



WINGS FIELD PRESERVATION ASSOCIATES, L.P.  
 1501 NARCISSA ROAD  
 BLUE BELL, PA 19422

In February 2007, an airport opponent sent an e-mail to Dennis Daly, president of Wings Field Preservation Associates, L.P., the partnership that owns Wings Field, with an outline of discussion points for a proposed meeting. The meeting never happened. Later that year, a review of the airport opponent’s discussion points showed that most of his demands had already been achieved. The table below includes the “Airport Opponent’s Discussion Points” in column one and a review of “What Wings Field Has Done” in column two.

## PRELIMINARY DISCUSSION RE: WINGS

Airport Opponent’s Discussion Points	What Wings Field Has Done
<p>1. The only prior good experience with Wings was with Dr. Driscoll, a wonderful gentleman, in connection with the tower light. Has prior, non-caring, attitude changed? How and why?</p>	<p>Dr. Robert Driscoll was the first president of the partnership that owns Wings Field, a position he held until his death in March 2003. Driscoll was a retired surgeon, former U.S. Navy aircraft carrier pilot, glider pilot, and owner of a Bonanza airplane based at Wings Field. People in the community still talk about how he climbed up and down the 38’ tall tower topped by the night-time light beacon many times to devise a shield to help the neighbors on Huntsman Lane who were bothered by the beam of light.</p>
<p>2. Are there any voluntary restrictions in place? What are they? Are they enforced and how are they enforced?</p>	<p>Yes, there are a number of voluntary provisions in place, including:</p> <ul style="list-style-type: none"> <li>○ Voluntary curfew for aircraft operations between 11 p.m. and 6 a.m. (a mandatory curfew violates federal law); emergency service and government aircraft are specifically exempt from voluntary curfew provisions.</li> <li>○ Post in aviation-related publications notice that our runway has a design strength of 12,500 lbs. for aircraft with single-wheel type landing gears.</li> <li>○ No services (i.e., fuel, mechanics, staff) are available between midnight and 6 a.m.</li> <li>○ Aircraft in the ramp, transient parking, and hangar areas are not permitted to stand idle with their engines running for more than five minutes.</li> <li>○ Aircraft that use Auxiliary Power Units or Ground Power Units are not permitted to operate their units for more than ten minutes.</li> <li>○ Runup area for runway 24 moved to taxiway C.</li> <li>○ Prior permission required for aircraft weighing &gt; 12,500 lbs.</li> <li>○ Special noise abatement procedures for jets and helicopters.</li> <li>○ Higher than standard traffic pattern altitude for all aircraft with even higher altitudes for jets and helicopters.</li> </ul> <p><b>How does Wings enforce</b></p> <p>Radio intervention by Wings staff if viewed (Wings Field, like most airports, does not have a control tower); letters to offenders, if viewed; pilot education, brochures, one-on-one discussions.</p>

Airport Opponent's Discussion Points	What Wings Field Has Done
<p>3. What are your goals? We all have your 12 year capital improvement plan and it scares us. My goals are:</p>	<p>Wings laid out its long-term plan for the community in its Fall 2008 <i>Connections</i> newsletter. Public input on the Wings plan has come through two community advisory committees, many open house workshops, a year of meetings with elected public officials, and a recent round of discussions between airport opponents and the owners of Wings Field. Wings officials collaborated with these groups, sought their input, and integrated the public's comments and concerns into the development of this plan.</p>
<p>a. To eliminate or substantially reduce to tolerable levels the harsh, sometimes house shaking noise and vibrations;</p>	<p>“Eliminate” will never happen without shutting down the historic 78 year-old airport, but there are several ways that perceived noise can be reduced. Unfortunately, lawsuits by a small group of neighbors have delayed and made the most obvious and most effective fixes impossible (i.e., itinerant parking apron, replacement hangars as sound barriers).</p> <p>In recent months, Wings officials have tracked and responded to several complaints about “house shaking noise” operations by military helicopters, A-10 combat jets, and large military cargo planes operating at nearby Willow Grove NAS JRB, operations that Wings gets blamed for but for which it has no control. Wings has received phone calls from neighbors demanding that it stop:</p> <ul style="list-style-type: none"> <li>○ NBC 10 helicopter hovering over the northeast extension of the turnpike while filming an accident for live television;</li> <li>○ Overflight of area by three Blackhawk helicopters flying in formation to and from Willow Grove NAS JRB;</li> <li>○ Overflight by a DC-9, enroute to landing at Willow Grove NAS JRB, that was carrying National Guard troops back to the USA from service in Iraq;</li> <li>○ Aerial refueling of F-16s by a KC-135 that were part of the Memorial Day air show at McGuire AFB in New Jersey.</li> </ul>
<p>b. To eliminate having to breathe the fumes from jets and the fueling operations;</p>	<p>Same as above – can reduce but not eliminate. Moving the parking apron for visiting (itinerant) turbine-powered aircraft down the hill and 135 yards further away from the Driscoll Terminal Building to an area adjacent to the runway will help significantly. So too will the repositioning of the airport's replacement hangars</p>
<p>c. To totally eliminate noise from planes and on ground mechanical equipment during the hours of 8:00 P.M. to 7:00 A.M.;</p>	<p>Violates federal law. FAA requires that public use airports like Wings Field, which are part of the federal transportation system, operate 24/7. Wings can, and has, implemented a voluntary curfew between 11 p.m. and 6 a.m.</p>
<p>d. To get some comfort regarding security at Wings;</p>	<p>Whitpain Police department regularly patrols Wings Field and the area around it, just as it does for other businesses and residential areas in the township. Wings has also adopted the AOPA Airport Watch program. Wings Field's long-term plan to build more hangars will significantly improve security by moving aircraft stored outside in fully-exposed tie-down spaces to storage spaces inside a fully enclosed, locked building. In the future, when the replacement hangar and itinerant parking apron projects are implemented, new fencing, a controlled entrance gate, video surveillance, and security lighting will be installed.</p>

Airport Opponent's Discussion Points	What Wings Field Has Done
e. To keep open lines of communications with Wings.	Wings Field has worked hard to make information about its operations, capabilities, and plans open, transparent, and accountable to the community. Information about Wings Field can be found through its website, neighborhood newsletters, numerous open houses and workshops, meetings with neighborhood associations, two community advisory committees, one-on-one meetings with neighbors, meetings with public officials, and its annual air show.
4. The FAA is not a reason not to help the neighbors tolerate (and maybe even enjoy and support) Wings. The FAA has no jurisdiction on the ground or with respect to curfews, etc. I am sure you are aware of numerous situations in which municipalities were permitted by the courts to control ground operations in various ways. The Township did not get the grants and agree to FAA restrictions. What obstacles do you face with the FAA in trying to work out a plan to co-exist?	As an integral part of the federal transportation system and as a public-use airport whose facilities have been funded by the Federal Aviation Administration (FAA), Wings Field is obligated to comply with grant assurances of the FAA's AIP program. Neighbor demands for capacity limitations, restrictions on types of aircraft that can use the airport, mandatory night curfews, and written guarantees are impossible because they would require Wings to violate federal laws on discrimination and grant assurances from federal funding.
5. Let's deal with real facts and what you can or cannot do from a <u>practical</u> point of view. If you cannot come up with a realistic solution to any or all of our problems, please say so. I can understand and deal with legitimate business reasons, even though I may not be happy with the result. I cannot deal very well with lame excuses supported by slanted views of the "facts". 6. If we ever get past these general issues and goals, I would be prepared to support your realistic goals (more hangars, plus) if I was comfortable that our needs were being satisfied, instead of tying you up in court and both of us spending funds unnecessarily until my kids decide to move us to an assisted living community (not near an airport).	

