

LOM

Apt Elev 302'
N40 08.3 W075 15.9

PHILADELPHIA, PA WINGS FIELD

| | | |
|-------------------------|-------------------------------|------------------------------|
| AWOS-3 118.92 | PHL APPROACH 126.85 | WINGS UNICOM 123.0 |
|-------------------------|-------------------------------|------------------------------|

RECOMMENDED DEPARTURE PROCEDURES

GENERAL

Runway 6 is the preferred runway for jet departures from Wings Field. Weather and safety conditions permitting, pilots-in-command of jet aircraft are encouraged to use Runway 6 for departures. The end of Runway 6 is less noise sensitive since it abuts a large office complex; the end of Runway 24 is next to highly noise sensitive residential developments. Note: prevailing winds typically favor Runway 24.

It is recognized that aircraft performance will differ with aircraft type and takeoff conditions. Therefore, the jet operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction.

On takeoff, use standardized NBAA noise abatement and FAA approved procedures, manufacturer's recommendations, or accelerate to $V_2 + 10$ (=) KIAS to 300' AGL (600' MSL) with takeoff flap setting. The (+) symbol is inserted to allow speed acceleration beyond $V_2 + 10$ KIAS, but DO NOT EXCEED 190 KIAS. Suggest maximum take-off power to the airport boundary.

After reaching the airport boundary, and after reaching 600' MSL, reduce to a quiet climb power setting while maintaining 1000 FPM maximum climb rate and $V_2 + 10$ (+) KIAS until reaching 2000' MSL. DO NOT EXCEED 190 KIAS. Continue using NBAA noise abatement, FAA approved procedures, or manufacturer's recommendations.

At 2000' MSL, accelerate to final segment speed (Vfs) and retract flaps. Maintain

quiet climb power, 1000 FPM climb rate, and airspeed not to exceed 190 KIAS until reaching 3000' MSL. If ATC requires level-off prior to reaching 3000' MSL, power must be reduced so as not to exceed 190 KIAS.

At 3000' MSL and above, resume normal climb schedule with gradual application of climb power. Observe all airspeed limitations and ATC instructions.

RUNWAY 6

This is preferred runway for jet departures from Wings Field. As soon as practical after takeoff but not below 600' MSL, turn right to heading 070° or as assigned. Do not fly directly over residential areas, the school, and athletic fields on left (north) just past the departure end of Runway 6. Avoid overflight of residential areas 1.5 miles northeast of the field on the right during climb out. Continue to 2000' MSL before turning and then return to normal climb power settings. Railroad tracks on edge of town 2.0 miles northeast of the field mark edge of Willow Grove NAS Class D airspace. Expect higher altitude and on-course heading when in radar contact with Philadelphia Departure.

RUNWAY 24

Fly runway heading or as assigned. Climb as quickly as possible and avoid flying directly over residential areas and schools. Continue to 2000' MSL before turning. Expect higher altitude and on-course heading when in radar contact with Philadelphia Departure.

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VIEWS OF FINAL APPROACHES INTO WINGS FIELD

RUNWAY 24



Do not fly over the school. Turn to final over lake and barn. Stay to the left of the parking lot, tree line, and athletic fields on final approach to Runway 24.

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

RUNWAY 6



Final approach to Runway 6 passes over a residential area and two schools that were built under flight path. Fly safely but quietly.

When departing on Runway 6, avoid residential area on the left. Aim for the right corner of the open field beyond the runway. Do not fly over school or athletic fields on the left. No turns below 1300' MSL.

Approval Needed to Operate Aircraft Weighing over 12,500 lbs.

To use Wings Field, all operators of aircraft that weigh in excess of 12,500 lbs. MTOGW and those aircraft with known high noise levels must complete and submit to the Wings Airport Manager a form titled *Request to Operate Aircraft Weighing over 12,500 lbs. at Wings Field*.

This form must be completed and submitted by the aircraft owner or operator either before the first operation by any aircraft weighing more than 12,500 lbs. MTOGW or high noise aircraft, or prior to the first departure of such aircraft to Wings Field. If this form has not been completed and submitted prior to the first arrival at Wings Field, the Captain of the arriving aircraft shall contact the Line Dispatch Staff to

request a copy of form.

Upon presentation of the form to the Captain, an airport staff member shall provide information to him/her regarding the Wings Field noise regulations.

