

Flying the Traffic Pattern at DeLand

Where
“Everyone Just Wants to Fit In”



The pitch

- DeLand has a wide range of flying activities
 - World famous jump center
 - Heavy student training activity
 - Growing L-SA and ultralight communities
 - Helicopters
 - Business jets during races, special events

The issues

- The pattern is busy with diverse traffic
- Many experienced pilots are unfamiliar and hesitant to come to a great airfield!
- Heads up flying and understanding of the environment will help
- Too great a location not to use!

Overview

- Pattern ops
- Noise abatement
- Common problem areas
- Right of way rules
- Common questions



Pattern ops

- Central Florida is one of the busiest training areas in nation
- Student pilots must get strange field and tower and non tower experience
- DeLand is centrally located and close to excellent training areas
- Lots of training goes on

Pattern ops

- Two runways give great flexibility for users and range of winds
- Pilot's select the runway
- Non wind aligned runway used often
- Instrument procedures used
- Practice circling approaches

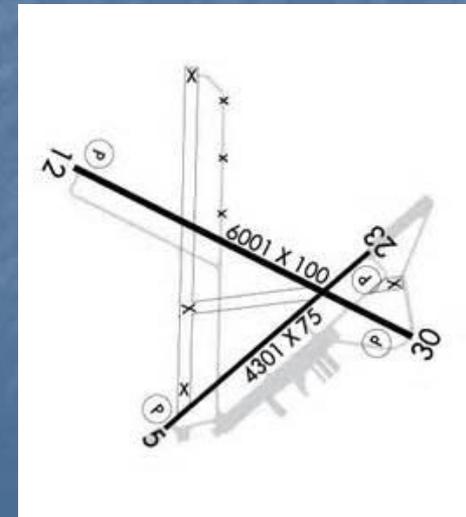
Pattern ops

- All this activity runs with a very busy jump center
- Presume if the sun is up, so are the jumpers



Pattern ops

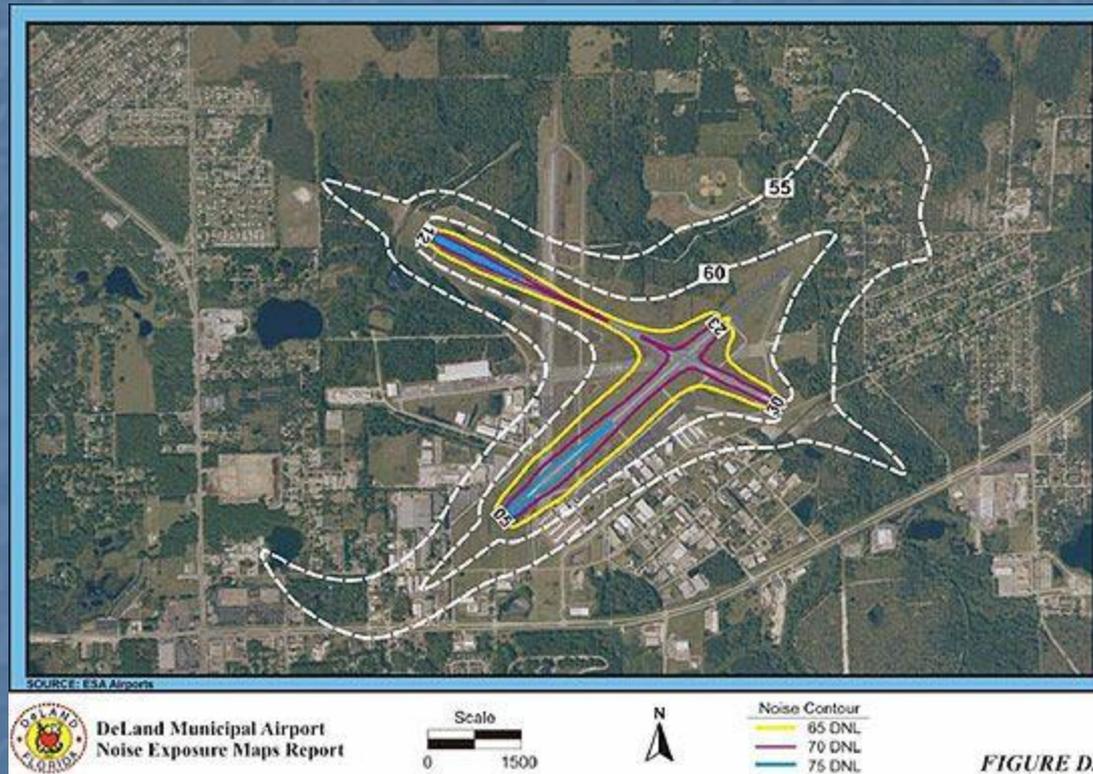
- The AFD remarks:
- “Extensive parachute and flt trng ops”
- “Avoid over flying the airport dur parachute ops”
- “Touch and go ops prohibited if there are 3 or more aircraft...”



Pattern ops

- Noise abatement make it interesting too
- Avoid residential areas
 - Water tower
 - School
- Avoid wide downwinds on RWY 23
- Hospital on RWY 23 departure
- Calm wind runway is 05

Noise abatement



Noise abatement Arrivals/Departures

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

Noise abatement

- Traffic Pattern
 - Use 1080' MSL for pattern altitude
- Use RWY 05 during low wind conditions

- Note: Most of the problems result from heavy use of RWY 23 when wind conditions favor

Noise abatement Runway 23

- Crosswind turns should be made upon passing through 700' MSL
- Make your downwind leg over the four lane highway
- Avoid flying south of Lake Lindley

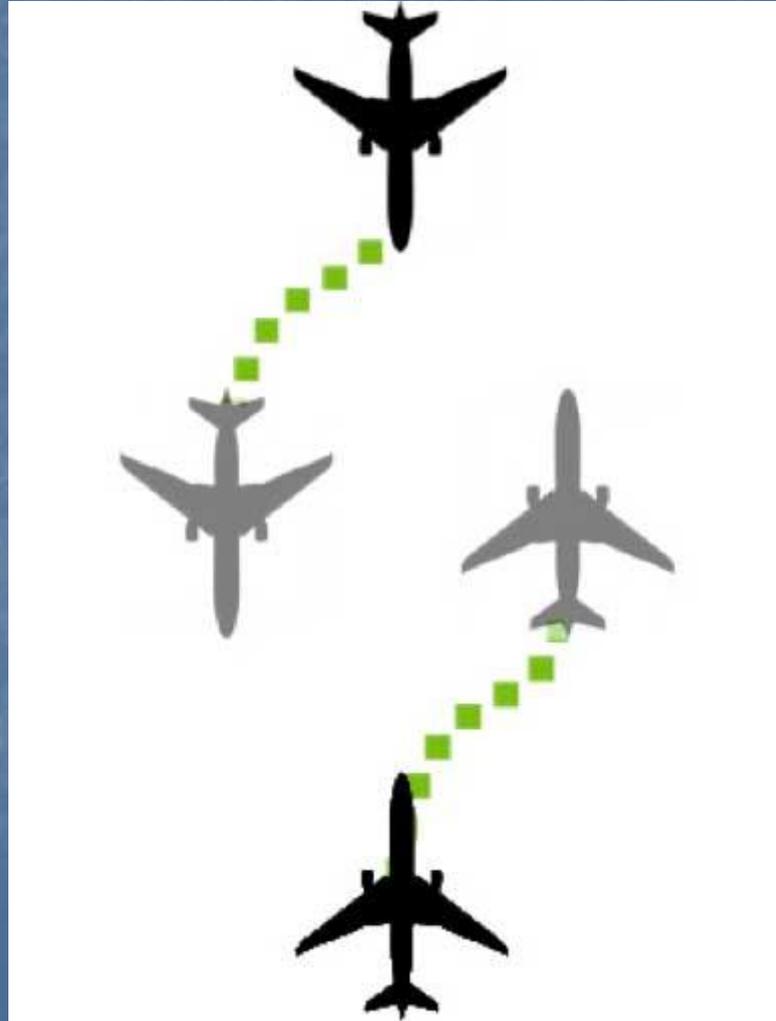
Noise abatement RWY 23

- No Multi-Engine cuts until established on downwind
- Straight-out departures should fly runway heading until 700 MSL turn 260°

Noise abatement

- No Touch & Go's if there are 3 or more aircraft in the pattern
- No Stop & Go's if there are 3 or more

Right of way rules



Q. Which Challenger has right of way?



Right of way

A. It depends. Speed and gross weight do not supersede the FARS

Lower and slower in this case, but use some professional courtesy

Right of way

- Right of way rules use = see and avoid!
- Aircraft "In distress" trumps all
- Converging
- Overtaking
- Head on



Right of way

- Category right of way
 - Balloons over all other categories
 - Gliders over other powered aircraft
 - Airships over powered parachutes, weight shift aircraft, airplanes, or rotorcraft
 - Towing or refueling over all other powered aircraft



Right of way

- Landing right of way
- Generally the “lower and slower” airborne aircraft
- Cannot use the rule to gain advantage



Frequently asked questions

Patterns at DeLand



FAQ

Question: I taxied out to RWY 05 with a significant headwinds and I heard a airplane using RWY 12. Is that legal?



FAQ

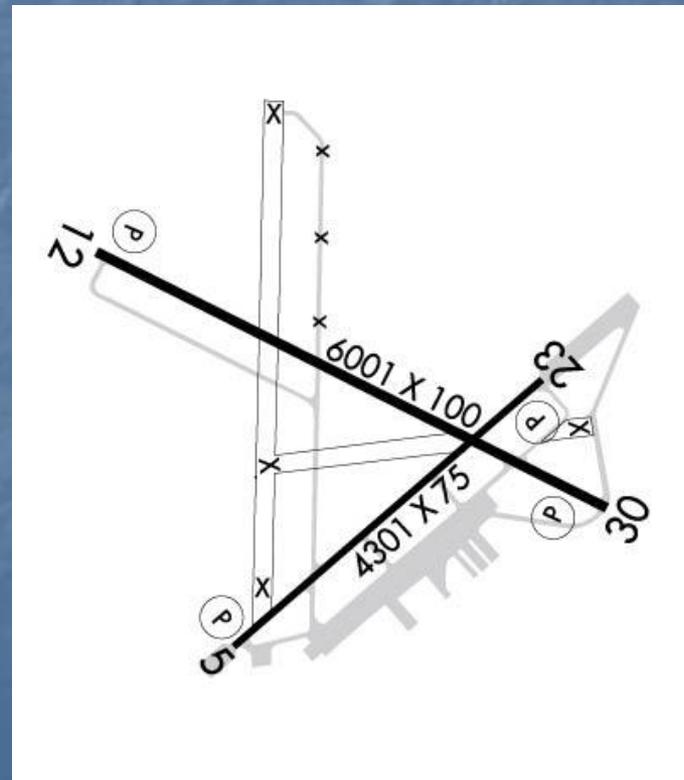
A. Yes, pilots can use the non wind RWY

- Extensive training in progress
- Students need to learn crosswind landings
- Proficiency in crosswinds
- Pilot is responsible for not disrupting the established flow of traffic

FAQ

Q. I was flying on RWY 05 and a practice instrument approach did a full VOR 23 with missed approach through the pattern!

- Is that legal?



FAQ

- A. If traffic was in the pattern, that was ill advised but not illegal
- Practice approaches do NOT have priority
 - Practice approach must fit in without disruption of the flow
 - Use caution when IFR approaches are blended with pattern operations

FAQ

Q. How close in should practice approaches come when there are pattern ops with different runways?

FAQ

A. Not specified, However: Flights schools previously informally agreed to break off the approach no closer than 2 miles from the end of the runway if continuing might cause a conflict

FAQ

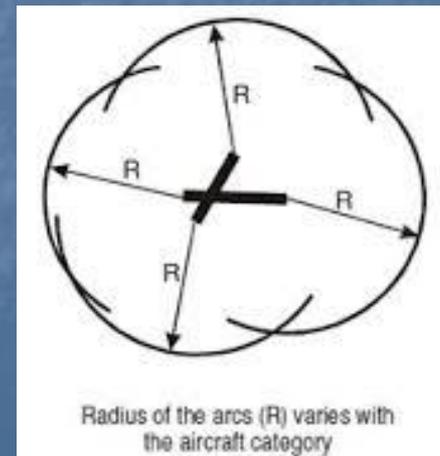
Q. I saw an airplane doing a right base at DeLand. Is that legal?



FAQ

A. It depends!

- If it was a VFR traffic pattern, no!
 - See FAR 91.126(b) for direction of turns
- If it was a circling approach or practice circle, yes



FAQ

Q: What are the cloud clearance requirements for parachutists?



FAQ

A. Same as for aircraft

- Above 700 feet 5-1-2-3
- See and avoid!

FAQ

Q. Will there ever be jump ops at night?

FAQ

A: Military has special requirements. So yes.
Not often

FAQ

Q. I noticed more ultralight aircraft in the pattern. Do they have right of way since they are so slow?



FAQ

- Oddly, the lower and slower rule does not apply here
- FAR 103.13 Powered ultralights...shall yield right of way to all aircraft
- Do you know the difference between a L-SA and an ultralight?

FAQ

Q:I came on RWY 05 and noticed chutes landing on the left side and the area near Sky Dive DeLand. Where would I go around if I had to?



FAQ

A. The only real solution may be straight ahead and directly over the runway

- See and avoid
- Sport chutes are very maneuverable but Gravity still prevails
- You do NOT have priority over jumpers

FAQs

- I want to bring a 4 ship of RV's into the pattern and do a military style break to downwind. Is this OK?



FAQs

- This maneuver is not a good fit at DeLand because almost every runway used would result in a drop area conflict
- With good clearing and SA it can be done but not recommended

FAQs

Q. I need to solo my student during one of the special jump competition weekends. Is this allowed?

FAQs

A. Not illegal but not a great idea. Take your student somewhere else.

Initial solo should be under ideal conditions

Normal jumps ops. No problem

FAQs

Q. What should I do if I am arriving during a mass jump period. Are there any special procedures?

FAQs

A. Just waiting would be prudent.

The very large jumps are not as frequent

Hold a few minutes until the jump is over

FAQs

Q. When the pattern is busy should I keep extending the downwind or just break out and reenter?

FAQs

- A. Clearing is easier if you just break out. Extending the downwind further and further makes a conflict more likely.
 - Make good radio calls to help SA

FAQs

Q. What if I have to go around once I have started my turn to base?

FAQs

A. Generally best to follow the pattern ground track. Offset left or right. If jumpers are present stay between the drop areas (over the landing runway)

Summary

- DeLand is a great place to fly
- Lots of different type operations occur
- To make your experience good:
 - Follow the recommendations in AFD
 - Use “prudent vs. legal” decision
 - See and avoid, see and avoid, see and avoid!

Summary

- ENJOY flying at one of the coolest airports there is!