# Wings - Better Neighbor Quicker Fix Issues

(Done at many other airports)

Airport Opponent's Discussion Points	What Wings Field Has Done
1. Monitoring and ID of all violators.	<p>Wings aggressively investigates and follows up on all noise complaints. Wings officials typically have one-on-one discussions, reviews of noise abatement procedures, reminders of operating procedures, and follow-up letters.</p> <p>However, monitoring and IDing “violators” is a business impracticality. There are definitional problem – who is a “violation” and what method, process, legal framework would be used to identify them. We would suspect that nearly all of the “many other airports” cited by this airport opponent as having done this have control towers and are owned by public entities (e.g., county aviation authorities, cities, etc.) with access to public funds to finance this type of compliance operation. Trying to elicit compliance is akin to asking the Whitpain Police Department to monitor and ID all drivers who exceed the speed limit and run the redlights on the roads of our Township. To ID all violators would require a control tower, something Wings does not have nor will it ever have. Surveillance and identification by electronic means is beyond the financial and technological capabilities of Wings. Wings staff and pilots frequently, but not always, spot violators and interact with them in an educational and discussion manner. Wings Field’s new website’s noise complaint process provides a mechanism for neighbors to provide it with additional information.</p>
2. Noise abatement procedures and enforcement.	<p>Have been in place for years. Wings Field’s procedures are among the most aggressive and strictest noise abatement procedures for an airport of Wings Field’s size in the USA. In addition to policies and procedures, Wings’ noise abatement program includes:</p> <ul style="list-style-type: none"> <li>o Pilot education, brochures, one-on-one discussions, AWOS message, hangar lease, base pilot seminars, part of the flight school’s training program, FAA seminars, website tools, responses to Noise Complaint form on website;</li> <li>o Radio intervention by line services if infractions are viewed.</li> </ul> <p>Note: Wings Field, like most general aviation airports, does not have a control tower, so it is difficult to follow every flight that comes into or out of the airport.</p>
3. Time restrictions. Quiet hours. No moving hangar doors, using loud equipment, starting engines, fueling, land or take-off. Many examples from other airports.	<p>Mandatory restrictions violate federal laws. However, Wings has instituted a voluntary curfew for aircraft operations between 11 p.m. and 6 a.m. Emergency service and government aircraft are specifically exempt from voluntary curfew provisions. Wings also provides no services (i.e., fuel, mechanics, staff) between midnight and 6 a.m.</p>
4. Weight restrictions. Max 12,500 lbs. and advise all. Many examples from other airports.	<p>Violates federal laws. Wings has posted in aviation-related publications notice that our runway has a design strength of 12,500 lbs. for aircraft with single-wheel type landing gears. Wings also requires prior permission for use of the airport by aircraft weighing more than 12,500 lbs.</p>

5. Fumes. Move jets (to Wyoming). Line area.	For many years, Wings has planned to move the parking apron for visiting (itinerant) turbine-powered aircraft 135 yards down the hill from the Driscoll Terminal Building to an area adjacent to the runway. This will significantly reduce the level of fumes experienced by neighbors on Huntsman Lane. Unfortunately, lawsuits by a small group of neighbors have delayed this essential fix. Repositioning the airport's replacement hangars will also help.
6. Helicopter noise. Go up before go out. Land runway 6 and takeoff runway 24. Same for Med Emergency when not an emergency.	Already in place. Safety issues are involved, and safety is paramount. Wings has had special traffic patterns and noise abatement procedures for helicopters for many years. Medical evacuation and government helicopters on emergency missions are specifically exempted.
7. Procedure and control for exceptions. Off-hour refuel surcharge.	Already in place. Wings provides no services (i.e., fuel is not available) between midnight and 6 a.m. Wings can track off-hour flights by aircraft operating under air traffic control advisories.
8. No jets based at Wings. Regulations for jets in and out.	Ban on jets violates federal laws on discrimination. Wings has had special noise abatement procedures for jets for many years.
9. Provide list of corporate users of jets and helicopters and, with WCR, advise CEO's and PR Officers of the rules and the need for them to schedule meetings for passengers appropriately or use other means of transportation.	No. Our customer list is a confidential business asset that we have every legitimate right to protect. Because Wings is a public use airport, corporate customers have a legitimate right to use its facilities without interference as long as they operate safely and according to FAA and Wings Field regulations. The Wings Field opponent who made this demand is a partner in a prominent area law firm. We doubt that this attorney and/or his firm would give us their client list if we asked them for it. Also, would this individual's firm agree to allow us to counsel its clients on our viewpoint on proper behavior, in a way that would minimize the use of the firm's legal services and revenue? The airport opponents can use the FAA database to track aircraft N-numbers, identify owners, and contact them themselves.
10. Move helicopters and fueling or screening to protect against noise and fumes.	For many years, Wings has planned to move the parking apron for visiting (itinerant) turbine-powered aircraft (i.e., jets and helicopters) 135 yards down the hill from the Driscoll Terminal Building to an area adjacent to the runway. This will significantly reduce the level of noise and fumes experienced by neighbors on Huntsman Lane. Unfortunately, lawsuits by a small group of neighbors have delayed this essential fix. Repositioning the airport's replacement hangars will also help.
11. No hot fueling after 6:00 P.M.	Except for emergency service and government aircraft on emergency missions, Wings does not provide "hot fueling" service – i.e., pumping fuel while an engine is running, a seldom used procedure.
12. Flight patterns in general. There was a brochure and aerial shots by Bob Mueller.	Already in place.

13. Fly at angle onto runway 24 (heading of 250, 260) rather than straight approach over school etc. Can install a guide landmark in Prophecy Park.	The traffic pattern for approaches to runway 24 does not go over Shady Grove Elementary School. This is a flight safety issue, and safety is always paramount. Pilots already voluntarily avoid flying directly over noise sensitive areas.
14. No turns after takeoff until reach appropriate altitude and require 2000 feet landing pattern.	Already in place. Take-off procedures include climbing to 1300' before turning. Wings has had a higher than standard traffic pattern altitude for all aircraft for many years – i.e., 1500' for most aircraft, and 2000' for jets and helicopters.
15. Waiting prior to departure only at Taxiway C (midfield).	Proposed itinerant parking apron will satisfy this demand.
16. No touch - and - go operations.	Already in place.
17. Hangar doors face away from Narcissa. Face only south and west.	Where practical, this is part of the hangar replacement plan.
18. Sound and fume landscaping barriers.	Repositioning of replacement hangars and proposed itinerant parking apron satisfy this demand. Sound and landscaping experts counsel that landscaping suggestion has little practical value.
19. No larger hangars. Hangars for larger and noisy planes, place them away from Narcissa and Huntsman.	<p>There is a legitimate business reason for building a limited number of “large” hangars. Wings’ goal has always been to provide safe, secure, high quality, and reasonably-priced hangar storage space for as many of its customers as possible. To do this, the airport plans to replace two of its oldest hangar buildings with two slightly larger pre-engineered steel buildings. These buildings would hold a total of five 65’ wide x 62’ deep x 23’6” high hangar units. Each hangar unit can hold up to four single-engine airplanes or three twins or one turboprop or one business jet or other combinations. This design approach gives Wings more flexibility in the way it provides storage space for its customers.</p> <p>As part of its long-term plan, Wings envisions building new hangars in the area near the Stenton Avenue and Narcissa Road intersection, far from the Huntsman Lane neighborhood. When this proposed hangar complex is built, the largest aircraft based at the field would be stored in hangars along Stenton Avenue.</p>
20. Discuss small turn off and run-up area near Taxiway C and line on 2 sides with low-level arborvitae or berms and bushes.	Proposed itinerant parking apron will satisfy this demand. Sound and landscaping experts counsel that landscaping suggestion has little practical value and could create a safety issue.
21. Easier contact with Wings with permanent record.	Already in place through the Wings website.
22. Engage a Noise Abatement Officer and/or general enforcement officer who will meet with WCR from time to time.	Wings officials have always been available to meet with WCR representatives.