

NOISE ABATEMENT PROCEDURES

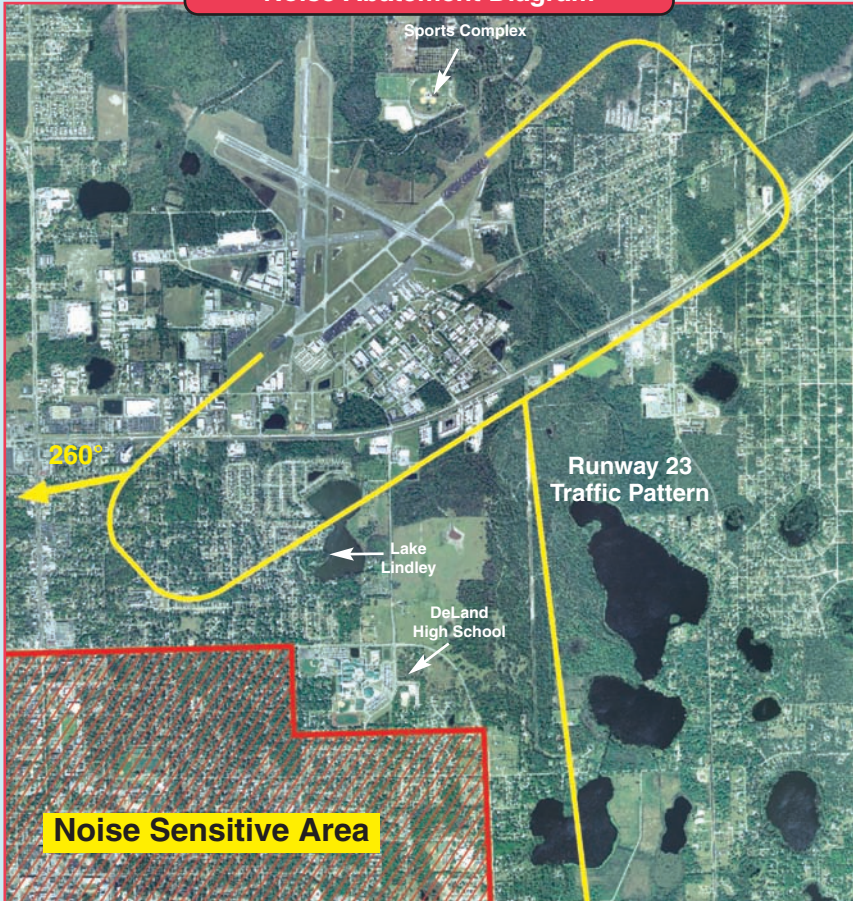
Arrivals/Departures

- All runways left-hand traffic
- Reduce power on downwind - all runways
- Use NBAA recommended Noise Abatement Procedures
- Minimize reverse thrust

Traffic Pattern

- 1080 TPA MSL
- RWY 5: Preferred during low wind conditions
- RWY 23: Crosswind turns should be made upon passing through 700' MSL.
- RWY 23: Make your downwind leg over the four lane highway
- RWY 23: Avoid flying south of Lake Lindley
- RWY 23: No Multi-Engine cuts until established on downwind
- RWY 23: Straight-out departures should fly runway heading until 700 MSL turn 260°
- Touch & Go's prohibited if there are 3 or more aircraft in the pattern
- Stop & Go's prohibited if there are 3 or more aircraft in the pattern
- Caution: Continuous parachute operations over the airport

Noise Abatement Diagram



AVOID NOISE SENSITIVE AREAS SOUTH OF THE AIRPORT

DeLand, Florida – DED

Sidney H. Taylor Field
N 29°04.02' W 81°17.03'
Field Elevation: 78' MSL
Fuel: 100LL, Jet A

CTAF: 123.075
AWOS: 119.575 (386) 740-5811
DAB App/Dep Control: 125.35
OMN VOR: 112.6 212° 16.8NM
RWY 12-30: H (6001x100) ASPH D-60 HIRL
RWY 12: REIL, PAPI (P2L) Trees.
RWY 30: REIL, PAPI (P2L) Trees.
RWY 5-23: H (4301x75) ASPH D-40 MIRL
RWY 5: PAPI (P2L). Trees.
RWY 23: PAPI (P2L). Trees.
FBO-DeLand Jet Center: 123.025
DeLand Jet Center (386) 734-9777

APPROACHES

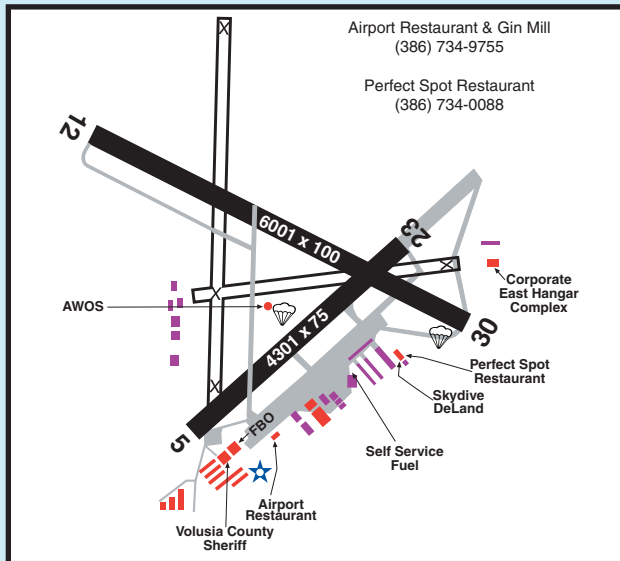
RWY 5 RNAV (GPS)
RWY 23 RNAV (GPS), VOR
RWY 12 RNAV (GPS)
RWY 30 RNAV (GPS)

TRAFFIC PATTERN ALT

1080 MSL - Lefthand

REMARKS

- DeLand Jet Center 8:00-6:00, 7 Days a week
- Self Serve (credit card 24 hours) 100LL only
- Touch and go prohibited with 3 or more in pattern
- Stop and go activity prohibited with 3 or more in pattern
- Avoid overflying the airport during Skydive operations



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*WARNING: Not for inflight navigation, use latest data
from charts, notams, fss, etc.