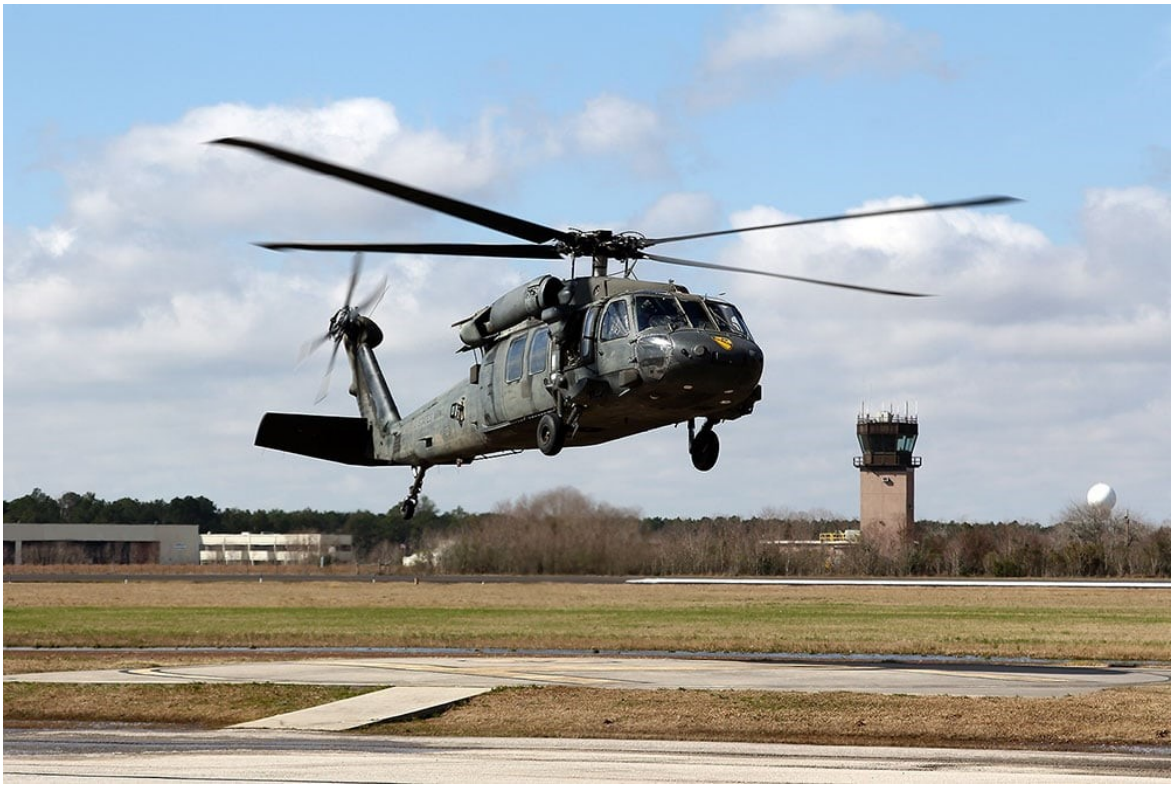
David Wayne Hooks
Pilot Information Booklet



7th Edition, October, 2019

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Introduction

Do you feel butterflies in your stomach just before you call an air traffic control facility? Are you nervous about flying in, under, or around Class “B” or “D” airspace? You are not alone!

Many pilots feel overwhelmed by the complexities of flying in controlled airspace. Others feel intimidated or nervous talking to air traffic controllers.

This booklet has been created by David Wayne Hooks Tower as a guide to help our users understand the air traffic system and how it works. It will provide quick reference information about flying into and out of David Wayne Hooks Airport and the Greater Houston Area.

The author would like to thank the controllers, staff, and management of David Wayne Hooks Tower for their input. Their feedback was essential in the creation of this booklet.

Please Note: The information contained within this packet is intended to be used as a guideline and to help establish “best practices.” For procedures, please refer to FAA published manuals, charts, orders, and notices.

DWH Airport Information

Radio frequencies assigned to Hooks Airport are:

VHF

ATIS	128.375
Ground Control	121.8
Local Control East **	127.4
Local Control West **	118.4
Clearance Delivery	119.45
Localizer	110.50

UHF

Ground Control 239.0
Local Control 354.1

** See section on Dual Local Operations

Other frequencies:

DWH Unicom	122.95
West Practice Area	123.5
CTAF	118.4
Approach control	119.7/123.8
CXO	118.325

Telephone numbers:

CXO AFSS	1-800-WX-BRIEF
Hooks Tower	281-376-9721
Hooks ASOS	281-251-7853
CXO ASOS	936-760-4237
IAH ASOS	281-443-6397
I90 (TRACON)	281-443-5841

Hours of Operation

Hooks Tower operates daily from 0700-2200 CST. When the tower is closed, the airspace converts to class G airspace from the surface to 700 **AGL** and class E airspace above that until class B airspace is reached at 2000 MSL. The common traffic advisory frequency when the tower is closed is 118.4. To obtain IFR clearances and releases during non-operating times, the clearance delivery frequency (119.45) is remoted to Houston Approach Control. If unable to reach them on 119.45 contact Houston Approach at 281-443-5844. To Cancel IFR, contact Houston Approach at 281-443-5888. For traffic advisories contact Houston Approach on 119.7 North of DWH or 123.8 South of DWH after departure and remain clear of the Houston Class B airspace until cleared in by approach control.

Airport Lighting

During the hours the tower is in operation (0700-2200 local), all of the airport lighting except the runway 35L REILs, 17L PAPIs, and the rotating beacon is controlled by the tower. The runway 35L REILs are always under pilot control, the runway 17L PAPIs are controlled manually by airport management, and the rotating beacon is automatically controlled by a photocell. The runway lights, VASI, and runway 17R REILS are controlled by the pilot during the hours the tower is closed. When the tower is closed the runway lights are on the lowest intensity. Radio control of the lighting is accomplished by keying the aircraft's mike on 11 8.4.

Key Mike	Function
3 times within 5 seconds	Medium intensity
2 more times within 5 seconds	Highest intensity available
2 more times within 5 seconds	Return to low intensity

When under pilot control, the lights are on a timer and will automatically return to the lowest setting after 15 minutes.

PAPI - Precision Approach Path Indicator - located at the approach end of runway 35L, 17R, and 17L.
REIL - Runway End Identifier Lights - runway 35L REILS are always controlled by the pilot on the tower frequency 118.4. Five mike clicks will activate the runway 35L REILS for 15 minutes.

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General Information

There are several runup areas for your use. The appropriate one will be determined by which runway you are assigned. The runway 17R runup area is the ramp south of the lake and west of the terminal (Ramp Alpha). At times the ramp may become congested with large jets and you may be asked to use Ramp Bravo, just south of taxiway Charlie. The runup areas for runways 35L and 35R are at the hold short lines at the end of each runway,Ramp Charlie (south end of the main ramp at Gill), and occasionally the triangle. From the west side taxiway Golf is used. Runups may be conducted in other areas with prior approval from Ground Control. Intersection departures can be approved depending on the situation and require prior approval from Ground Control.

There are two terminals on the field, Gill Aviation and Tomball Jet. Gill Aviation is located at the northeast corner of the field and Tomball Jet is located on the west side. There are several flight schools at DWH. In addition to flight training they offer aircraft rental, aeronautical charts, pilot supplies, and some parking facilities. Not all flight schools offer the same services.

David Wayne Hooks Airport also has a number of shops offering avionics service, A&P repair, aircraft painting, and interiors.

Hooks Tower provides and **strongly** encourages tours to anyone as long as they are a Untied States citizen. Non-citizens may tour the tower, but may require several weeks advanced notice. For more information or to schedule a tower tour, call Hooks Tower at 281-376-9721.

The ATIS at Hooks airport not only gives you the weather and runway information, it also gives information on outages or changes that affect operations. We know it can get lengthy but it does contain pertinent information, like runway and taxiway closures. Most of the time, ground control and clearance delivery are combined. If you call for clearance on the clearance frequency you may not be answered immediately because the controller is listening to both ground and clearance frequencies and if someone is transmitting on the ground frequency at the same time you transmit on the clearance delivery frequency you may be blocked out. If it appears the frequencies are combined, contact ground control. If you hear a clearance being read wait a minute before keying up because it's likely the clearance is being read back on the clearance delivery frequency. Note: Most controllers at DWH prefer that requests for IFR clearances be made on the GC frequency.

If you are going to request clearance into Class "B" airspace, or flight following, you should make that request on initial call-up. The controller needs the destination airport , type aircraft, and requested altitude. The controller may also ask for your on course heading. This allows the controller to enter this information into the computer so that approach control will be aware of your request. You should, of course, never enter Class "B" airspace without a clearance from Houston Approach Control.

Hooks ASOS may be monitored by phoning 281-251-7853 for local weather and NOTAM information.

Wake Turbulence

We've all heard of wake turbulence. But what is it and how does it affect your flight operations at Hooks Airport?

There are stringent regulations that we and you must follow regarding wake turbulence. Intersection departures behind aircraft of a higher weight class are subject to a three minute delay. You may waive this delay **but it must be at your request** - we cannot offer to waive the delay for you.

Due to its insidious nature, wake turbulence can be very hazardous behind or under large or heavy aircraft. Aircraft configured for landing generate some of the strongest wake turbulence. When Bush Intercontinental Airport is landing aircraft to the east (runways 8 and 9), their final approach corridors are just south of Hooks Airport. The downwind leg to those runways is usually directly over, or just North of Hooks Airport. Houston Approach Control often brings the downwind traffic for these runways over parts of Hooks Airport at 3,000 feet but sometimes as low as 2,000 feet which is the base of the Class B airspace. You can see why it is imperative to be aware of wake turbulence and its effect on you.

Although it is legal to remain at 1900 feet when departing Hooks Airport to the south or north-east, we recommend an altitude of 1500 feet or below (If VFR) until you are past the finals for Bush Intercontinental Airport. If you are unsure whether Bush Intercontinental Airport is landing aircraft on runways 8 and 9 just ask the ground or local controller at Hooks and they can provide that information.

While controllers strive to provide the safest and most efficient services possible, if you, as PIC, are concerned about wake turbulence and cannot accept a clearance because of it (or any other reason, for that matter), let the controller know ASAP so that they can accommodate your request as efficiently as possible. Please note, if you are unable to accept a clearance, you may experience delays, especially with high traffic volume. Remember, your safety is our 1st and foremost priority!

Do's and Don'ts

Departures

Do	monitor the **ENTIRE** ATIS before talking to ground control.
Do	monitor the frequency prior to transmitting to ensure it is clear.
Do	call ground control with your call sign, position on the airport, intentions, and the current ATIS code on initial contact. If you are requesting flight following, include your type aircraft, destination, and requested altitude. This will avoid making the ground controller ask for it and reduce frequency congestion.
Do	taxi your aircraft to the side of the runup area to permit other aircraft to taxi by you if you are not ready for departure.
Do	advise the tower on initial contact if you are a student-solo. This will assist the controller in giving you uncomplicated instructions.
Do	use the runway and taxiway designator (when calling for departure to assist the tower controller in locating your aircraft on the field.
Do	acknowledge all ATC instructions and **read back all hold short restrictions with the runway and intersection**, if understood. If unsure, ask the controller to repeat instructions. Note: **You must use your call-sign with ALL read backs**!)
Do	advise ground control if you want an intersection departure. You may experience a wake turbulence delay or the controller may be keeping that intersection clear in anticipation of an arrival. Do not assume you can use an intersection without asking.
Do	turn off your strobes on the ramps or taxiways at night in the vicinity of other aircraft.
Do	when you're IFR, advise tower when you call ready for departure
Do	ask for progressive taxi instructions if you are unfamiliar or unsure
Do Not	keep calling ground control if the controller doesn't respond. The controller may be busy with other priorities. After a couple of calls and no response, ask yourself if you hear anyone else on the frequency. Your receiver or transmitter may be inoperative due to the volume being turned down, the wrong frequency selected, a misadjusted comm panel, headset plug, or a stuck mike.
Do Not	wait until you are ready for departure to request an IFR clearance. Make your request prior to taxiing on the clearance delivery or ground control frequency.
Do Not	continue taxiing if you are confused. Do not hesitate to ask the controller for progressive taxi instructions if you become lost or disoriented.
Do Not	leave the tower frequency prior to departing the Hooks airspace unless previously approved by the tower. (Note: frequency change outside of Hooks airspace is at the pilot's discretion.)

Do's and Don'ts (continued)

Arrivals

Do	listen to the ATIS from start to finish. The ATIS will provide you with weather information, runways in use, and other pertinent data.
Do	turn on landing lights or strobes. This will help the controller and other aircraft establish visual contact.
Do	monitor the frequency prior to transmitting to ensure it is clear.
Do	be as accurate as possible on position reports.
Do	keep the volume up on your receiver and listen for your call sign to avoid the tower having to repeat their transmissions to you. Please keep in-cockpit conversations to a minimum inside the class D airspace
Do	ask for a frequency change from Houston Approach Control to Hooks Tower **before** you reach Hooks airspace if you are receiving flight following.
Do	advise the tower on initial contact if you are a student-solo. This will assist the controller in giving you uncomplicated instructions.
Do	ask for progressive taxi instructions if you are unfamiliar
Do	Call the tower 8-10 miles from the field with your full call-sign, type aircraft, position from the field, ATIS code, and any requests.
Do Not	acknowledge a transmission if you do not understand it - advise the controller that you do not understand or ask the controller to repeat the instruction.
Do Not	cross an active runway without permission - be sure you are behind the correct hold short line. **Again, if you are unsure, ask for verification**.
Do Not	keep calling the tower if the controller doesn't respond. The controller may be busy with other priorities. After a couple of calls and no response, ask yourself if you hear anyone else on the frequency. Your receiver or transmitter may be inoperative due to the volume being turned down, the wrong frequency selected, a misadjusted comm panel, headset plug or a stuck mike.
Do Not	exit the runway and taxi on your own without taxi instructions
Do Not	exit the runway and do your post landing checklist when we are busy. If you are instructed to taxi then start your taxi—often times we need the piece of taxiway you are occupying for subsequent arrivals to clear the runway and keep traffic flow moving.
Do Not	wait until you are short final, or on the runway to request pattern work. Let the controller know ASAP so that they may formulate the safest and most efficient plan for all aircraft.

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Special VFR

Special VFR is primarily intended to offer experienced pilots a way to operate into, out of, and through controlled airspace when local weather phenomena restricts the visibility or ceiling to below VFR minimums. There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is 900 feet AGL due to a cold front passage when it is advantageous to use the Special VFR rules to be able to get to VFR conditions.

There are rules and conditions that apply to Special VFR and the one controllers deal with the most often is the requirement that **the pilot must request the clearance**. We cannot offer it, as we have no way to determine your abilities as a pilot and have no desire to talk you into accepting a clearance that is beyond your experience level.

The basic requirements for Special VFR are:

The clearance **must** be requested by the pilot.

If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft certified for IFR flight.

For fixed-wing aircraft, a minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

You may depart Hooks airspace for another destination.

You may transition Hooks airspace.

You may enter Hooks airspace and land.

You may do touch and goes at Hooks Airport.

You may operate (maneuver) over an area within Hooks airspace.

There are other regulations and requirements that apply to Special VFR. Read the appropriate sections of the FARs and the AIM and familiarize yourself with them.

Note: Special VFR flights may be approved only if arriving and departing IFR aircraft are not delayed.

Miscellaneous

This is the catch-all section - helpful hints and observations that just didn't fit anywhere else but were important enough to include.

Touch and Go Patterns - Generally speaking, controllers at Hooks Airport like to keep the touch and go traffic on the east side of the airport. This is because most arrivals, departures, and transitioning aircraft remain on the west side of our airspace. This does not mean that all pilots can expect runway 17L or 35R, however, we are trying to utilize this runway more often. We know extenuating circumstances, such as a first solo, heavy crosswind, company policy,or touch and go multiengine aircraft may necessitate using runway 17R/35L. **Do not fall victim to expectation bias!** Many pilots think because they are given the same runway/pattern combination 99% of the time, they can expect it all of the time. This is not necessarily true. Be alert to the controller's instructions.

Helicopter Practice Area - There is a practice area for helicopter training on the west side of the airport. The **landing area** is an enclosure roughly bounded by taxiway Echo to the south, US-99 to the northwest, and the Hooks Tower to the east. Airborne helicopters may operate in the "west practice area" between the north and south lateral bounds of runway 17R/35L and the western edge of the trailer park located just west of DWH. Helicopters are instructed to conform their traffic flow to the fixed wing traffic flow and are restricted to an altitude no higher than 800 MSL. Fixed wing pilots entering/ departing the pattern on the west side of the airport should assure that they are at the proper pattern altitude to ensure separation from helicopters in the practice area.

Patterns - There are no standard patterns at controlled airports when the tower is in operation. For this reason, you may be instructed to enter any leg of a pattern for either runway. If, for instance, you are instructed to enter a base for a certain runway do not enter the downwind prior to entering the base. Unless instructed to report pattern entry or a position in the pattern, it is not necessary to report your position. If you are at the point you normally turn base and the controller has not told you to extend downwind ask before you turn base. Prudence would suggest that if you have been following another aircraft in the pattern and no longer have the aircraft in sight, ask the tower for its position.

See and Avoid - It is the pilot's responsibility to see and avoid other traffic. Do not get lulled into a false sense of security because you think that tower personnel are doing all of your watching for you. We do the best we can, but we cannot see everything all of the time. However, if you see a situation developing and have time to request to deviate from your instructions, inform the controller of the situation. The situation may be different from what you perceive. There may be traffic abeam of you on the downwind or behind you. By not informing the controller of the situation, you may be putting yourself and someone else's safety in jeopardy. Of course, if the situation is imminent and you have no time to inform the controller, you may deviate from any control instruction to avoid an emergency situation.

Non-Movement Areas - Because of DWH's unique geometry, there are several instances when you may be required to enter a movement area, transition a non-movement area, and then re-enter another movement area. Please familiarize yourself with the movement area map provided in this packet. While we will oftentimes give a "use caution" advisory, ATC is not responsible for the movement of aircraft and/or vehicles not in the movement area.

Lost Communications Procedures

A broken radio doesn't have to be a disaster - it's easier than you think to operate into or out of Hooks Airport if you follow a few simple procedures.

The first thing you need to do is determine the extent of your radio failure. If you can hear other aircraft but nobody responds to your calls then you should check for proper frequency selection, popped circuit breaker, comm panel setup, or an improperly hooked up intercom. Weak batteries in intercoms are often the cause of "radio failure". Your emergency checklist may come in handy for checking other areas specific to your aircraft.

If you can't hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike. Again, your emergency checklist may offer suggestions specific to your aircraft.

After you have determined the extent of the radio failure, you'll have a better idea of how to communicate with the tower.

If you are inbound to DWH when you discover the radio failure, it is best to call Hooks on your cell phone if safe or have a passenger that can do it for you. We will need your "N" number of your aircraft as well as the extent of the radio failure to help formulate a plan for getting you safely into Hooks Airport. We'll also need to know approximately when you will arrive and where you will be parking on the field. You will then be given the current weather, where to enter the pattern, which runway to use, and any other information you may need. The extent of your radio failure will determine what communication method we will use. For instance, if your receiver works but your transmitter is inoperative, we can have you ident your transponder, rock your wings, or flash a landing light to acknowledge an instruction. In the event of a complete radio failure, we would use a light gun to give you a signal. It can be seen for approximately 8 miles in the daytime and 22 miles at night, depending on atmospheric conditions.

Remember to squawk code 7600 until instructed to do otherwise (assuming your receiver works). This will alert all ATC facilities in the area that you have experienced radio failure. As soon as it is apparent that you are bound for DWH, we will take appropriate measures to ensure your separation from other aircraft and get you into the airport safely.

Radio failure need not be a harrowing experience if you follow these simple procedures.

Emergency Procedures

Pilots seem to be reluctant to declare an emergency except as a last resort. The reason is usually that the pilot doesn't want to go through the hassle of explaining to the FAA why they declared an emergency.

FAR 91.123 (d) states:

Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency, and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, *if requested by ATC.* (emphasis added)

It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call. Remember, no amount of hassle or paperwork is worth your life.

Dual Local Procedures

When traffic warrants, we will open a new tower frequency in addition to the one already in use.

For the curious, we call these two frequencies Local Control East and Local Control West.

Normally, there is only one tower frequency (118.4) in operation but when we anticipate an increase in traffic or for training purposes we will open a new frequency (127.4) and split responsibility for Hook's airspace between two controllers. Local Control West has responsibility for aircraft arriving from the west or departing from 17R/35L, Local control East has responsibility for aircraft arriving from the east or departing from 17L/35R. Arrivals and departures to the north and south are coordinated between the two controllers. This allows each local controller the time and resources to offer better service to the pilots. Generally, touch-and-go, single-engine aircraft will be assigned the east runway and twins and jets will be assigned the west runway.

Your direction of flight can possibly determine your runway assignment and you should be particularly alert when dual local procedures are in effect, because of the traffic volume.

We try to keep pattern work on the small runway to the maximum extent possible. There are always extenuating circumstances — a first solo, high crosswinds, or other special requirements. We try to accommodate requests as best we can. If you have any special requests please make them known to the appropriate controller as soon as possible so that we may plan for them. There will be times when we will be unable to accommodate requests due to traffic volume or other circumstances, so please bear with us. If it is known to us that you can not use 17L/35R, we may give you a low approach to keep you closer to the airport and help traffic flow better for everyone. We are trying to provide the best service so you will continue flying at DWH.

If you are inbound to DWH and are unsure which tower frequency to use, call us on frequency 118.4, give use your call sign and location and the controller will switch you to the appropriate frequency, if needed.

Runway Incursions

Runway incursions are decreasing and we want to continue this trend. However, higher traffic volume means more aircraft. More aircraft means a busier airport. And a busy airport usually means runway incursions. The best way to deal with runway incursions is to be aware of where you are at all times and know your runway and taxiway markings. Watch for other aircraft, ground vehicles, and pedestrians as they may not be watching for you. If you are unsure of your taxi route, airport layout, or even just unclear about your clearance, rest assured that we will be happy to provide you with the necessary information. Don't feel too shy to ask—it's part of our job.

We cannot stress enough the importance of getting permission before crossing runways. If there is ever **ANY** doubt, ask your controller for verification before passing the runway hold bars.

Radar Outages

On occasion we can experience a radar outage. In these instances we will have pilots give us reporting points to help assist us. This allows us to have a better picture of where you are in relation to the airfield and in relation to other aircraft that are inbound or outbound. We rely on you to give us an accurate position. Most of the time pilots will call inbound 10 miles from the west/north/south. When the radar is out that doesn't paint a clear picture for the controller. We need a more accurate call so please use all 8 cardinal directions, you can even add an extra north or west to make it more accurate. Some examples of where we would like to see you entering the airspace and some reporting points that would help paint a picture for us are :

- NNW remain 1 mile west of the final for 17R and report 5 miles north (abeam where final approach fix would be if you were on final)
- NNE remain 1 mile east of the final for 17R and report 5 miles north (abeam where final approach fix would be if you were on final)
- NE inbound fly over lake woodlands/mall
- NW inbound fly over 249 (old tomball)
- W inbound fly north of the ski lakes and 99 toward the weather radar ball just west of the tower
- SW inbound fly over the Lonestar CyFair building (south of 290 east of 99)

You will also hear reporting points such as

- Report 3 miles out
- Report abeam the tower
- Report turning base
- Report entering downwind

These all help us provide you with the best service possible

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