

## FBO Information

Montgomery County Aviation

ARINC / CTAF: 123.00

Wings Field

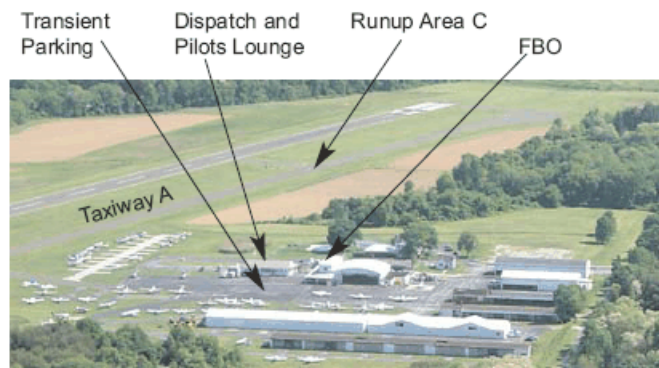
1501 Narcissa Rd

Blue Bell, PA 19422

215.646.0400

Hours of operation: 6:00am – 12:00am daily

<http://www.wingsfield.com/>



## PLEASE :

- 1 Clean up after yourself and replace cowl plugs, pitot tube covers, and sun shields.
- 2 Verify that the brake overtemp indicators are not black before AND after your flight, and if they are, then you must notify AirShares Elite at 800-482-5411.
- 3 Telephone AirShares Elite to report any serious or airworthiness related squawks.
- 4 Feel free to contact AirShares Elite well in advance of your trip to inquire about the navigation databases and equipment on board the aircraft you'll be flying.
- 5 Obey local noise abatement procedures.

## Dispatch Procedures

### Out

The key binder is dispatched by Montgomery County Aviation staff, the sole FBO on the field. The aircraft are usually tied down about 60 yards to the right as you exit the FBO. Use caution when removing tie downs and chocks as the ramp is sloped.

We recommend not calling in fuel or pull requests the night before in case unexpected circumstances force you to cancel your flight. (The aircraft would then be left topped off for another Owner who may not be able to fly with full tanks).

### In

Taxi onto the FBO ramp with caution and look for a uniformed line person to direct you in. You may also elect to simply return to the tie down, but this may be tricky for a pilot unfamiliar with the airport. Return the key binder to the FBO staff, double checking that the keys have been returned with the binder.

*Report grounding squawks to AirShares Elite immediately, (800) 482 5411.*



## Local ATC Procedures

### VFR

Wings Field can be a bustling general aviation airport at times or quiet as a country field. There are no unusual VFR procedures to be aware of, but there is a fair amount of controlled airspace to contend with.

Willow Grove (NXX), a large, but quiet military airfield is located east of the field with Class D airspace to 2900 ft. The Philadelphia (PHL) Class B is overhead at 4000 ft. with the 3000 ft. ring just south. Be advised that with the brisk climb performance of your Cirrus, it is easy to bust this Class B airspace.

Traffic pattern altitude is 1500 ft. Touch n' go operations are prohibited. See attachment for more information.

### IFR

Philadelphia TRACON Clearance Delivery can be best reached by telephone at (800) 354 9984. The airport is served by GPS approaches to both ends of the single runway. There are good alternate airports nearby with ILS equipment in the event that the weather falls below minimums. These would include: Northeast Philadelphia (PNE), Trenton–Mercer (TTN), and Philadelphia International (PHL).

## Noise Abatement

Wings is located in an extremely noise sensitive area. Please familiarize yourself with the noise abatement procedures attached to this document and available for download here:

<http://www.wingsfield.com/downloads/Noise%20Abatement%20Brochure%20Piston%20Dec%2012%202007.pdf>

## Hazards

### Wake Turbulence

The large military air carriers that operate out of Willow Grove and the airliners to and from PHL create wake turbulence hazards that the Cirrus pilot should be vigilant to avoid.

### Weather

Wings Field experiences typical inland northeastern weather patterns with thunderstorms and haze in summer, and ice, snow, and CAVU days in winter.

### Birds and Wildlife

There are a large number of birds, large and small, present on the field and on the arrival and departure path for each runway. Deer and other wildlife are also found in the vicinity.



## Local AirShares Elite Office

AirShares Elite Mid-Atlantic

155 Passaic Ave

Fairfield, NJ 07004

Phone: (973) 575-0123

Fax: (973) 575-0485

Kevin Price, Regional Director

Rich Bertoli, Regional Chief Pilot

Daniel Stegeman, Philadelphia Sales and Operations

# 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

## Departures

On departure, climb to 1300' MSL (1000' AGL) 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 (1000' AGL) before turning. Avoid over-flight of three schools that are located about 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

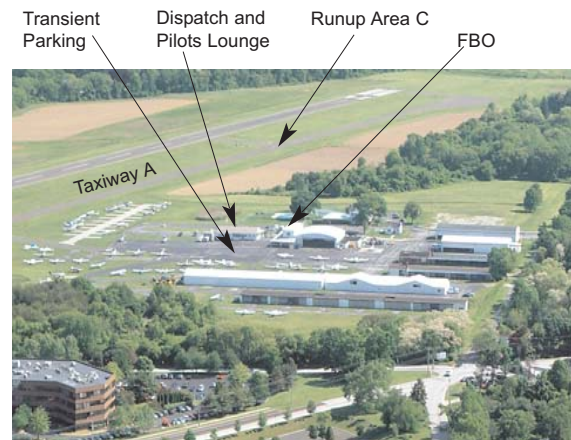
To respect the noise sensitivities of our neighbors, use of Auxiliary Power Units (APU) on the ground shall not exceed 10 minutes. APUs or other non-electric powered Ground Power Units (GPU) should not be operated between 2300 (11:00 pm) to 0600 (6:00 am) local time.

