

Facility Name: DeLand Municipal - Sidney H Taylor Field				Inspection Date: 8/19/2024	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: DED		FAA Site No.: 03156.*A		FDOT District: 5	
3.00 Miles NE of Deland				County: Volusia	
ARP Latitude: 29° 4' 1.13		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 17' 2.19				Use: Public	
Elevation: 79		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of DeLand			Facility Physical Address	
Address: 120 S Florida Av			Address: 1000 Flightline Blvd	
City: Deland	State: FL	ZIP: 32720	City: Deland	State: FL ZIP: 32724
Phone: (386) 626-7240	Fax:		Phone: (386) 626-7240	
Email: eiffj@deland.org				
Owner Representative: Michael Pleus			Facility Manager: John Eiff	
Address: 120 S Florida Av			Address: 1000 Flightline Blvd	
City: DeLand	State: FL	ZIP: 32720	City: Deland	State: FL ZIP: 32724
Phone: (386) 626-7107			Phone: (386) 626-7240	
Email: pleusm@deland.org			Email: eiffj@deland.org	

Acreeage: 1,289	Residential Airpark: No	Beacon: C-G	
Section: 34	Township: 16S	Range: 30E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour			Notes:
ALL / ALL / 0800-1800			Segmented Circle: Yes
			Lighted: Yes
			Facility Website: https://www.delandairport.com/
			Ask in any new facility aerals/photos are available

Based Aircraft					
Year: 2010	Single Engine: 114	Jet Engine: 3	Glider: 2	Ultralight: 2	
Source: Inspector	Multi Engine: 37	Helicopter: 6	Military: 6	Seaplane: 6	
Total Based Aircraft:					

Annual Operations			
Year:	Air Carrier:	Air Taxi:	GA Local:
End Date:	Commuter:	Military:	GA Itinerant:
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom			
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input checked="" type="checkbox"/> OMN 112.6 213d/16.8 nm	Approach Control:	<input checked="" type="checkbox"/> 125.350
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.575	Unicom:	<input checked="" type="checkbox"/> 123.075
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 123.075

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Services

Fuel:

A ☒

A1 ☐

A1+ ☐

B ☐

B+ ☐

Mogas ☒ Swift 94LL

80 ☐

100 ☐

100LL ☒

115 ☐

Airframe:

Major ☒

Minor ☒

Power Plant:

Major ☒

Minor ☒

Bottle Oxygen:

High ☐

Low ☐

Bulk Oxygen:

High ☐

Low ☐

Transient Storage:

Buoy ☐

Hangar ☒

Tie Downs ☒

Other Services:

Aerial Surveying ☐

Air Ambulance ☐

Air Freight ☐

Aircraft Rental ☒

Aircraft Sales ☒

Avionics ☐

Beaching Gear ☐

Car Rental ☒

Cargo ☐

Courtesy Car ☐

Charter ☐

Crop Dusting ☐

Glider ☐

Glider Towing ☐

Instruction ☒

Internet ☒

Lodging ☒ 1 mile

Parachute Jumping Area ☒

Restaurant ☒ 2 Airport Restaurants

Restrooms ☒

Taxi ☒

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	4,301 x 75	Asph	Fair	MIRL

Comments:

RWY 05

FAR 77 Category C.

RWY 23

FAR 77 Category C.

Approach ratio required is RWY 05 34:1 and RWY 23 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	29° 3' 36.47	81° 17' 20.61	Surveyed	25:1	NPI-P	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		25:1	TREES		51 ft	1,455 ft	Before Runway End	230 ft L
Runway End	No		28:1	TREES		51 ft	1,455 ft	Before Runway End	230 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	279 ft	34:1	TREES		51 ft	1,455 ft	Before Runway End	230 ft L

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	29° 4' 5	81° 16' 43.6	Surveyed	34:1	NPI-P	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		34:1	TREES		55 ft	2,050 ft	Before Runway End	200 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
EQUIP	29° 03' 46.51	81° 17' 09.48	Estimated	110 ft	NW	1 ft	No	Yes	Yes		
EQUIP	29° 03' 58.32	81° 16' 50.42	Estimated	110 ft	SE	1 ft	No	Yes	Yes		
Runway ID	Status	Dimension			Surface			Condition		Lights	
12/30	Existing	6,001 x 100			Asph			Fair		HIRL	

Comments:

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RWY 12**FAR 77 Category C.****RWY 30****FAR 77 Category C.****Approach ratio required is RWY 12 34:1 and RWY 30 34:1.****Primary surface required is 500 feet wide.****Transitional surface required is 7:1.****Safety area required extends 240 feet beyond each runway end.****Runway 12**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
12	29° 4' 20.67	81° 17' 33.45	Surveyed	34:1	NPI-P	P2L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		34:1	TREES		27 ft	1,105 ft	Before Runway End	75 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 30

