

Daytona Beach International

IATA/ICAO CODE: DAB/KDAB
 CITY: Daytona Beach
 STATE: FL
 COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name:	Frederick B. Karl	Arlene Smith
Title:	Director of Aviation	Assistant to the Director of Aviation
Airport:	Daytona Beach International	Daytona Beach International
Address:	700 Catalina Drive, Suite 300 Daytona Beach, FL 32114	700 Catalina Drive, Suite 100 Daytona Beach, FL 32114
Phone:	+1 386248 8030	+1 386 248 8030
Fax:	+1 386248 8038	+1 386 248 8038
Email:	fkarl@co.volusia.fl.us	asmith@co.volusia.fl.us
Airport Web Site:	http://flydaytonafirst.com	

ELEVATION: 35 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
7R/25L	3195	-	-	100
7L/25R	10500	7L/700	-	150
16/34	6001	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

1. Turns to Course for Departing Aircraft -

- For aircraft departing to the east, especially from Runway 7L, turns on course should be made as early as practical to avoid overflying the residential area to the east of the airport.
- Departures on either Runway 25L or 25R should not turn to the south until they are sufficiently west to avoid overflying the Pelican Bay residential area.
- Departures on Runway 16 should turn to course as early as practical to avoid residential overflights.

2. Touch and Go Procedures -

- Downwind legs should be flown at pattern altitude, and descents should not be

initiated until the turn to the base leg. This will result in a slightly extended downwind leg.

- The aircraft should remain over or to the north of Beville Road during the downwind leg.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

The preferential use runway is 25R for departing high performance aircraft; the selection of this runway is voluntary on the part of the air traffic controllers. Runway 25R is used for departures between 10:00 pm and 6:00 am if the wind from the east is less than 3 kts.. The use of the runway will continue past 6:00 am if possible.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

No maintenance A/C engine run-ups between 2300 and 0700 local.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	none required
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none required
Avigation Easements	-	none
Zoning Laws	-	Standard County laws.
Real Estate/Property Disclosure Laws	-	no
Acquire Land for Noise Compatibility to date	-	none
Population within each noise contour level relative to aircraft operations	-	None in 65 DNL
Airport Noise Contour Overlay Maps	-	yes
Total Cost of Noise Mitigation Programs to Date	-	none required

Source of Noise Mitigation Program Funding for Aircraft Noise	-	none required
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NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)