**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.

Please avoid flying over all identified noise-sensitive areas below our 1500' MSL traffic pattern altitudes to the maximum extent possible. 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)

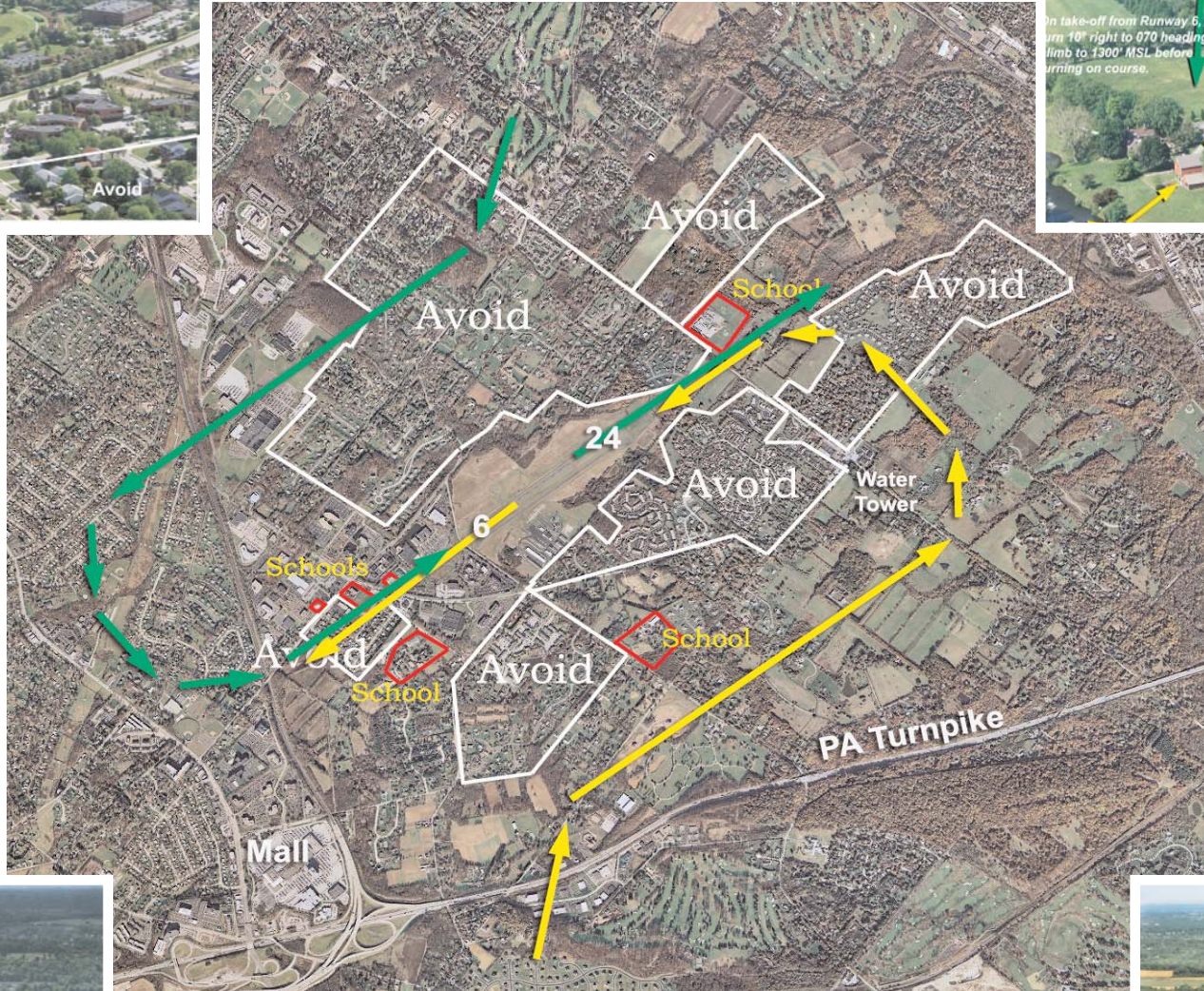
In the aerial photographs on this page, Noise Sensitive Areas are outlined in white and with the word "Avoid."

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

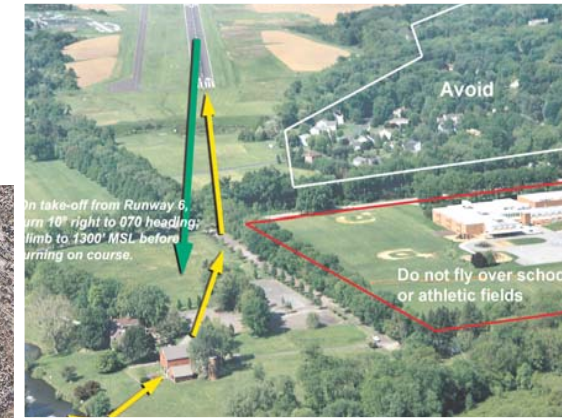
The traffic pattern for approaches to Runway 24 are shown in yellow.

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
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Left downwind for Runway 24

