

DELAND MUNICIPAL- SIDNEY H TAYLOR FIELD

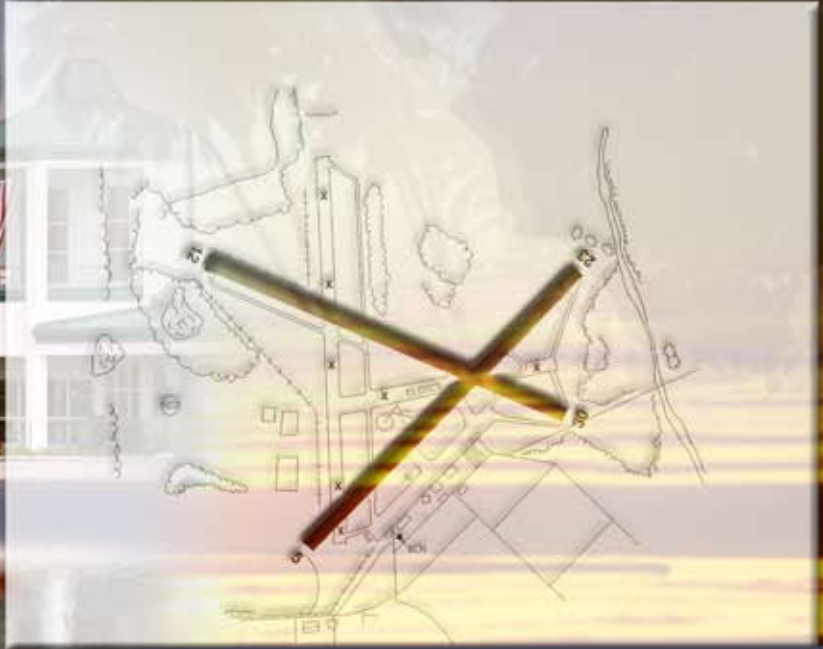
DELAND
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



DeLand Municipal-Sidney H Taylor Field is located in Volusia County, approximately 40 miles north of Orlando and just west of Interstate 4. The Airport is situated approximately three miles northeast of the DeLand downtown business district; it lies north of US Route 92 and east of US Route 17. Primary access is via Airport Terminal Road, which intersects US Route 92 less than two miles east of US Route 17.



Existing Facilities

DeLand Municipal-Sidney H Taylor Field is served by two intersecting runways. These runways are Runway 5/23, which is 3,984 feet long by 75 feet wide and Runway 12/30, which is 6,001 feet long by 100 feet wide. These runways are both asphalt and are in good condition. Both runways are served by full-length parallel taxiways. The airport has a full service FBO to serve general aviation pilots and passengers. This building is 15,000 square feet, including the hangar. There are 45 paved automobile parking spaces to serve the general aviation FBO. There are currently 77 tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 116 covered parking spaces for aircraft.

The airport has several initiatives as being necessary to serve demand in the near term, including construction of an Air Traffic Control Tower, an extension of Taxiway D, and building additional T-hangars. The airport is also developing a north access road to expand the industrial and aviation land use. The airport had its most recent master plan update completed in March, 2004.

Current and Forecast Demand

GENERAL AVIATION

DeLand Municipal-Sidney H Taylor Field serves the general aviation needs of the surrounding area. The largest plane that uses the airport on a regular basis is a G-IV. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is D-III. General aviation constitutes a considerable portion of the airport's annual activity. Upon inspection in 2008, the airport currently has 162 based general aviation aircraft. Of this total, approximately 40 percent of the aircraft are stored on paved tie-downs and 60 percent are in T-hangars or conventional hangars. The airport presently reports a waiting list for hangars that shows 9 aircraft and 20 aircraft for tie-downs. The current FDOT work plan for DeLand Municipal Airport shows plans to develop an additional 25 covered storage spaces.

The airport has aviation training programs that are connected with local colleges and technical schools. The type of training available includes avionics, aircraft repair, flight instruction, air traffic control and mechanics. Historic and forecast FDOT aviation activity information on file for DeLand Municipal-Sidney H Taylor Field is as follows:

DeLand Municipal-Sidney H Taylor Field	2008	2013	2018	2028
Based Aircraft	183	197	212	246
General Aviation Operations	77,710	81,674	85,840	94,821
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

In its current role, DeLand Municipal-Sidney H Taylor Field focuses primarily on flight training, sport aviation/recreational flying, and business-related operations. The airport also has a small percentage (approximately five percent) of its operations currently related to air taxi/charter service. Skydive Deland, one of the most active parachuting centers in the Southeast, and its predecessors, have operated continuously at Deland Airport for more than 25 years. This has resulted in significant parachute manufacturing, team training, and jumping in the Deland area. There is no commercial airline activity at this airport. The airport's future role is limited by manmade and environmental factors, community relations, and financial shortfalls. The airport anticipates significant growth in the coming years and plans to focus on increased corporate use and flight training.

Flight training is a major component of this airport's general aviation activity. Roughly 50 percent of the airport's annual operations are related to flight training. There are three businesses located on the airport that provide flight training; these businesses employ 58 total flight instructors and have 44 aircraft that are based at the airport. Sport aviation/recreational flying make up the second largest segment of operations; it comprises 30 percent of operations. General aviation operations by corporate and business users are estimated at 10 percent of operations. Approximately 25 percent of the airport's based aircraft are owned by local businesses. The airport also attracts a number of transient or visiting general aviation aircraft. Approximately 10 percent of all visiting general aviation aircraft fall into the business jet category.

OTHER AIRPORT CHARACTERISTICS

The airport supports a 200-acre industrial park on site. The existing industrial park is south and west of the airport. Some of the several hundred acres remaining to be developed on the airport contain wetlands and other environmental concerns, making it difficult to determine how much land can ultimately be developed. While the airport does not have any based military aircraft, it does support transient military operations. The airport reports approximately one percent of its total annual activity is attributable to military operations. Visiting National Guard are responsible for the majority of transient military operations.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Corporate, Tourism (CA), Recreational/Sport, and Business/Recreational (DED supports one of the biggest and best known skydiving operations in the world) services. The airport would like to increase its corporate activity by adding an ILS and ATCT. However, increased corporate activity is probably unlikely as long as the airport is so popular with skydivers. The analysis indicates that the airport is best suited for Recreational/Sport, Tourism (CA), and Flight Training services. The airport scored equally well in Corporate and Business/Recreational services, but, as long as the primary Business/Recreational service is skydiving, these two services are going to be at odds with each other, with the enhancement of one service undermining the other.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate	X	
Tourism	X	X
Recreational / Sport	X	X
Business / Recreational	X	