



Federal Aviation Administration

Memorandum

Date: September 16, 2021
To: All Personnel
From: AT Manager, Daytona Beach ATCT
Subject: New Skydive Deland LOA

Effective 9-20-2021 we have a new LOA with Skydive Deland. The LOA is attached, and the changes are noted below.

Skydive Deland LOA Changes

Old - *Daytona Beach Approach and Jacksonville Center shall provide parachute jumping and RADAR service procedures in accordance with FAA Handbook 7110.65.*

New - DAB must not be required to provide radar identification to Skydive aircraft operating AOB 13,500'.

Old - *The pilot of jump aircraft shall contact Daytona Beach Approach as soon as practical and state the requested altitude for skydiving. (Frequency 126.55 at or below 3500 / 118.85 at or above 4000).*

New - The Skydive aircraft must contact DAB as soon as practical on frequency 118.85 and state the requested altitude for skydiving.

Old - *Jump Zone - Below 4000 feet msl. The DeLand Airport and the airspace within a 1.5 NM radius from the center of said airport. The jumpers are required to be south of the DAB Runway 7L extended center line.*

Above 4000 feet msl. The airspace within a two NM radius of the DeLand airport.

New - Jump Zone - Below 4,000' MSL - Within 2 NM from the center of DED. Jumpers must remain .25 NM south of the DAB Runway 7L extended centerline

Above 4,000' MSL - Within 2.5 NM from the center of DED.

Old - *As soon as possible after takeoff, skydiving aircraft shall climb out in a westerly direction of the DeLand Airport and remain south of the DAB Runway 7L centerline until reaching 4000 feet or establishing contact with the affected sector controller.*

During descent, skydiving aircraft will remain south of the DAB Runway 7L extended center line between 1000 and 4000 feet, unless clearance is received from the affected sector controller. Climb above 11,000 feet shall be done within 4 NMs of DED airport.

New - Skydive aircraft must remain within the confines of the Climb and Descent Area, which is defined as follows, and depicted in Attachment 1.

Above 1,000' MSL and below 4,500' MSL – Within 4 NM from the center of DED. Skydive aircraft must remain .25 NM south of the DAB Runway 7L extended centerline.

Above 4,500' – When operating east, south and west of DED - within 4 NM from the center of DED. When operating north of DED - within 6 NM from the center of DED.

Deleted - *When the requested altitude is above 11,000 feet, the pilot of the jump aircraft will remain at a VFR altitude below 11,000 feet until approval to climb above 11,000 feet is received.*

Old - *If jump aircraft are requesting to operate above 11,000, Daytona Beach Approach shall advise Jacksonville Center that aircraft are requesting to utilize the DeLand Jump Zone and the altitude requested. The Jacksonville Center controller may require an individual point out, a radar handoff, or may call the Jump Zone hot. When the Jump Zone is hot, the Jacksonville Center Controller shall consider all beacon codes listed below to be in use unless otherwise coordinated. Further point outs are not required from Daytona Beach Approach. Daytona Beach Approach shall advise the Center when jump activity is terminated. When Daytona Beach Approach is working jump aircraft above 11,000 feet, Jacksonville ARTCC shall point out any VFR/IFR aircraft that would penetrate the jump zone.*

New - . If Skydive aircraft are requesting to operate above 11,000', DAB must advise ZJX and request to activate the Deland Jump Zone and Climb/Descent Area at the altitude requested. DAB must advise ZJX when skydive activity is terminated

When the DeLand Jump Zone and Climb/Descent area is active AOB 13,500' ZJX must consider the airspace as constantly active. No point outs or handoffs are required with ZJX. ZJX must point out any aircraft that will enter the confines of the DeLand Jump Zone or Climb/Descent Area.

Added - When the DeLand Jump Zone and Climb/Descent Area is active above 13,500' Skydive aircraft must:
Coordinate with DAB prior to departure for a NAS beacon code.

When contacting DAB, ident and advise DAB of altitude leaving for radar identification.
Contact ZJX on frequency 134.0 leaving 9,000'.
Remain AOB 13,500' until advised by ZJX.
Receive radar service termination from ZJX upon descent.
Not be required to contact DAB during descent.

Added - Skydive aircraft must remain clear of DAB Class C, remain 1.25 NM away from the centerline of V267, T210, T347, T353, and remain 1 NM away from the centerline of TTHOR STAR.

Added - DAB must, to the extent possible, assist nonparticipating aircraft in avoiding the DeLand Jump Zone as depicted in Attachment 1.

Old - *In addition to the requirements of FAR 105, the pilot shall advise the affected sectors not less than one (1) minute nor more than five (5) minutes prior to initial jump release and receive a traffic advisory. Upon initial contact, the pilot shall inform ATC of the altitudes of the intended jump activity. After the release of the last jumper, the pilot shall inform the current sector controller of "jumpers away and descending." The pilot shall advise when the last jumper will reach the ground. Attachment I depicts DAB approach sectors and frequencies.*

New - After the release of the last jumper, the pilot must inform DAB/ZJX, as appropriate, (phraseology - "jumpers away and descending").

**DAYTONA BEACH APPROACH
JACKSONVILLE ARTC CENTER
and
SKYDIVE DELAND
LETTER OF AGREEMENT
EFFECTIVE DATE: September 20, 2021**

SUBJECT: SKYDIVING ACTIVITY AT DELAND AIRPORT

1. PURPOSE. This Letter of Agreement (LOA) defines procedures for skydiving activity at the Deland Airport (DED) between Daytona Beach Approach (DAB), Jacksonville ARTC CENTER (ZJX), and Skydive DeLand (Skydive).

2. CANCELLATION. This Letter of Agreement cancels "Daytona Beach Airport Traffic Control Tower, Jacksonville ARTCC, and Skydive DeLand" Letter of Agreement dated October 22, 2000.

3. RESPONSIBILITY. The owner or other responsible person(s) must be responsible for ensuring that all pilots operating aircraft for Skydive DeLand are briefed and trained on the procedures contained in this LOA. Thereafter, all pilots that are in command of aircraft for the purpose of skydiving are responsible for compliance with this LOA.

4. PROCEDURES. DAB must not be required to provide radar identification to Skydive aircraft operating AOB 13,500'. In addition to FAR 105 and JO 7110.65, the parties agree:

a. The Skydive aircraft must contact DAB as soon as practical on frequency 118.85 and state the requested altitude for skydiving.

b. The jumpers must remain within the boundary of the Deland Jump Zone, which is defined as follows, and depicted in Attachment 1:

(1) Below 4,000' MSL - Within 2 NM from the center of DED. Jumpers must remain .25 NM south of the DAB Runway 7L extended centerline.

(2) Above 4,000' MSL - Within 2.5 NM from the center of DED.

c. Skydive aircraft must remain within the confines of the Climb and Descent Area, which is defined as follows, and depicted in Attachment 1:

(1) Above 1,000' MSL and below 4,500' MSL – Within 4 NM from the center of DED. Skydive aircraft must remain .25 NM south of the DAB Runway 7L extended centerline.

- (2) Above 4,500' – When operating east, south and west of DED - within 4 NM from the center of DED. When operating north of DED - within 6 NM from the center of DED.

d. Unless authorized by ATC, the maximum jump altitude must normally be 13,500'. All jump altitudes must be coordinated on an individual basis.

e. If Skydive aircraft are requesting to operate above 11,000', DAB must advise ZJX and request to activate the DeLand Jump Zone and Climb/Descent Area at the altitude requested. DAB must advise ZJX when skydive activity is terminated.

f. When the DeLand Jump Zone and Climb/Descent area is active AOB 13,500' ZJX must consider the airspace as constantly active. No point outs or handoffs are required with ZJX. ZJX must point out any aircraft that will enter the confines of the DeLand Jump Zone or Climb/Descent Area.

g. When the DeLand Jump Zone and Climb/Descent Area is active above 13,500' Skydive aircraft must:

- (1) Coordinate with DAB prior to departure for a NAS beacon code.
- (2) When contacting DAB, ident and advise DAB of altitude leaving for radar identification.
- (3) Contact ZJX on frequency 134.0 leaving 9,000'.
- (4) Remain AOB 13,500' until advised by ZJX.
- (5) Receive radar service termination from ZJX upon descent.
- (6) Not be required to contact DAB during descent.

h. Skydive aircraft must remain clear of DAB Class C, remain 1.25 NM away from the centerline of V267, T210, T347, T353, and remain 1 NM away from the centerline of TTHOR STAR.

i. DAB must, to the extent possible, assist nonparticipating aircraft in avoiding the DeLand Jump Zone as depicted in Attachment 1.

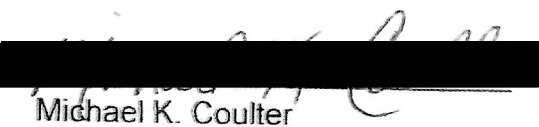
5. MISCELLANEOUS.

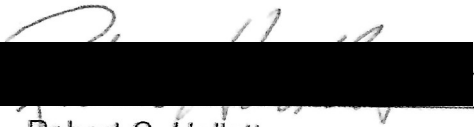
a. After the release of the last jumper, the pilot must inform DAB/ZJX, as appropriate, (phraseology - "jumpers away and descending").

b. Skydive DeLand is assigned the call sign "Skydive" (SD/SKYDIV), which may be used for radio communications during VFR conditions and only for parachute operations at DED. Attachment 2 depicts call signs and assigned discrete code. Any change requires written notification.

c. Any special procedures needed for jumping activity that are not covered by this LOA, or covered under 4.g., must be coordinated by Skydive DeLand with DAB/ZJX at least three (3) business days prior to the activity.

d. Deviation from procedures established by this agreement may be made only after verbal coordination which completely defines responsibility in each case.


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ATCT, Daytona Beach, Florida


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President, Skydive DeLand
DeLand, Florida


Robert A. Brown
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Attachment 1

