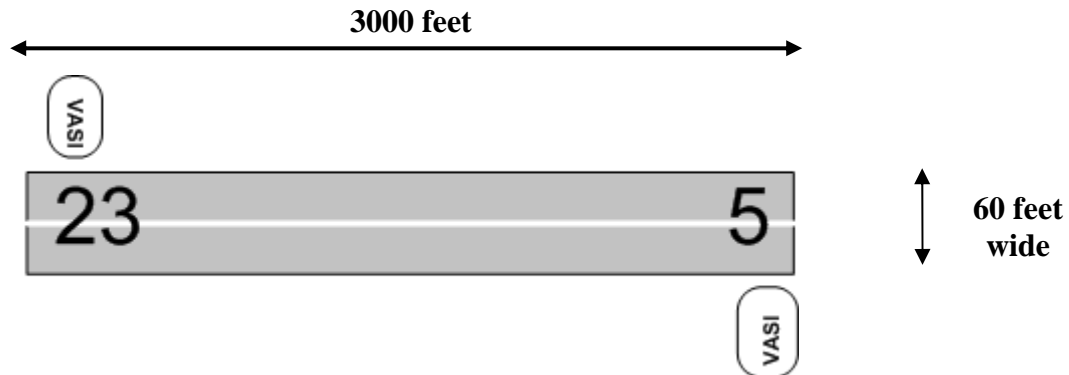


# Pattern Operations at Doylestown Airport

## Cirrus SR20 – 200 HP

### Doylestown Airport Complex

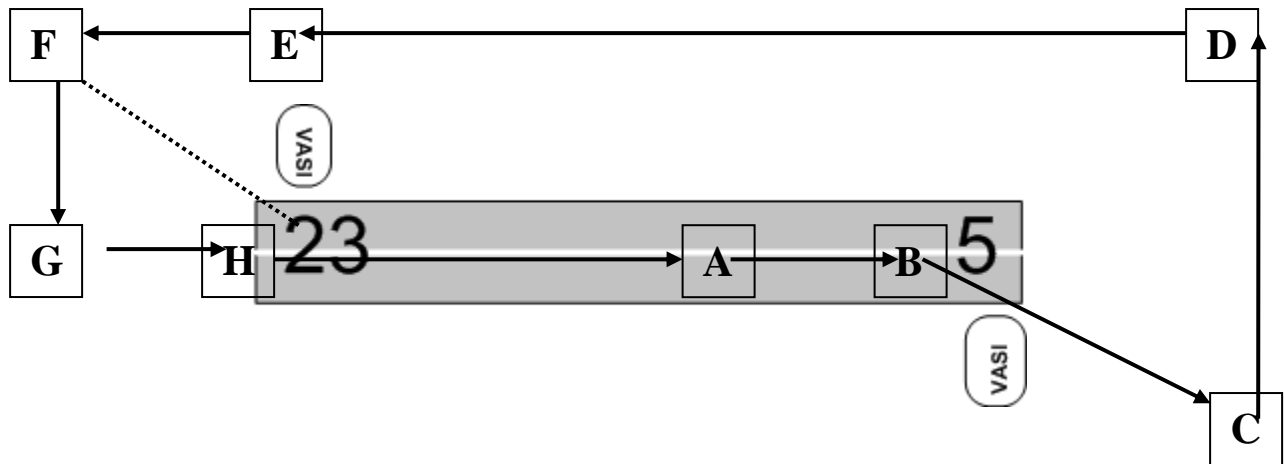
- Airport Designator: KDYL
- Runway dimensions: 3000 feet x 60 feet



- Field Elevation: 394 feet MSL
- Pattern Altitude: 1,400 feet MSL
- Calm Wind Runway: 5
- Frequencies:
  - CTAF: 122.97
  - ASOS: 118.87
- Phone Numbers:
  - FBO: 215-340-0707
  - ASOS: 215-345-0392
- Night Operations
  - Rotating Beacon
  - Lights turned on at sunset, no PCL
  - Runway 23 approach-end strobe lights: seven clicks on CTAF
- Restrictions: **No Touch-and-Go**
- Noise Abatement Procedures:
  - Runway 23 Departure:
    - Runway heading (230°) to 500 – 600 feet MSL
    - Turn to heading of 250°
    - Intercept Route 611 Bypass
    - Fly Route 611 Bypass to 1200 feet MSL
    - Depart Traffic Pattern or make crosswind turn for pattern work.
  - Runway 5 Departure:
    - Runway heading (050°) to 1200 feet MSL
    - Depart Traffic Pattern or make crosswind turn for pattern work.
- Approaches
  - RNAV 5
  - RNAV 23
  - VOR 23

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**Pattern Work – Runway 23 Doylestown**  
**Cirrus SR20 – 200 HP**

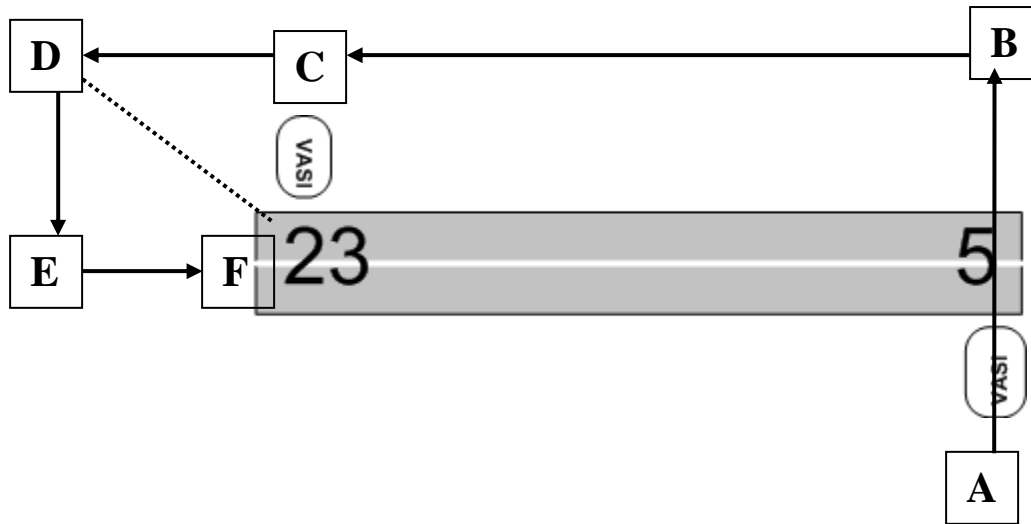


<b>Procedures</b>		
<b>A</b>	<ol style="list-style-type: none"> <li>1. Begin rotation at 70 KIAS</li> <li>2. Pitch for 80 KIAS</li> </ol>	<ol style="list-style-type: none"> <li>3. Establish climb</li> <li>4. TC = ball centered</li> </ol>
<b>B</b>	<ol style="list-style-type: none"> <li>1. Pitch for 80 KIAS</li> <li>2. Turn to heading of 250°</li> </ol>	<ol style="list-style-type: none"> <li>3. Intercept Route 611 Bypass</li> <li>4. Fly 611 Bypass to 1200 ft MSL</li> </ol>
<b>C</b>	<ol style="list-style-type: none"> <li>1. 600' – 800' AGL power to 2500 RPM</li> <li>2. Flaps up</li> <li>3. Make crosswind turn to 140°</li> <li>4. Level off at 1400 ft MSL</li> </ol>	<ol style="list-style-type: none"> <li>5. Adjust trim for level flight               <ol style="list-style-type: none"> <li>a. ASI = stable in green arc</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 140°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>D</b>	Abeam Court House <ol style="list-style-type: none"> <li>1. Turn downwind to heading of 050°</li> <li>2. Power to 20" MP</li> </ol>	<ol style="list-style-type: none"> <li>3. Maintain straight-and-level flight               <ol style="list-style-type: none"> <li>a. ASI = 90 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 050°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>E</b>	Abeam Base Numbers (23) <ol style="list-style-type: none"> <li>1. Power to 15" MP</li> <li>2. Flaps – 50%</li> <li>3. Push yoke forward to minimize ballooning from flap extension</li> <li>4. Pitch down for 500 FPM</li> </ol>	<ol style="list-style-type: none"> <li>5. Verify Instruments               <ol style="list-style-type: none"> <li>a. ASI = 80 – 85 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 050°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>

## Procedures

<b>F</b>	<p>At 45° from the runway threshold</p> <ol style="list-style-type: none"> <li>1. Turn to heading of 320°</li> <li>2. Flaps – 100%</li> <li>3. GUMP check             <ol style="list-style-type: none"> <li>a. Boost pump – On</li> <li>b. Mixture – Rich</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>4. Verify instruments             <ol style="list-style-type: none"> <li>a. ASI = 75 – 80 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 320°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. MP = 15”</li> </ol> </li> </ol>
<b>G</b>	<p>When nose is about to touch extended centerline</p> <ol style="list-style-type: none"> <li>1. Turn to heading of 230°</li> <li>2. Flaps -- 100%</li> <li>3. VASI = Red/White</li> <li>4. GUMP check             <ol style="list-style-type: none"> <li>c. Boost pump – On</li> <li>d. Mixture – Rich</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>5. Verify instruments             <ol style="list-style-type: none"> <li>a. ASI = 75 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 230°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. MP = 15”</li> </ol> </li> </ol>
<b>H</b>	<p>Just before crossing the threshold</p> <ol style="list-style-type: none"> <li>1. Throttle to Idle (full back)</li> <li>2. Pitch for 75 KIAS</li> <li>3. At 2 – 3 feet above runway surface</li> <li>4. Begin flare</li> <li>5. Land flat, like a twin</li> <li>6. Apply slight back pressure to the yoke</li> <li>7. If flare too high, add 100 RPM</li> </ol>	<ol style="list-style-type: none"> <li>8. If go-around is necessary             <ol style="list-style-type: none"> <li>a. Full power</li> <li>b. Flaps to 50%</li> <li>c. Pitch for 70 KIAS</li> <li>d. Establish positive rate of climb</li> <li>e. Establish 500 FPM ↑</li> <li>f. At 600’ – 800’ ASL flaps up</li> <li>g. Power = 2500 RPM</li> <li>h. Pitch for 80 – 85 KIAS</li> </ol> </li> </ol>

## Crosswind Entry – Runway 23 Doylestown Cirrus SR20 – 200 HP

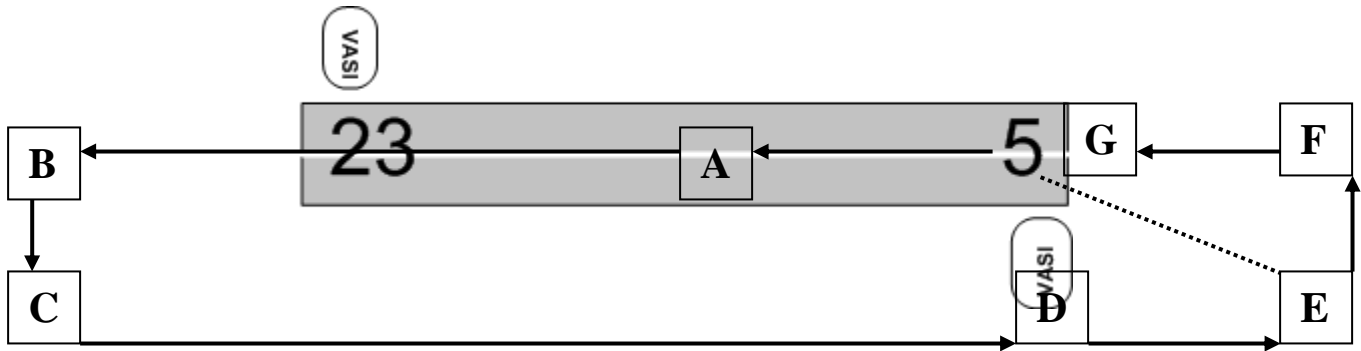


<b>Procedures</b>		
<b>A</b>	<ol style="list-style-type: none"> <li>1. Descend to and maintain 1400 ft MSL before entering traffic pattern</li> <li>2. Make crosswind entry at 140° over base numbers</li> <li>3. Power to 22" MP</li> </ol>	<ol style="list-style-type: none"> <li>4. Adjust trim for level flight                             <ol style="list-style-type: none"> <li>a. ASI = stable in green arc</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 140°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>B</b>	Abeam Court House <ol style="list-style-type: none"> <li>1. Turn downwind to heading of 050°</li> <li>2. Power to 20" MP</li> </ol>	<ol style="list-style-type: none"> <li>3. Maintain straight-and-level flight                             <ol style="list-style-type: none"> <li>a. ASI = 90 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 050°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>C</b>	Abeam Base Numbers (23) <ol style="list-style-type: none"> <li>1. Power to 15" MP</li> <li>2. Flaps – 50%</li> <li>3. Push yoke forward to minimize ballooning from flap extension</li> <li>4. Pitch down for 500 FPM</li> <li>5. GUMP check                             <ol style="list-style-type: none"> <li>a. Boost pump – On</li> <li>b. Mixture – Rich</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>6. Verify Instruments                             <ol style="list-style-type: none"> <li>a. ASI = 80 – 85 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 050°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>

## Procedures

<b>D</b>	<p>At 45° from the runway threshold</p> <ol style="list-style-type: none"> <li>1. Turn to heading of 320°</li> <li>2. Flaps – 100%</li> </ol>	<ol style="list-style-type: none"> <li>3. Verify instruments             <ol style="list-style-type: none"> <li>a. ASI = 75 – 80 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 320°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. Power to 15” MP</li> </ol> </li> </ol>
<b>E</b>	<p>When nose is about to touch extended centerline</p> <ol style="list-style-type: none"> <li>1. Turn to heading of 230°</li> <li>2. Flaps – 100%</li> <li>3. VASI = Red/White</li> </ol>	<ol style="list-style-type: none"> <li>4. Verify instruments             <ol style="list-style-type: none"> <li>a. ASI = 75-80 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 230°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. Tachometer = 1500 RPM</li> </ol> </li> </ol>
<b>F</b>	<p>Just before crossing the threshold</p> <ol style="list-style-type: none"> <li>1. Throttle to Idle (full back)</li> <li>2. Pitch for 75 KIAS</li> <li>3. At 2 – 3 feet above runway surface</li> <li>4. Begin flare</li> <li>5. Land flat, like a twin</li> <li>6. Apply slight back pressure to the yoke</li> <li>7. If flare too high, add 100 RPM</li> </ol>	<ol style="list-style-type: none"> <li>8. If go-around is necessary             <ol style="list-style-type: none"> <li>a. Full power</li> <li>b. Flaps to 50%</li> <li>c. Pitch for 70 KIAS</li> <li>d. Establish positive rate of climb</li> <li>e. Establish 500 FPM ↑</li> <li>f. At 600’ – 800’ ASL flaps up</li> <li>g. Power = 2500 RPM</li> <li>h. Pitch for 80 – 85 KIAS</li> </ol> </li> </ol>

## Pattern Work – Runway 5 Doylestown Cirrus SR20 – 200 HP



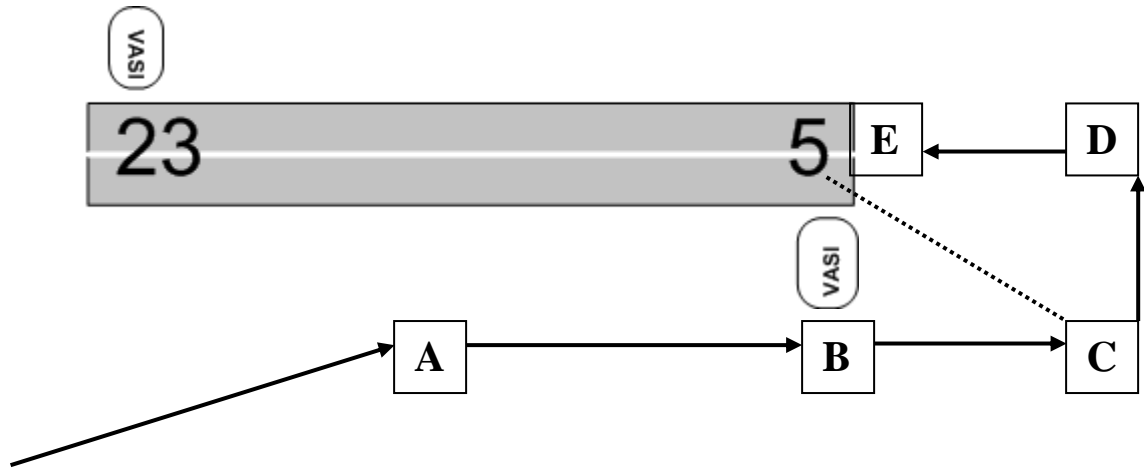
<b>Procedures</b>	
<b>A</b>	<ol style="list-style-type: none"> <li>1. Begin rotation at 70 KIAS</li> <li>2. Pitch for 80 KIAS</li> <li>3. Establish climb</li> <li>4. TC = ball centered</li> <li>5. Pitch for 80 – 85 KIAS</li> <li>6. Hold runway heading 050° to 1200 ft MSL</li> </ol>
<b>B</b>	<ol style="list-style-type: none"> <li>1. 600' – 800' AGL power to 2500 RPM</li> <li>2. Flaps up</li> <li>3. Make crosswind turn to 320°</li> <li>4. Level off at 1400 ft MSL</li> <li>5. Adjust trim for level flight               <ol style="list-style-type: none"> <li>a. ASI = stable in green arc</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 320°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>C</b>	<ol style="list-style-type: none"> <li>1. Track Route 611 Bypass for pattern width</li> <li>2. Turn downwind to heading of 230°</li> <li>3. Power to 20" MP</li> <li>4. Maintain straight-and-level flight               <ol style="list-style-type: none"> <li>a. ASI = 90 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 230°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>D</b>	<p>Abeam Base Numbers (5)</p> <ol style="list-style-type: none"> <li>1. Power to 15" MP</li> <li>2. Flaps – 50%</li> <li>3. Push yoke forward to minimize ballooning from flap extension</li> <li>4. Pitch down for 500 FPM</li> <li>5. Verify Instruments               <ol style="list-style-type: none"> <li>a. ASI = 80 – 85 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 230°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>

## Procedures

<b>E</b>	<p>At 45° from the runway threshold</p> <ol style="list-style-type: none"> <li>1. Turn to heading of 140°</li> <li>2. Flaps -- 20°</li> <li>3. GUMP check             <ol style="list-style-type: none"> <li>a. Boost pump – On</li> <li>b. Mixture – Rich</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>4. Verify instruments             <ol style="list-style-type: none"> <li>a. ASI = 75 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 140°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. Power to 15” MP</li> </ol> </li> </ol>
<b>F</b>	<p>When nose is about to touch extended centerline</p> <ol style="list-style-type: none"> <li>1. Turn to heading of 050°</li> <li>2. Flaps -- 30°</li> <li>3. VASI = Red/White</li> </ol>	<ol style="list-style-type: none"> <li>4. Verify instruments             <ol style="list-style-type: none"> <li>a. ASI = 75-80 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 050°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. Power to 15” MP</li> </ol> </li> </ol>
<b>G</b>	<p>Just before crossing the threshold</p> <ol style="list-style-type: none"> <li>1. Throttle to Idle (full back)</li> <li>2. Pitch for 75 KIAS</li> <li>3. At 2 – 3 feet above runway surface</li> <li>4. Begin flare</li> <li>5. Land flat, like a twin</li> <li>6. Apply slight back pressure to the yoke</li> <li>7. If flare too high, add 100 RPM</li> </ol>	<ol style="list-style-type: none"> <li>8. If go-around is necessary             <ol style="list-style-type: none"> <li>a. Full power</li> <li>b. Flaps to 50%</li> <li>c. Pitch for 70 KIAS</li> <li>d. Establish positive rate of climb</li> <li>e. Establish 500 FPM ↑</li> <li>f. At 600’ – 800’ ASL flaps up</li> <li>g. Power = 2500 RPM</li> <li>h. Pitch for 80 – 85 KIAS</li> </ol> </li> </ol>



**Mid-Field 45° – Runway 5 Doylestown**  
**Cirrus SR20 – 200 HP**



<b>Procedures</b>		
<b>A</b>	<ol style="list-style-type: none"> <li>1. Intercept Route 611 and track inbound</li> <li>2. Track Route 611 Bypass for pattern width</li> <li>3. Descend to and maintain 1400 ft MSL prior to entering traffic pattern</li> <li>4. Turn downwind to heading of 230°</li> <li>5. Power to 20" - 21" MP</li> </ol>	<ol style="list-style-type: none"> <li>6. Maintain straight-and-level flight               <ol style="list-style-type: none"> <li>a. ASI = 90 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 230°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>B</b>	Abeam Base Numbers (5) <ol style="list-style-type: none"> <li>1. Power to 15" MP</li> <li>2. Flaps – 50%</li> <li>3. Push yoke forward to minimize ballooning from flap extension</li> <li>4. Pitch down for 500 FPM</li> <li>5. GUMP check               <ol style="list-style-type: none"> <li>a. Boost pump – On</li> <li>b. Mixture – Rich</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>6. Verify Instruments               <ol style="list-style-type: none"> <li>a. ASI = 80 – 85 IAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = level on horizon</li> <li>d. HI = 230°</li> <li>e. ALT = 1400</li> <li>f. VSI = 0</li> </ol> </li> </ol>
<b>C</b>	At 45° from the runway threshold <ol style="list-style-type: none"> <li>1. Turn to heading of 140°</li> <li>2. Flaps – 100%</li> </ol>	<ol style="list-style-type: none"> <li>3. Verify instruments               <ol style="list-style-type: none"> <li>a. ASI = 75 – 80 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 140°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. Power to 15" MP</li> </ol> </li> </ol>

## Procedures

<b>D</b>	<p>When nose is about to touch extended centerline</p> <ol style="list-style-type: none"> <li>1. Turn to heading of 050°</li> <li>2. Flaps – 100%</li> <li>3. VASI = Red/White</li> </ol>	<ol style="list-style-type: none"> <li>4. Verify instruments             <ol style="list-style-type: none"> <li>a. ASI = 75 – 80 KIAS</li> <li>b. TC = wings level, ball centered</li> <li>c. AI = about 5° below horizon</li> <li>d. HI = 050°</li> <li>e. ALT = descending</li> <li>f. VSI = 500 FPM ↓</li> <li>g. Power to 15” MP</li> </ol> </li> </ol>
<b>E</b>	<p>Just before crossing the threshold</p> <ol style="list-style-type: none"> <li>1. Throttle to Idle (full back)</li> <li>2. Pitch for 75 KIAS</li> <li>3. At 2 – 3 feet above runway surface</li> <li>4. Begin flare</li> <li>5. Land flat, like a twin</li> <li>6. Apply slight back pressure to the yoke</li> <li>7. If flare too high, add 100 RPM</li> </ol>	<ol style="list-style-type: none"> <li>8. If go-around is necessary             <ol style="list-style-type: none"> <li>a. Full power</li> <li>b. Flaps to 50%</li> <li>c. Pitch for 70 KIAS</li> <li>d. Establish positive rate of climb</li> <li>e. Establish 500 FPM ↑</li> <li>f. At 600’ – 800’ ASL flaps up</li> <li>g. Power = 2500 RPM</li> <li>h. Pitch for 80 – 85 KIAS</li> </ol> </li> </ol>