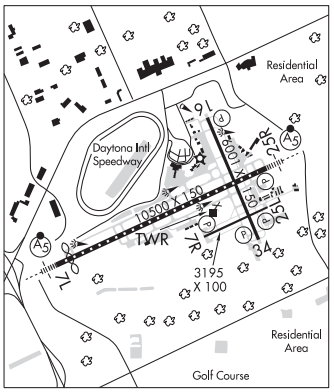
DAYTONA BEACH INTL (DAB)(KDAB) 3 SW UTC–5(–4DT) N29°10.79′ W81°03.48′ **JACKSONVILLE**
34 B TPA—See Remarks Class I, ARFF Index C NOTAM FILE DAB **H–8H, L–21D, 24G**
IAP, AD

RWY 07L–25R: H10500X150 (ASPH–CONC–GRVD) S–120, D–214, 2S–175, 2D–406, 2D/2D2–919 PCR 650 R/A/W/T HIRL CL
RWY 07L: MALSR. TDZL. RVR–T Thld dsplcd 690′. Road.
RWY 25R: MALSR. PAPI(P4L)—GA 3.0° TCH 72′. RVR–R Trees. Rgt tfc.
RWY 16–34: H6001X150 (ASPH–GRVD) S–109, D–191, 2S–175, 2D–355, 2D/2D2–750 PCR 420 F/A/X/T MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 07R–25L: H3195X100 (ASPH) S–26, D–44 PCR 90 F/C/X/T MIRL No Part 121/Part 380 Ops
RWY 07R: REIL. PAPI(P2L)—GA 3.0° TCH 48′. Trees. Rgt tfc.
RWY 25L: REIL. PAPI(P2L)—GA 3.0° TCH 44′. Trees.



LAND AND HOLD–SHORT OPERATIONS

LDG RWY	HOLD–SHORT POINT	AVBL LDG DIST
RWY 07L	TWY W	7500
RWY 16	07L–25R	2900
RWY 34	07L–25R	2564

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L: TORA–10500 TODA–10500 ASDA–10500 LDA–9810
RWY 07R: TORA–3195 TODA–3195 ASDA–3195 LDA–3195
RWY 16: TORA–6001 TODA–6001 ASDA–5969 LDA–5969
RWY 25L: TORA–3195 TODA–3195 ASDA–3195 LDA–3195
RWY 25R: TORA–10500 TODA–10500 ASDA–10293 LDA–10293
RWY 34: TORA–6001 TODA–6001 ASDA–6001 LDA–6001

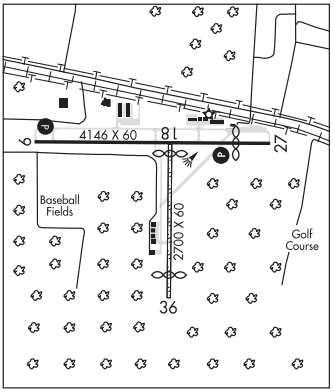
SERVICE: S4 **FUEL** 100LL, JET A **OX** 1 **LGT** Rwy 25R PAPI unusbl byd 5 deg left and right of cntrln.
NOISE: Use co fly quiet proc or rcmd noise abatement proc—Amgr.
AIRPORT REMARKS: Attended continuously. Hvy migratory bird act on and invof arpt. Hvy bird activity over landfill located 3.5NM SW of the airfield. Incrd drone act NE of arpt. Airfield sfc conds are not mntd btn the hrs of 0500–0900Z‡. All mil ops req 24 hr advnd cdn with arpt opns—PPR (386) 527–0657. All helo ops expc Twy W btn Twy A and Rwy 16 apch end clsd to rotary wing acft with rotor span more than 50′ exc 1 hr. PPR—(386) 527–0657. PPR for Daytona Beach Speedway low apch or fly–over. Ctc ATC for pmsn. DAB Twy C1 clsd to acft wingspan more than 119 ft; Twy W clsd to acft wingspan more than 119 ft; Twy W3 clsd to acft wingspan more than 79 ft. First 2300 ft Rwy 07L concrete on 50 ft wide keel section. Rwy 07R–25L outer edges of pavement uneven. TPA—TPA for lgt acft 965 ft AGL; TPA for hi per acft 1365 ft AGL. Twy ′N′ north of Rwy 07L–25R can be mistaken for rwy and apch environment. E end of Twy S end is non–movement area. Twy E rstrd to 22,000 lbs max crtfyd gross tkof weight; Twy P rstrd to 190,500 lbs max crtfyd gross tkof weight. Twy W btn apch end Rwy 16 and Twy A clsd to mil hel ops and hover tax ops. Twy W btn Twy A and apch end Rwy 16 clsd to rotary wing acft rotar span more than 50 ft exc 1 hr PPR 386–527–0657. Rotor wing hel must grnd taxi; if unabl use ctn durg hover taxi. Twy W btn Rwy 16 apch end and Twy A clsd to mil hel and hover taxi ops. Twy W btn Twy A and Rwy 16 apch end clsd to rotary wing with rotar span more than 50 ft exc 1 hr PPR—386–527–0657. US Custs ramp Rrstd Group II acft of wingspan 79 ft or less. Rwy 07L lead–off lines for Twy P3 and Twy P4 for Group 1 acft only with wingspan of less than 49′. Wx mod geo engineering acft notify ap ops 24 hrs prior to ARR/DEP 386–527–0657. SAID in use. Operate transponders with altitude reporting mode and ADS–B (if eqipped) enabled on all airport surfaces.
AIRPORT MANAGER: 386-248-8030
WEATHER DATA SOURCES: ASOS (386) 232–5134 LLWAS.
COMMUNICATIONS: ATIS 132.875 **UNICOM** 122.95
Ⓡ **APP CON** 118.85 (North 4000′–7500′) 125.35 (South 3500′and blo) 127.075 (South 4000′–7500′) 125.725 (8000′–11000′) 125.8 (North 3500′ and blo)
TOWER 120.7 **GND CON** 121.9 **CLNC DEL** 119.3

CONTINUED ON NEXT PAGE

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AIRSPACE: CLASS C svc ctc **APP CON**.
RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.
ORMOND BEACH (VH) (H) VORTACW 112.6 OMN Chan 73 N29º18.20´ W81º06.76´ 159º 7.9 NM to fld. 24/0E.
VOR unusable:
034º–036º byd 40 NM
070º–100º byd 35 NM blo 1,500´
099º–112º byd 40 NM
122º–141º byd 40 NM
159º–161º byd 40 NM
170º–181º byd 40 NM blo 3,000´
170º–181º byd 46´
207º–209º byd 40 NM
236º–239º byd 40 NM
240º–244º blo 6,000´
240º–250º byd 53 NM
251º–286º byd 40 NM
290º–298º byd 40
290º–300º byd 20 NM blo 2,500´
318º–321º byd 40 NM
326º–328º byd 40 NM
ILS 109.7 I–DAB Rwy 07L. Class IA. Auto cpd apch NA blw 535´ MSL due to glideslope reversal
ILS/DME 109.7 I–DBF Chan 34 Rwy 25R. Class IE.

DEFUNIAK SPRINGS (54J) 2 W UTC–6(–5DT) N30º43.87´ W86º09.23´ **NEW ORLEANS**
289 B NOTAM FILE GNV **L–21C, 22H**
RWY 09–27: H4146X60 (ASPH) S–20 PCN 6 F/A/X/T MIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0º TCH 43´. Fence.
RWY 27: PAPI(P2L)—GA 3.0º TCH 49´. Thld dsplcd 605´. Railroad.
RWY 18–36: 2700X60 (DIRT) 0.5% up N
RWY 18: Thld dsplcd 165´. P–line.
RWY 36: Thld dsplcd 400´. Trees.
SERVICE: S4 **FUEL** 100LL, JET A+ **LGT** ACTVT PAPI Rwy 09 and 27; MIRL Rwy 09–27—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–2200Z‡. Fuel 24 hr credit card svc avbl. Trees obst ln of sight btn Rwy 09 and 36 and Rwy 27 and 36. Rwy 09 and 27 ln of sight obst due to Rwy 09 up slope. Rwy 18–36 white pvc pipe every 200 ft. Rwy safety area E of Rwy 18–36. Rwy 09 unlgtd fence and rd 160 ft S of cntrln penetrates apch sfc. Rwy 36 white reflectors every 200 ft.
AIRPORT MANAGER: 850-892-2000
WEATHER DATA SOURCES: AWOS–3P 118.725 (850) 892–0147.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **EGLIN APP/DEP CON** 124.05
CLNC DEL IFR CLNC ctc Eglin Rapcon 850–882–9151 prior to departure.



RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.
CRESTVIEW (VH) (H) VORTACW 115.9 CEW Chan 106 N30º49.57´ W86º40.75´ 099º 27.7 NM to fld. 255/3E.
VOR unusable:
005º–015º byd 40 NM
085º–095º byd 40 NM
155º–175º byd 40 NM
258º–268º byd 40 NM blo 3,100´
258º–268º byd 49 NM blo 18,000´
285º–305º byd 40 NM
306º–329º
340º–350º byd 40 NM blo 3,500´
340º–350º byd 64 NM
351º–355º byd 40 NM