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
30	29° 3' 53.7	81° 16' 33.21	Surveyed	30:1	NPI-P	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		30:1	TREES		66 ft	2,220 ft	Before Runway End	235 ft R
Runway End	No		34:1	TREES		66 ft	2,220 ft	Before Runway End	235 ft R
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
EQUIP	29° 04' 17.30	81° 17' 22.66	Estimated	130 ft	N	2 ft	No	Yes	No		
EQUIP	29° 03' 56.52	81° 16' 44.42	Estimated	198 ft	S	2 ft	No	Yes	No		

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Instrument Approach

05/23	Type	A	B	C	D	E
05	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
05	LNAV/VNAV	1.75 Miles	1.75 Miles	1.75 Miles	1.75 Miles	
05	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
23	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
12/30	Type	A	B	C	D	E
12	LNAV	1.00 Miles	1.00 Miles	1.50 Miles	1.50 Miles	
12	LNAV/VNAV	1.50 Miles	1.50 Miles	1.50 Miles	1.50 Miles	
12	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
30	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	

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Deficiencies

Inspection Date 8/19/24

Next Inspection 8/31/25

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for DeLand Municipal - Sidney H Taylor Field expires on 11/17/2024.

Corrections

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on November 15, 2024.

Deficiencies

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
Taxiway
(A@05)

Taxiway A hold position markings at Runway 05 are stained and/or discolored.

12/30 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
Taxiway
(D@12)

Taxiway D hold position markings at Runway 12 are stained and/or discolored.

12/30 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
Taxiway
(D@30)

Taxiway D hold position markings at Runway 30 are stained and/or discolored.

12/30 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
Taxiway (E)

Taxiway E hold position markings at Runway 30 are stained and/or discolored.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 05 threshold bar marking is stained and/or discolored.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 05/23 runway centerline markings are faded and in poor condition.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Runway
Designation markings.

Runway 05 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Threshold
Bar markings.

Runway 05 threshold bar marking does not contain a sufficient amount of glass beads.

Rwy End: 12 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

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Runway 12/30 runway centerline markings are faded and in poor condition.

Rwy End: 12 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 12 runway designation markings are faded and in poor condition.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(d)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the transition surface ratio is 7:1.

Brush and trees 400 feet to 240 feet before the approach end of the runway, 255 feet right of centerline penetrates the transitional surface of Runway 05/23.

Rwy End: 23 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 23 threshold bar is faded and in poor condition.

Rwy End: 23 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 23 runway designation markings are faded and in poor condition.

Rwy End: 23 Runway Designation In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 23 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 23 Threshold Bar In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 23 threshold bar marking does not contain a sufficient amount of glass beads.

Rwy End: 30 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 30 runway designation markings are stained and/or discolored.

Mitigated Deficiencies

Rwy End: 05 In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.

Runway 05 approach surface ratio is 25:1 due to tree 51 feet tall, 1,455 feet before the approach end of the runway, 230 feet left of centerline.

Runway 5 approach surface ratio meets obstacle clearance standards contained in FAA AC 150/5300-13B for a runway with instrument approach procedures with visibility minimums equal to or greater than 3/4 of a mile.

A comment is currently published to advise aircraft operators of unlighted obstructions in the approach to Runway 05 on the FAA chart supplement.

Rwy End: 30 In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.

Runway 30 approach surface ratio is 30:1 due to trees 66 feet tall, 2,220 feet before the approach end of the runway, 235 feet right of centerline.

Runway 30 threshold is displaced to the approach end of the runway.

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License

Effective: 12/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 11/30/2025

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 05/23 is available for non-precision instrument and visual approaches.

- a. Runway 05 is FAR 77 category C.
- b. Runway 23 is FAR 77 category C.

2. Runway 12/30 is available for non-precision instrument and visual approaches.

- a. Runway 12 is FAR 77 category C.
- b. Runway 30 is FAR 77 category C.

3. Runway 05 threshold is displaced to the end of the runway.

4. Runway 30 threshold is displaced to the end of the runway.

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Runway 05 approach surface ratio is 25:1 due to trees, 51 feet tall, 1,455 feet before the approach end of the runway, 230 feet left of centerline.

2. Brush and trees 400 feet to 240 feet before the approach end of the runway, 255 feet right of centerline penetrates the transitional surface of Runway 05/23.

Additional Licensing Remarks: