

# LOM

Apt Elev 302'  
N40 08.3 W075 15.9

# PHILADELPHIA, PA WINGS FIELD

AWOS-3	PHL CLEARANCE	WINGS UNICOM	PHL DEPARTURE
<b>118.92</b>	<b>118.55</b> (800.354.9884)	<b>123.0</b>	<b>126.85</b>

## RECOMMENDED ARRIVAL PROCEDURES

To assist in noise abatement, helicopters inbound to Wings Field are requested to follow preferred arrival routes using major highways at a safe altitude until beginning final approach for landing.

Consistent with safety and weather conditions and to minimize the number of helicopter flights over same noise sensitive neighborhoods: **Helicopters arriving from the NE for Runway 24 should plan to depart to the SW on Runway 24; similarly, helicopters using Runway 6 for landing should plan to depart on Runway 16.**

### RUNWAY 6

When wind and weather conditions favor Runway 6 for arrivals, helicopters arriving from any point:

- On the **NE, E, and SE** side of the extended runway centerline (use **Turnpike West Approach**) are requested to follow the PA Turnpike (Interstate 76) **westbound** to the Plymouth Meeting Mall (1.75 miles SW of the field) or the Turnpike Interchange (2.0 miles SW); turn right for the base leg and follow the northeast Extension of the PA Turnpike (I476) northbound; turn right from base to final onto the extended centerline of the runway.

- On the **SW and W** side of extended runway centerline (use **Turnpike East Approach**) are requested to follow PA Turnpike (I76) **eastbound** to the Plymouth Meeting Mall (1.75 miles SW of the field) or the Turnpike Interchange (2.0 miles SW); turn left for the base leg and follow the Northeast Extension of the PA Turnpike (I476) northbound; turn right from base to final onto the extended centerline of the runway;

- On the **NW and N** side of the airport (use

**NE Extension Approach**) are requested to follow the Northeast Extension of the PA Turnpike (I476) southbound and then turn left from base to final onto the extended centerline of the runway;

- On the **SOUTH** side of the airport (use **Blue Route Approach**) are requested to follow the Blue Route (I476) to the Plymouth Meeting Mall (1.75 miles SW of the field) or the Turnpike Interchange (2.0 miles SW); turn left for the base leg and follow the Northeast Extension of the PA Turnpike (I476) northbound; turn right from base to final onto the extended centerline of the runway.

On final approach, avoid low altitude overflight of residential areas and schools.

All inbound helicopters should expect to fly to the intersection of Taxiway Bravo and Runway 6/24 near midfield, and then transition to the ramp area via Taxiway Bravo.

### RUNWAY 24

**Reservoir Approach:** This is the noise sensitive runway for helicopter approaches to Wings Field. Initial approach should use the small reservoir (lake) 2.0 miles NE of the airport on the edge of Ambler as reference fix for an extended final approach to Runway 24. Remain at 2000' MSL as long as possible. Continue SW, avoid overflight of residential areas on left 1.5 miles NE of the field, and aim for a point to the left of the school and athletic fields 0.75 miles from the field. Avoid overflight of athletic fields, school, and residential areas on the right side of the final approach leg.

All inbound helicopters should expect to fly to the intersection of Taxiway Bravo and Runway 6/24 near midfield, and then transition to the ramp area via Taxiway Bravo.

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## WINGS FIELD NOISE ABATEMENT PROCEDURES

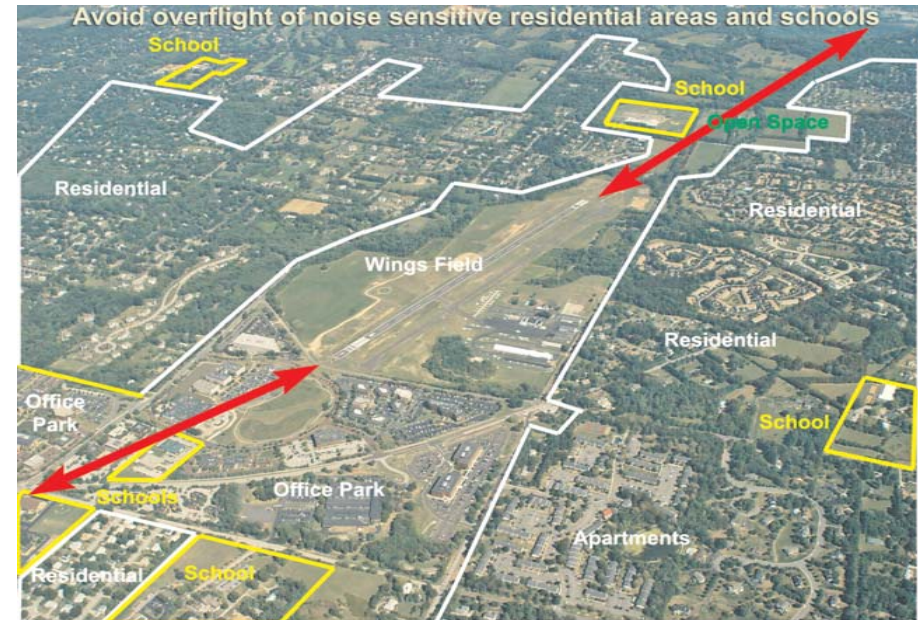
### OVERVIEW

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 illustrated in this brochure will reduce disturbances to our

neighbors and create a friendly flying atmosphere at Wings Field.

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.



Wings Field is surrounded by noise sensitive areas. Avoid flying over schools (yellow areas) and residential areas (outlined in white). On final approach to Runway 24 and take-off from Runway 6, do not fly over the school and athletic fields located 0.5 miles northeast of airport.

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## WINGS FIELD TRAFFIC PATTERN

### PATTERN ALTITUDES

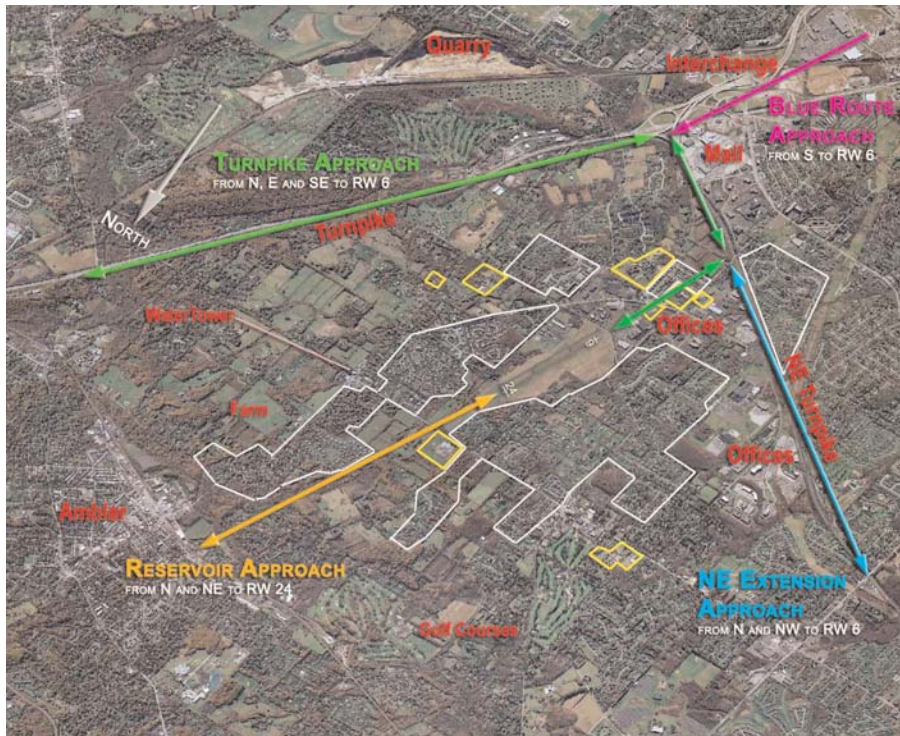
Helicopters	2000' MSL	Avoid flying low over noise sensitive residential areas and schools.
Jets and turboprops	2000' MSL	
Light twin-engine	1500' MSL	On departure, climb on runway heading to 1300' MSL before turning on course.
Single-engine	1500' MSL	

### TRAFFIC PATTERN

Left

To minimize the number of helicopter flights over the same noise sensitive neighborhoods and, consistent with traffic pattern safety and weather conditions, helicopters arriving from the NE for Runway 24 should plan to depart to the SW on Runway 24, and vice versa for Runway 6.

Helicopters inbound to Wings Field are requested to follow preferred arrival routes using major highways at a safe altitude until beginning final approach for landing. Descents and ascents should be made in accordance with manufacturer's recommended noise abatement procedures.



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## WINGS FIELD NOISE ABATEMENT PROCEDURES

### APU/GPU USAGE & HOT FUELING

To respect the noise sensitivities of our neighbors, use of Auxiliary Power Units (APU) on the ground shall not exceed 10 minutes. Between the hours of 2300 (11:00 pm) to 0600 (6:00 am) local time, hot fueling operations are not available and APUs or other non-electric powered GPUs should not be operated.

### WAIT TIMES

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

### RUN-UPS

All persons who engage in normal pre-takeoff and aircraft/engine maintenance runups shall follow the procedures below.

- Helicopters, jets, turboprops, and piston aircraft runups are prohibited in ramp areas. Caution should be exercised to prevent undue noise and prop blast on airport tenant areas. Aircraft shall not be positioned so that rotor, propeller slipstream, or engine exhaust is directed at spectators, personnel, hangars, shops or other buildings in a manner as might cause personal injury or property damage.
- All maintenance runups shall be conducted between the hours of 8:00 am and 6:00 pm, Monday through Satur-

day. In an emergency, the Airport Manager, in his/her discretion, may approve maintenance runups during other hours -- on a case-by-case basis. However, maintenance runups are prohibited from 2300 (11:00 pm) to 0600 (6:00 am) local time. Runup hours may be adjusted at the discretion of the Airport Manager if the noise impact on the local community so warrants.

- The preferred runup area for maintenance and pre-takeoff operations are as follows:
  - Taxiway Alpha runup area at end of Runway 6 -- position aircraft to keep noise to a minimum
  - Taxiway Charlie 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

These regulations are set forth in order to provide maximum possible relief to residents of the communities surrounding Wings Field. While the Airport Manager recognizes the need for maintenance runups to ensure safety of flight, the Airport Manager asks all aircraft operators to carefully consider the impact of noise on our neighbors and to plan runup activities accordingly.

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## RECOMMENDED DEPARTURE PROCEDURES

### GENERAL

Consistent with safety and weather conditions and to minimize the number of helicopter flights over the same noise sensitive neighborhoods: **Helicopters arriving from the northeast for Runway 24 should plan to depart to the southwest on Runway 24; similarly, helicopters arriving from the southwest for landing on Runway 6 should plan to depart to the northeast on Runway 6.**

Climbs should be made in accordance with manufacturer's recommended noise abatement procedures. Low passes are prohibited. Avoid flying low over schools, residential or other densely populated areas. Whenever possible, fly neighborly--i.e., maintain 2000' MSL over schools and residential neighborhoods.

To assist in noise abatement, departing helicopters are requested to use major highways at a safe altitude when departing so as to avoid overflying residential areas and schools.

Helicopters parked in the designated helicopter parking area near the Driscoll Terminal Building cannot depart directly from this ramp area. Departing helicopters should exit the ramp area via Taxiway Bravo to the intersection with Runway 6/24 for a midfield departure.

The departure end of Runway 24 is less noise sensitive since it abuts a large office complex and is less than one mile from a major highway. The departure end of Runway 6 is next to highly noise sensitive residential developments. Note: prevailing winds typically favor Runway 24.

### RUNWAY 6

This is the noise sensitive runway for helicopter departures from Wings Field. Depart between Taxiway Bravo and Runway 24. Climb as quickly as practical within the airport boundary on a heading of 070 degrees. Do not fly directly over residential areas, the school, and athletic fields on the left (north) just past the departure end of the runway. Avoid overflight of the residential areas on the right during climb out. Continue to 2000' MSL before turning. When cleared by ATC, proceed on course.

### RUNWAY 24

Depart between Taxiway Bravo and Runway 24. Climb straight ahead as quickly as possible southwest bound. Avoid flying directly over residential areas and schools. Continue to 2000' MSL before turning. When cleared by ATC, proceed on course.

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## VIEWS OF APPROACHES INTO WINGS FIELD

### RUNWAY 24



On final approach to Runway 24, please do not fly over the school or athletic fields shown in the photograph above. Stay to the left of the parking lot, tree line on school side of Skippack Pike, and residential area.

When departing in opposite direction on Rwy 6, avoid flying over the residential areas. Aim for the open fields to the right of the runway centerline. Do not fly over the school or its athletic fields. No turns below 1300' MSL.

### RUNWAY 6



The final approach to Runway 6 passes over a residential area and two schools that were built under the flight path. Please fly safely but as quietly as possible.

When departing to the northeast on Runway 6, avoid the residential area on the left. Aim for the right corner of the open field a few hundred yards beyond the runway. Please do not fly over the school or athletic fields on the left. No turns below 1300' MSL.



This is a view of Wings from SE of the airport looking NW from the Blue Route and turnpike interchange. Shown are alternate helicopter approaches to Wings from New Jersey -- straight in from Willow Grove to Runway 24 or westbound over the PA Turnpike to the interchange and mall, then over the NE Extension until final for Runway 6.

**CAUTION:** helicopter approaches to Rwy 6 from E and S use a right traffic pattern whereas fixed wing aircraft follow a left pattern.