Approval must be obtained for each aircraft the owner or operator plans to operate at Wings Field. Owners or operators may gain approval for more than one aircraft during initial contact with airport management. Once prior permission is received for the aircraft, it is not necessary to obtain prior permission for each subsequent operation into Wings Field. To obtain a copy of the *Request to Operate Aircraft Weighing over 12,500 lbs. at Wings Field* form, call 215.646.0400.

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WINGS FIELD TRAFFIC PATTERN

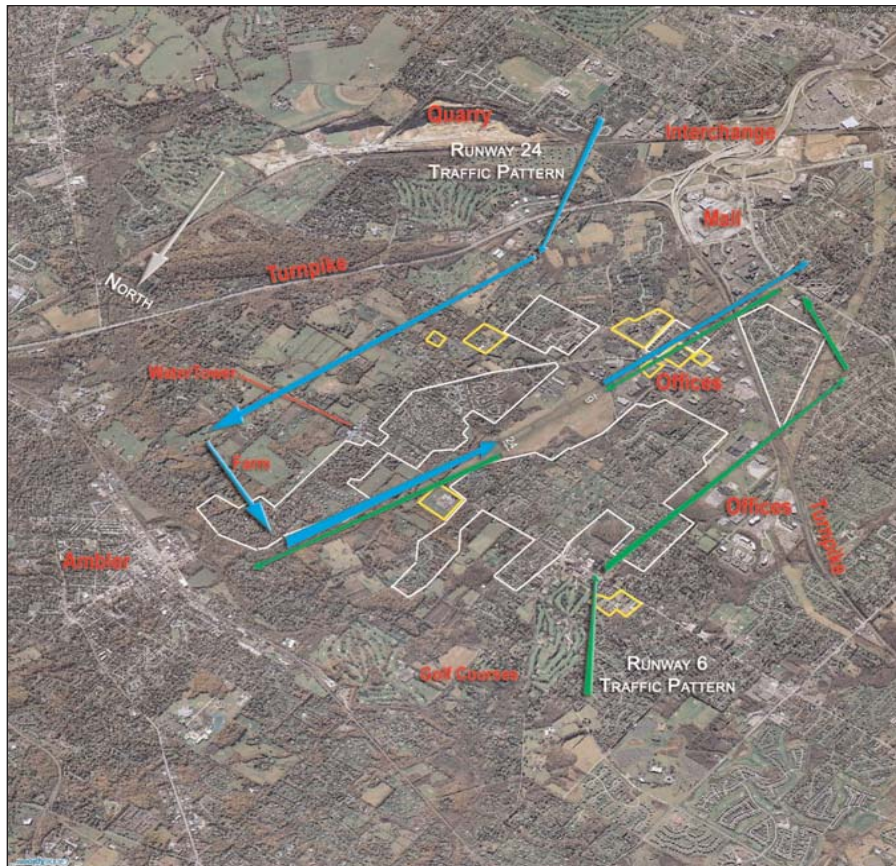
PATTERN ALTITUDES

| | | |
|---------------------|-----------|--|
| Jets and turboprops | 2000' MSL | Avoid flying low over noise sensitive residential areas and schools. |
| Helicopters | 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 Runway 6 is preferred runway for jets.

Recommended procedures are not intended to preempt responsibilities of pilot-in-command for safe aircraft operations nor to conflict with instructions from ATC or those that are the exclusive authority of the FAA.



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WINGS FIELD NOISE ABATEMENT PROCEDURES

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. APU's or other non-electric powered Ground Power Units (GPU) should not be operated from 2300 (11:00 pm) to 0600 (6:00 am) local time.

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.

1. Jets, turboprops, helicopters, 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.
2. All maintenance runups shall be conducted between the hours of 8:00 am and 6:00 pm, Monday through Saturday. 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.

3. Preferred runup area for maintenance and pre-takeoff operations are as follows:
 - a. Taxiway Alpha runup area at end of Runway 6 -- position aircraft to keep noise to a minimum
 - b. Taxiway Charlie for Runway 24 -- position aircraft to keep noise to a minimum
 - c. 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 community 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 ARRIVAL PROCEDURES

Prior permission is required for jet operations between 2300 (11:00 pm) and 0600 (6:00) local time. To request off-hour operations, please call the Wings Field Airport Manager at 215.646.0400 or fax your request to 215.646.4437.

Between the hours of 2300 (11:00 pm) and 0600 (6:00 am) local time, jets, turbo-props, and those aircraft with known high noise levels should request Runway 6 for landing and Runway 6 for departures. ATC should accommodate request provided landing or departing aircraft does not incur a safety hazard.

All jet aircraft should follow the NBAA noise abatement and landing procedures.

VFR (AND VISUAL APPROACHES)

Inbound flight path will not require more than 20 degree bank angle to follow the noise abatement track. Observe all air-speed limitations and ATC instructions.

Initial inbound altitude for noise abatement areas should be a descending path from 3000' MSL or higher. Maintain minimum airspeed (1.3 Vs + 20 KIAS with gear retracted and minimum approach flap setting).

Not more than 4 miles from runway end, extend landing gear. Final landing flap configuration should be delayed at pilot's discretion to enhance noise abatement.

Maintain highest allowable altitude as long as practical, or as directed by ATC. Arrivals are requested to maintain altitude of at least 2000' MSL as long as possible. Utilize a 3-degree glide slope from a point two miles prior to the runway threshold (until touchdown).

During landing, use minimum reverse thrust consistent with safety for runway conditions and available runway length. At the pilot's discretion and if possible while assuring operational safety, please avoid using reverse thrust.

IFR APPROACHES

If visibility is less than 7 miles, pilots should expect an instrument approach. Aircraft should maintain 3000' MSL or higher until 5 nm from end of landing runway. Inbound flight path will be per ATC clearance. Maintain IAS and altitudes as directed by ATC or aircraft flight manual.

Use applicable minimum flaps to the final approach fix (outer marker, etc.) with landing flaps delayed until required.

During landing, use minimum reverse thrust consistent with safety for runway conditions and available runway length. At the pilot's discretion and, if possible, while assuring operational safety, please avoid using reverse thrust.

RUNWAY 6

Left traffic pattern. Turn base to final over athletic field and office building. Avoid low altitude overflight of residential areas.

RUNWAY 24

Left traffic pattern. Avoid low altitude overflight of residential areas east and north-east of the field. Turn downwind to base about one mile northeast of blue water tower but before the town (Ambler). Avoid residential areas on left side of base and final approach legs. Do not fly over athletic field, school, or houses on right side of final approach to Runway 24.

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WINGS FIELD NOISE ABATEMENT PROCEDURES

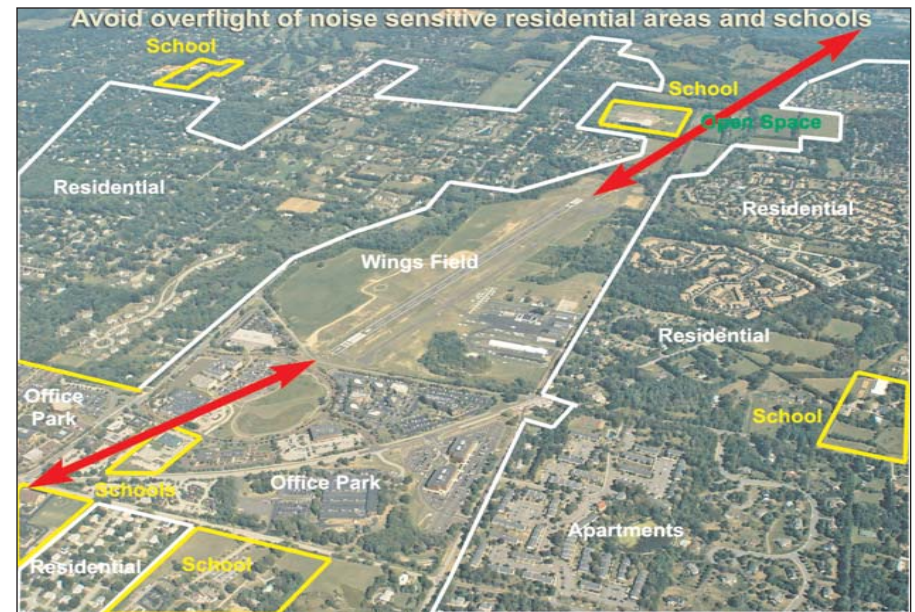
OVERVIEW

For its first fifty years, Wings Field was surrounded by farmland and open space. Today, this historic community airport is surrounded on all sides 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.