

Facility Name: Arthur Dunn Air Park		Inspection Date: 8/21/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 8/21/2024		Inspector: David Smith	
Location ID: X21	FAA Site No.: 03531.*A	FDOT District: 5	
2.00 Miles NW of Titusville		County: Brevard	
ARP Latitude: 28° 37' 21.186	Source: Estimated	Ownership: Public	
ARP Longitude: 80° 50' 07.475		Use: Public	
Elevation: 30	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Titusville-Cocoa Airport District		Facility Physical Address	
Address: 51 Bristow Way		Address: 476 N Williams Av	
City: Titusville	State: FL ZIP: 32780	City: Titusville	State: FL ZIP: 32780
Phone: (321) 267-8780	Fax: (321) 383-4284	Phone: (321) 267-8780	
Email: jhopman@flyspacecoast.org			
Owner Representative: Kevin Daugherty		Facility Manager: Justin Hopman	
Address: 51 Bristow Way		Address: 51 Bristow Way	
City: Titusville	State: FL ZIP: 32780	City: Titusville	State: FL ZIP: 32780
Phone: (321) 267-8780		Phone: (321) 267-8780	
Email: kdaugherty@flyspacecoast.org		Email: jhopman@flyspacecoast.org	

Acreeage: 138	Residential Airpark: No	Beacon: C-G	
Section: 32	Township: 21S Range: 35E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / ALL / 0800-2000		Facility Website: <a href="https://flyspacecoast.org/arthur-dunn-airpark-x21/">https://flyspacecoast.org/arthur-dunn-airpark-x21/</a>	Ask in any new facility aerals/photos are available

Based Aircraft					
Year: 2011	Single Engine: 75	Jet Engine: 0	Glider: 0	Ultralight: 0	
Source: Inspector	Multi Engine: 5	Helicopter: 0	Military: 0	Seaplane:	
Total Based Aircraft:					

Annual Operations			
Year:	Air Carrier:	Air Taxi:	GA Local:
End Date:	Commuter:	Military:	GA Itinerant:
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom			
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input checked="" type="checkbox"/> ORL	Approach Control:	<input checked="" type="checkbox"/> 134.950
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.725	Unicom:	<input checked="" type="checkbox"/> 123.000
Instrument Approach:	<input checked="" type="checkbox"/> RNAV(GPS)	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 123.000

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## Services

## Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
80	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
115	<input type="checkbox"/>

## Airframe:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Bottle Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Bulk Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

## Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input type="checkbox"/>
Aircraft Sales	<input type="checkbox"/>
Avionics	<input type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input type="checkbox"/>
Charter	<input type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input type="checkbox"/>
Internet	<input type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 3 miles
Parachute Jumping Area	<input checked="" type="checkbox"/>
Restaurant	<input type="checkbox"/>
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
04/22	Existing	1,805 x 100	Turf	Good	None

Comments:

**RWY 04**

FAR 77 Category A(V).

**RWY 22**

FAR 77 Category A(V).

Approach ratio required is RWY 04 20:1 and RWY 22 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

**Runway 04**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
04	28° 37' 13.00	80° 50' 13.47	Estimated	15:1	Cones-G	N	No	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		15:1	TREES		38 ft	575 ft	Before Runway End	50 ft L
Runway End									
Marked Displaced Threshold	No	100 ft	18:1	TREES		38 ft	575 ft	Before Runway End	50 ft L
Required Displaced Threshold	No	185 ft	20:1	TREES		38 ft	575 ft	Before Runway End	50 ft L

**Runway 22**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
22	28° 37' 28.0	80° 50' 02.6	Estimated	14:1	Cones-G	N	No	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		14:1	TREES		56 ft	815 ft	Before Runway End	110 ft R
Runway End									
Marked Displaced Threshold	No	297 ft	20:1	TREES		56 ft	815 ft	Before Runway End	110 ft R
Required Displaced Threshold									

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
15/33	Existing	3,025 x 70	Asph	Fair	MIRL

Comments:

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**RWY 15****FAR 77 Category A(V).****RWY 33****FAR 77 Category A(V).****Approach ratio required is RWY 15 20:1 and RWY 33 20:1.****Primary surface required is 250 feet wide.****Transitional surface required is 0:1.****Safety area required extends 240 feet beyond each runway end.****Runway 15**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
15	28° 37' 34.29	80° 50' 15.4	Estimated	14:1	NPI-G	P2L	No	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		14:1	TREES		35 ft	720 ft	Before Runway End	130 ft R
Runway End	No		22:1	POLE	L	51 ft	1,115 ft	Before Runway End	145 ft R
Marked Displaced Threshold									
Required Displaced Threshold									

**Runway 33**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	28° 37' 8.69	80° 49' 58.4	Estimated	5:1	NPI-G	P2L	No	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		5:1	TREES		45 ft	445 ft	Before Runway End	85 ft L
Runway End	No		10:1	TREES		45 ft	445 ft	Before Runway End	85 ft L
Marked Displaced Threshold	No	500 ft	20:1	TREES		55 ft	595 ft	Before Runway End	85 ft L
Required Displaced Threshold									

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
EQUIP	28° 37' 28.11	80° 50' 10.23	Estimated	100 ft	E	2 ft	No	Yes	Yes		
EQUIP	28° 37' 18.78	80° 50' 06.30	Estimated	85 ft	W	2 ft	No	Yes	Yes		

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**Deficiencies**

Inspection Date 8/21/24

Next Inspection 8/31/25

**Deficiencies**

15/33

In accordance with Chapter 14-60.007(9)(g), FAC. – Holding position signs shall have a red background.

Various mandatory hold position signs, taxiway directional, and taxiway location signs on the airport are faded, delaminating, and in poor condition.

**Mitigated Deficiencies**

15/33 :

Taxiway

(A@15)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual runways serving small aircraft.

Runway 15/33 Taxiway A runway hold position markings are located 105 feet from runway centerline.

Taxiway A hold position markings are located as far away as possible from the centerline of Runway 15/33 without moving the location of the taxiway.

15/33 :

Taxiway

(A@33)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual runways serving small aircraft.

Runway 15/33 taxiway A hold position markings are located 116 feet from the runway centerline.

Taxiway A hold position markings are located as far away as possible from the centerline of Runway 15/33 without moving the location of the taxiway.

Rwy End: 04

In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 04 approach surface ratio is 18:1 to the marked displaced threshold due to trees 38 feet tall, 575 feet before the approach end of the runway, 50 feet left of centerline.

Runway 04 threshold is displaced 100 feet.

Spoke with Mr. Justin Hopman, Airport Manager, on September 17, 2024 and he stated the trees would be trimmed before August 31, 2025 (prior to next year's inspection).

Rwy End: 15

In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 15 approach surface ratio is 14:1 due to trees 35 feet tall, 720 feet before the approach end of the runway, 130 feet right of centerline.

Runway 15 threshold is displaced to the approach end of the runway.

Rwy End: 22

In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 22 approach surface ratio is 14:1 due to trees 56 feet tall, 815 feet before the approach end of the runway, 110 feet right of centerline.

Runway 22 threshold is displaced 297 feet.

Rwy End: 33

In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 33 approach surface ratio is 5:1 due to trees 45 feet tall, 445 feet before the approach end of the runway, 85 feet left of centerline.

Runway 33 threshold is displaced 500 feet.

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## License

Effective: 12/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 11/30/2025

☐ VFR Use Only

## Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

## A. This Airport has the following landing areas and approach limitations.

## 1. Runway 04/22 is available for visual approaches only.

- a. Runway 04 is FAR 77 category A(V).
- b. Runway 22 is FAR 77 category A(V).

## 2. Runway 15/33 is available for visual approaches only.

- a. Runway 15 is FAR 77 category A(V).
- b. Runway 33 is FAR 77 category A(V).

## 3. Runway 04 threshold is displaced 100 feet.

## 4. Runway 15 threshold is displaced to the approach end of the runway.

## 5. Runway 22 threshold is displaced 297 feet.

## 6. Runway 33 threshold is displaced 500 feet.

## B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

## 1. Runway 04 approach surface ratio is 18:1 to the marked displaced threshold due to trees 38 feet tall, 575 feet before the approach end of the runway, 50 feet left of centerline.

## Additional Licensing Remarks: