

NOISE ABATEMENT PROCEDURES

Traffic Pattern Altitudes

Piston Single-Engine	1500' MSL
Piston Twin-Engine	1500' MSL
Jets and Turboprops	2000' MSL
Helicopters	2000' MSL

Traffic Pattern Left

Voluntary Restraints from Flying

In consideration for the noise sensitivity of our neighbors, we request that all aircraft operators comply with voluntary restraints from flying their aircraft into and out of Wings Field between the hours of 2300 (11:00 pm) and 0600 (6:00 am) local time.

Departures

On departure, climb to 1300' MSL before turning on course.

Avoid flying low over noise sensitive residential areas and schools.

For Runway 6 take-offs: Turn 10° to the right to a heading of 070 as soon as possible. Do not fly over the school and athletic fields on your left 0.5 miles from the end of the Runway 6. This is preferred runway for jets.

For Runway 24 take-offs: Follow runway heading to 1300' MSL before turning. A-void overflight of three schools 0.3 miles from the end of Runway 24.

Wait Times

Wait times with engines running in the ramp and terminal areas cannot exceed 5 minutes.

Run-Ups

Preferred run-up area for pre-takeoff and maintenance operations are as follows:

- Taxiway A runup area at end of Runway 6 -- position aircraft to keep noise to a minimum
- Taxiway C for Runway 24 -- position aircraft to keep noise to a minimum
- Runups should not be conducted in the holding area at the end of Runway 24

APU/GPU Usage

To respect the noise sensitivities of our neighbors, use of Auxiliary Power Units (APU) on the ground shall not exceed 10 minutes. APUs or other non-electric powered Ground Power Units (GPU) should not be operated between 2300 (11:00 pm) to 0600 (6:00 am) local time.

Airport Weight Limits

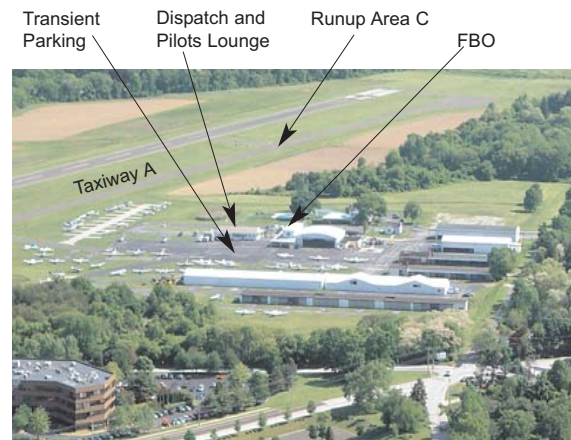
No aircraft that weighs in excess of 22,000 lbs. MTOGW may operate on any paved surfaces at Wings Field.

Note: Special procedures for Jets and Helicopters.



AIRPORT INFORMATION

Elevation	302' MSL
Location	N40°08.25' W75°15.91'
UNICOM/CTAF	123.00
Runway 6/24	3700' x 75' (ASPH), MIRL, REIL, PAPI (P2L), Pilot Controlled Lighting
RNAV/GPS	Runway 6 and 24
VOR	MXE (Modena) 113.2, 64°
AWOS-3	118.925 (Phone: 215.646.1068)
IFR Clearances	PHL CLR DEL available at 118.55 only at certain areas of airport. Suggest obtain routing by phone at 800.354.9984, then release when ready by phone or radio.
PHL Approach	126.85
Fuel/OPS Request	123.00
Contact	Wings Field 1501 Narcissa Road Blue Bell, PA 19422 215.646.1800 www.WingsField.com



Wings Field Fly Quiet Program



Our neighbors appreciate considerate pilots.

For its first 50 years, Wings Field was surrounded by farmland and open space. Today, this historic community airport is surrounded by residential neighborhoods, office parks, and schools. As a result, Wings Field is located in the middle of a noise sensitive area.

In consideration of our neighbors, we, as pilots, are obligated to fly safely with minimal noise impact to those on the ground. Practicing the quiet departure and arrival procedures described in this brochure will reduce disturbances to our neighbors and create a friendly flying atmosphere at Wings Field.

Please avoid flying over all identified noise-sensitive areas below our 1500' MSL traffic pattern altitudes to the maximum extent possible. All aircraft operators are requested to comply with voluntary restraints from flying from 11:00 pm to 6:00 am local time. Exceptions are allowed for lifeguard operations, bona-fide medical or public safety emergencies. Safety is paramount.

Compliance with noise abatement procedures is requested unless deviations are made necessary by weather, ATC instructions or clearances, an in-flight emergency, or other safety considerations. Recommended procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those that are the exclusive authority of the FAA. We urge your cooperations.

Thank you for helping us be a "good neighbor."

VIEWS FROM THE AIR

View from southwest looking to northeast



Final Approach Runway 6

(see photo above, green arrow)

Left traffic pattern. On base leg, aim for baseball field. Turn base to final over baseball field and before office building. On final approach, avoid major power setting changes. Avoid low overflight of residential areas on right and left. Final approach passes over three elementary and nursery schools.

Departure Runway 24

(see photo above, yellow arrow)

Climb straight ahead to 1300' MSL before turning on course. Avoid flying directly over schools, residential areas, and high-rise apartment buildings.

TRAFFIC PATTERN AT WINGS FIELD (LOM)

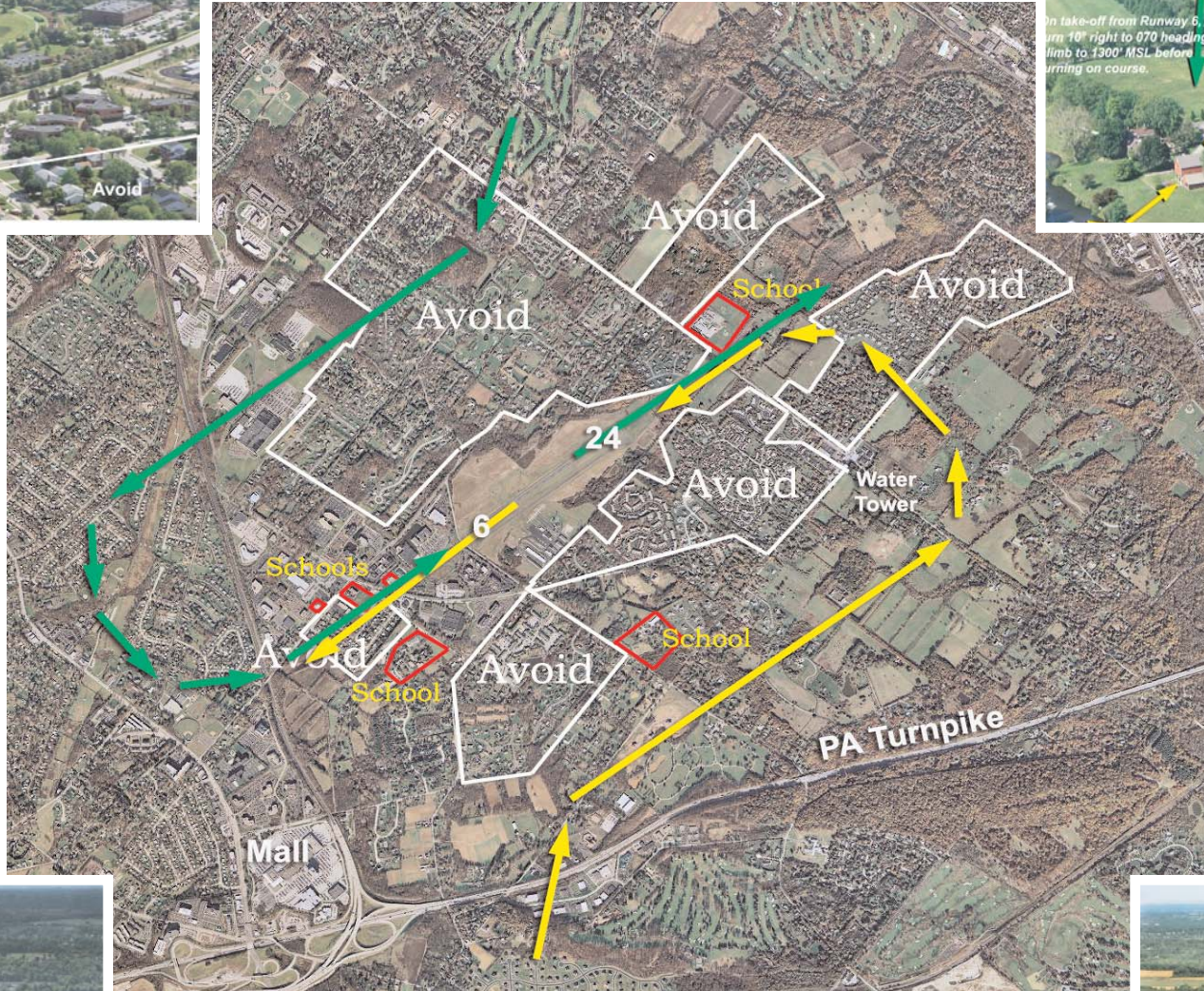
In the aerial photographs on this page, Noise Sensitive Areas are outlined in white and with the word "Avoid."

Schools are outlined in red and with the word "School."

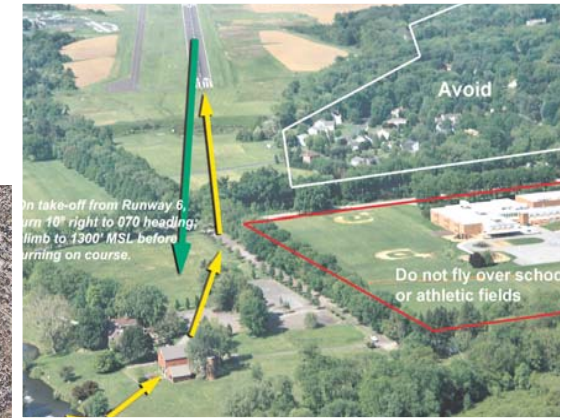
The traffic pattern for approaches to Runway 24 are shown in yellow.

The traffic pattern for approaches to Runway 6 are shown in green.

Major landmarks are identified.



View from northeast looking to southwest



Final Approach Runway 24

(see photo above, yellow arrows)

Left traffic pattern. Avoid major power setting changes on base and final approach. Turn base over horse farm that is NE of water tower and strip shopping center. On base, follow tree line, aim for red barn, turn left to final before barn. Avoid flying directly over athletic fields, school, and residential area on right during final.

Departure Runway 6

(see photo above, green arrow)

As soon as practical turn right to 070°. Do not fly over residential areas, athletic fields, or school on left during climb out. Avoid overflight of residential areas on right. Continue to 1300' MSL before turning.



Left downwind for Runway 6

Traffic Pattern Altitudes

Piston Single-Engine	1500' MSL
Piston Twin-Engine	1500' MSL
Jets and Turboprops	2000' MSL
Helicopters	2000' MSL



Left downwind for Runway 24