal movement of other aircraft unless an emergency condition exists. In such event, the pilot of the aircraft will immediately notify the City of Weslaco of the situation and will fully advise the City's representatives of all pertinent circumstances.

3.10 Aircraft Restrained

Aircraft will be parked with wheel chocks in place and properly tied down to ensure that the aircraft will not be moved by jet or prop blasts or wind.

3.11 Tie Down of Aircraft

All aircraft now hangered at Mid Valley Airport shall be securely tied down at night and during threatening weather, if not properly secured with hangars.

3.12 Transient Tie Down and Hanger Fees

Transient aircraft remaining overnight shall pay fees in accordance with the fee schedule approved by the City of Weslaco and posted in the Airport Operations office. Payment fees will be in accordance with paragraph 7.9 of the airport rules and regulations.

3.13 Aircraft Engine Runs

No aircraft shall be allowed to run in place for purpose of run-up or other maintenance function unless the aircraft is adequate restrained through the use of parking brakes, wheel chocks, or other suitable means.

3.14 Qualifications for Engine Run

No aircraft will be started or allowed to run without a qualified pilot, aircraft mechanic or other suitable qualified person inside the aircraft.

3.15 Starting Engines in Buildings Not Allowed

Aircraft engines shall not be started or allowed to run inside any building.

3.16 Prop or Jet Blast Hazard

No aircraft shall be started or run unless it has been determined, by the operator, that the propeller or jet blast will not create hazard to other aircraft or facilities nearby.

3.17 Time of Day for Engine Runs

All extended engine runs, for such purpose maintenance run-ups, engine trim, or other such purpose, will be conducted during the hours of 6 a.m. and 9 p.m. No extended engine runs, except those required before normal aircraft take-off, shall be permitted during the hours of 9 p.m. and 7 a.m. daily.

SECTION 4 – FIRE SAFETY

4.1 Fire Prevention

All users of the Mid Valley Airport, or of the facilities of the airport, in any way, shall exercise the utmost care to guard against fire and injury to persons or property and will comply with all city ordinances, codes and regulations relative to fire and safety and prevention, including NFPA and State Insurance Board requirements.

The following specific activities which may create fire hazards are prohibited:

- a. Storing or stocking materials or equipment in such a manner as to restrict ingress or egress from a building, restrict access to a fire extinguisher, or constitute a fire hazard.
- b. No person shall operate/use a propane or charcoal type barbeque inside an aircraft hangar, within 50 feet of any aircraft, fuel facility, or fuel truck and without written permission from the Airport Director.
- c. Keeping or storing flammable liquids, gases, fuels, oils, signal flares, or other similar materials in the hangars or in any building on the airport except that such materials may be kept in an aircraft in the proper receptacles installed in the aircraft for such purpose; or as may be kept in rooms, containers or receptacles specifically designed for storage of such materials. Oils, aviation fuels or unleaded gasoline may be stored in approved containers in quantities not to exceed five gallons provided such fuel is for the exclusive use of either the aircraft or ground support equipment assigned to the hangar in which it is stored.
- d. Excluding airport operations personnel repair of airport facilities, operating a flame or spark producing device on any part of the airport except in approved areas within FBO leased premises is prohibited, unless authorized in advance by the Airport Director. No open flame/fire shall be authorized within any aircraft hangar, any on-airport fuel storage area, or upon any components of the fuel distribution system, unless the work is required for the repair of such areas or hangars. Where such repair is required, written permission shall first be obtained from the Airport Director and shall be subject to conditions that may be imposed by the Airport Director.
- e. Hangar entrances must be clear in a manner such that emergency or fire/rescue personnel and equipment can immediately access the hangar without hindrance.

4.15 Fire Equipment

No person shall tamper with any fire extinguisher equipment or airport fire protection systems or use the same for any purpose other than firefighting or fire prevention.

4.2 Smoking and Use of Flammable Materials

No person shall smoke, set matches, lighters or other devices capable of causing fire, in any location of the airport in areas in which smoking or the devices are specially prohibited.

4.3 Obstruction of Doors

Aircraft shall not be parked in front of hanger doors, or in such a manner as to restrict evacuation in case of fire. This shall also apply to all motorized vehicles and materials which cause an obstruction.

4.4 Fueling and Defueling Aircraft

No aircraft shall be fueled or defueled on the airport while the engine is running or while in an enclosed place. Fueling shall be through a metal lined hose with continuous metallic contact established between the discharge nozzle, metal lining of hose, main fuel tank, or fuel lines, to ensure a proper ground.

4.5 Heating of Oil

The heating of oil on the airport shall be restricted to approved hot air, steam, hot water, or approved electrical heaters. No open flame may be used for this purpose.

4.6 Engine Preheating

Preheating of engines on the airport shall be restricted to commercially designed and approved engine heaters, operated in accordance with manufacturer's recommendations.

4.7 Cleaning Parts

The cleaning of engine components or the parts of aircraft shall be with non-flammable solvents unless the aircraft part or component being cleaned is located a safe distance from other aircraft or buildings. If volatile, flammable liquids are employed for this purpose, cleaning operations shall be carried on in the open air at a location designated by the Airport, or in a separate space located in a repair shop section, and separate from storage and operational areas.

4.8 Aircraft Painting/Refinishing

Aircraft painting or refinishing shall be accomplished in a separate, detached, incombustible building which may include a paint shop. Where such a building is not feasible, the process may take place in a space located in a repair shop section of a hanger, providing that building or space shall be constructed in accordance with the requirements of the National Board of Fire Underwriters and shall be protected with either a system employing a fire retardant chemical or gas.

4.9 Storage of Paint and Chemicals

Storage of paint, chemicals, volatile and inflammable materials shall be in strict compliance of city codes, ordinances and statutes. Paint and chemicals storage areas must be approved by the City prior to initiating such storage.

4.10 Hanger Floors

Floors shall be kept clean and free from oil. The use of volatile flammable solvents for cleaning floors is prohibited.

4.11 Empty Containers

All empty oil, paint and varnish cans, bottles or other containers, shall be removed immediately from premises, and not allowed to remain on floor, enclosed spaces, or overhead storage areas of hangers, shops, and other buildings.

4.12 Disposal of Trash and Refuse

No trash or refuse shall be permitted to be stored in or about hangers, except in proper receptacles provided for such purpose.

4.13 Disposal of Liquids

No fuels, oils, dopes, paints, solvents, toxic chemicals, or acids shall be disposed of, or elsewhere on the airport. Disposal must comply with all EPA/FAA requirements. Holding facilities must be approved by the City and waste removed to an approved disposal facility.

4.14 Flammable/Corrosive/Toxic Materials

Aircraft fuel, auto fuel, solvents, thinners, or other flammable liquids, explosives, toxic or highly corrosive substances shall not be stored in the hangers on the aircrafts fuel tanks. Storage of such materials must be in strict accordance with applicable fire and building codes of the City of Weslaco.

SECTION 5 – AIRCRAFT FUELING AND DEFUELING

5.1 Fueling Not Allowed with Engines Running

Aircraft shall not be fueled or defueled with engines running or while heated by application of exterior heat.

5.2 Fueling Operations during Storms

Aircraft shall not be fueled or defueled during an electrical storm.

5.3 Smoking while Fueling

Smoking is prohibited within 200' of an aircraft being fueled or defueled.

5.4 Operations of Electrical Equipment

No radio transmitter or other equipment in an aircraft shall be operated without being equipped with a proper grounding device.

5.5 Grounding of Dispensing Equipment

All hoses, funnels, and equipment used in fueling and defueling operations shall be equipped with proper grounding device.

5.6 Grounding of Aircraft

Before commencement of fueling and defueling, aircraft will be positively grounded. A grounding cable shall be used between the aircraft and the approved ground rod. The ground cable shall be of flexible, durable material. The grounding clip on the end of the grounding cable should be connected to bare, unpainted metal on the aircraft; however; the grounding clip should not be attached to the aircraft's propeller or radio antennas.

5.7 Fueling Hoses and Equipment

Fueling hoses and equipment shall be maintained in a safe, sound and non-leaking condition and shall be approved by the National Board of Fire Underwriters or Equivalent standards.

5.8 Fuel on Ground

No person shall start the engine of an aircraft when there is fuel other than pre-flight inspection drainage, on the ground under the aircraft.

5.9 Fire Extinguisher Required

Adequate fire extinguisher shall be immediately available during fueling or defueling aircraft. All extinguishers shall be inspected and recertified as required by the City and State Statues. Persons engaged in fueling or defueling shall be trained in the proper use of the fire extinguishers.

5.10 Refueling with Passengers Not Allowed

No aircraft shall be fueled or defueled while passengers are on board the aircraft unless a passenger unloading ramp is in place at the cabin door of the aircraft, and/or the aircraft door is in the open position.

5.11 Fueling Indoors Not Allowed

No aircraft shall be fueled while parked in a closed structure.

5.12 Use of Auto Gas

Public sale of automobile gas for use in aircraft will not be permitted on the airport.

SECTION 6 – OPERATION OF MOTOR VEHICLES

6.1 General

All vehicles shall be operated in a safe and careful manner, in accordance with all applicable city and state ordinances and statues. All vehicle operators must be licensed or appropriately qualified to operate the type of vehicles in use, including special purpose vehicles used in airfield maintenance or airport operations.

6.2 Airport Speed Limits

Motor vehicles shall not be operated in excess of the posted speed limits. If no speed limit sign is posted, the following speed limits shall prevail:

- a. On all named airports streets – 15 miles per hour;
- b. On internal roadways and access driveways – 15 miles per hour; and
- c. On aircraft aprons – 15 miles per hour.

6.3 Automobile Parking

Automobile parking is restricted to those areas specifically established for public and tenant parking. Vehicles will not be parked so as to obstruct roadways, taxiways or in any way interfere with Airport Operations. Aircraft owners may temporarily park automobiles inside T-hangers at appropriate times.

6.4 Aircraft Loading from Vehicles

Automobiles may be temporarily parked on aprons for loading or unloading aircraft.

6.5 Vehicles Left Unattended

Vehicles shall not be left unattended with engine running, unless required by a special purpose.

6.6 Abandoned Vehicles

Automobiles abandoned on the airport will be impounded and disposed of in accordance with applicable ordinances.

6.7 Removal of Vehicles

The City of Weslaco may tow, or otherwise remove, motor vehicles which are parked on the airport in violation of the rules. Vehicles will be towed at owner's expense and without liability for damage which may result from such act.

6.8 Vehicle or Storage of Vehicles

No person shall clean or make any repairs to motor vehicles on the airport, except minor repairs necessary to remove such vehicles on the airport. Vehicles will not be stored in any hanger, structure or parking area, unless specifically authorized by the City. Airport support vehicles, such as fuel trucks, tugs,

maintenance vehicles or such special purpose vehicles used by tenants are excluded from this requirement.

6.9 Vehicles on Runway

No motor vehicles except, as authorized by the city, shall be permitted on the runway or taxiways.

6.10 Vehicles around Airport

Operators of all motor vehicles shall exercise caution in the vicinity of aircraft. Vehicles shall pass clear of taxing aircraft and no vehicles shall pass closer than 100' to any aircraft with engines running.

SECTION 7 – COMMERCIAL OPERATIONS

7.1 Permits Required

Persons, firms, associations, corporations, or entities conducting any commercial or business activity at Mid Valley Airport must obtain written authorization from the Aviation Director. Any changes in business character, activity, ownership, or location, will invalidate airport privileges.

7.2 Business Conduct Prohibited

No illegal or clandestine business activities will be permitted to operate at the Mid Valley airport. Any persons determined to be engaged in such activities shall be subject to revocation of all privileges at the airport.

7.3 Lease Agreement Required

All business or commercial activities on the airport must enter into a lease agreement with the City of Weslaco, the terms of which must contain at least the following:

- a. Compensation to be paid to the city;
- b. Length, terms, and conditions of the lease;
- c. Description of business activity to be conducted;
- d. Conditions or ownership, identity of principles, and type of business;
- e. Special conditions relative to uses of property;
- f. Insurance coverage, as required by the City.

7.4 Through the Fence Operations Permitted

Utilization of Mid Valley airport facilities by individuals or businesses located off the airport must be authorized and approved by the City of Weslaco. Compensation to be paid to the City for such privilege shall be based upon a fair and equitable assessment of such operating privileges to the operator. Such compensation is subject to approval by the FAA and must be included as an element of a lease agreement between the operator and the City. Such agreement must be executed and in-force prior to initiation of through the fence operations.

7.6 Activities Prohibited

No business or commercial activity will be permitted on airport property which results in any hazard to aviation such as smoke, noxious fumes, attraction of birds or wildlife, pilot distraction, or create any other problem which may adversely affect the airport.

7.7 Flying Schools

No commercial flight school shall be operated from the Mid Valley airport except as authorized by the City Weslaco. The operator(s) must place on record with the City at least the following:

- A. List of aircraft with proof of airworthiness;

- B. Evidence of minimum liability insurance coverage in the following amounts
 - a. Aircraft Liability: Bodily Injury and Property Damage
 - i. \$500,000.00 for each occurrence, combined single limit
 - b. Passenger Liability:
 - i. \$100,000.00 each passenger, each accident
- C. Statement of Qualifications of Key Staff;
- D. FAA approval, if required.

7.8 Flying Clubs

Flying clubs operating from Mid Valley Airport must meet the following criteria:

- a. Each club must be a non-profit organization;
- b. Each club must adopt, and adhere to, a set of flying regulations acceptable to the City;
- c. Aircraft owned or leased by the club will not be used by individuals other than bonafide members of the club, and will not be used for any commercial use;
- d. The club will maintain liability insurance coverage in the following amounts:
 - a. Aircraft Liability: Bodily Injury and Property Damage
 - i. \$500,000.00 for each occurrence, combined single limit
 - b. Passenger Liability:
 - i. \$100,000.00 each passenger, each accident
- e. Each flying club is to operate in strict compliance with applicable airport rules and all FAA regulations.
- f. Each club will provide the City of Weslaco with a list of club aircraft with proof of airworthiness.
- g. Each club will provide, and maintain, a current list of club officials, including officers, flight instructors, and individuals authorized to transact club business.

Authorization to conduct flying club operations from the airport shall be reviewed and renewed annually. Authorization to operate as a flying club from the Mid Valley airport is revocable, and may be withdrawn by the City, at any time, for just cause.

7.9 Aircraft Tie Down Fees

All aircraft tied down overnight at Mid Valley airport shall pay fees in accordance with the current fee posted at the airport operations office. Fees will be paid in accordance with the procedures described on the fee schedule. Payment of fee is required for all transient and based aircraft.

7.10 Right to Sell Fuel

The right to sell aviation fuel at the Mid Valley airport is reserved exclusively to the City of Weslaco, and retail deliveries of aviation fuel to the public shall be restricted to the City or those businesses or individuals having written authorization to do so. Such vendors will be required to supply aviation fuel from an approved fuel storage and delivery system. No other fuel sales on the airport are authorized.

SECTION 8 – HANGAR, OPEN HANGAR, AND OPEN TIE-DOWN WAITING LISTS

8.1 General

Mid Valley Airport shall maintain waiting lists to ensure the fair and orderly assignment of the various categories of City-owned aircraft storage spaces (hangars and tie-downs) unless the supply of a particular category of space exceeds demand. The Airport Director shall maintain the Master Waiting Lists and Applicants may contact the Airport Director to determine their current status on the waiting list.

8.2 Application Procedures

In order to be placed on a waiting list for a particular category of space, Applicants shall submit to the Airports Director a completed "Waiting List Sign-Up Sheet" and all fees required by the Schedule of Fees and Service Charges applicable to aircraft parking and storage waiting list charges. All applicable fees shall be paid with personal check or money order. It is the applicant's responsibility to keep the personal information on the sign-up sheet up to date.

8.3 Assignment of Storage Spaces

- a. When a space becomes available for assignment, the Airport Director shall attempt to contact the first eligible applicant on the waiting list via telephone and/or email to make arrangements to examine the available space. In the event that the first eligible applicant cannot be reached, a phone message will be left and email sent if possible. If it is not possible to leave a phone message, the Airport Director will make a maximum of three calls over a five business day period in an effort to contact the applicant. If contact has not been established after five business days, the Airport Director will attempt to contact the next eligible applicant on the list. Therefore, applicants are highly encouraged to provide the Airport Director with a current phone number and email address.
- b. If an eligible applicant is unable to be contacted by any means, the Airport Director will note the date and space offered, and will then offer the space to the next eligible applicant on the list. An eligible applicant will retain their position on the wait list until the second space becomes available. If the applicant is unable to be contacted for the second consecutive space, they will be moved to the bottom of the wait list or their name will be removed.
- c. If an eligible applicant declines the space offered after being contacted, the Airport Director will note on the "Applicant's Waiting List Sign-Up Sheet" the space offered and the date declined. The applicant's current position on the list shall be retained after the first space is declined. The applicant shall be removed from the waiting list after the second space offered is declined.

8.4 Removal from the Waiting List

An applicant shall be removed from the waiting list upon:

- Written request by the applicant to be removed; or
- Acceptance by the applicant of an offered space; or

- Applicant's second decline of an offered space.

8.5 Remaining on the Waiting List for Upgrade of Space

- a. After accepting a space and signing a license agreement, a licensee may remain on the hangar waiting lists for a future upgrade of space. Remaining on the list requires coordination with Airport Director.
- b. Applicants electing to remain on the waiting list for a future upgrade of space shall designate the specific type of space desired. All policies and procedures contained in this section for assignment of spaces apply to applicants remaining on the waiting list for a future upgrade of space.

8.6 Aircraft Hangars

- a. Where no personnel exit is provided, the sliding hangar doors shall remain open thirty-six (36) inches, or such other distance which will allow easy egress, while the hangar is occupied by any person.
- b. Aircraft hangars shall be subject to periodic inspections by the Airport Manager and City Fire Department to ensure compliance with all laws, ordinances and these regulations.
- c. Hangars cannot be used as a place of residency.
- d. All aircraft hangars and eligible uses of aircraft hangars shall conform to all FAA and TXDOT rules and regulations.

SECTION 9 - CONFLICTING LAWS, ORDINANCES AND REGULATIONS

If and where there are conflicts in the Rules and Regulations prescribed herein and the FAA's Federal Aviation Regulations (FAR) the latter shall prevail. In any case where a provision of these regulations is found to be in conflict with any provision of any zoning, building, fire, safety, health or other ordinance, code, rule, or regulation of the City, the provision which establishes the higher standard for the promotion and protection of the health and safety of the people shall prevail.

In cases where two (2) or more provisions of these regulations are in conflict, the most stringent or restrictive shall prevail.