

Facility Name: Space Coast Regional Airport		Inspection Date: 1/29/2025	
Facility Type: Airport		Status: Active	
Inspection Date: 1/29/2025		Inspector: FAA Southern Region - Fotiadis	
Location ID: TIX	FAA Site No.: 03532.*A	FDOT District: 5	
5.00 Miles S of Titusville		County: Brevard	
ARP Latitude: 28° 30' 53.278	Source: Estimated	Ownership: Public	
ARP Longitude: 80° 47' 57.219		Use: Public	
Elevation: 34	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: 51 Bristow Way	
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: Kevin Daugherty	
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: kdaugherty@flyspacecoast.org	

Acreeage: 1,650	Residential Airpark: No	Beacon: C-G	
Section: 03	Township: 23S	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: No	Lighted: No
ALL / ALL / 0700-2100		Facility Website: https://flyspacecoast.org/space-coast-regional-airport-tix/	
		Ask in any new facility aerals/photos are available	

Based Aircraft				
Year:	Single Engine:	Jet Engine:	Glider:	Ultralight:
Source:	Multi Engine:	Helicopter:	Military:	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 Class IV

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 checked="" type="checkbox"/> 121.850	
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 118.900	
VorTac:	<input checked="" type="checkbox"/> ORL 112.2 093d/28.4 nm	Approach Control:	<input checked="" type="checkbox"/> 134.950	
AWOS/ASOS:	<input checked="" type="checkbox"/> 120.625	Unicom:	<input checked="" type="checkbox"/> 122.950	
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV, LNAV/VNAV	ATIS:	<input checked="" type="checkbox"/> 120.625	
		CTAF:	<input checked="" type="checkbox"/> 118.900	

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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"/>
Diesel	<input type="checkbox"/>
E85	<input type="checkbox"/>
G100UL	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
SAF	<input type="checkbox"/>
UL102	<input type="checkbox"/>
80	<input type="checkbox"/>
85UL	<input type="checkbox"/>
87	<input type="checkbox"/>
91/96	<input type="checkbox"/>
91/96UL	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
100VLL	<input type="checkbox"/>
115	<input 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"/>

Airframe:

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

Power Plant:

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

Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input type="checkbox"/>
Charter	<input checked="" type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 3 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" 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
09/27	Existing	5,000 x 100	Asph	Excellent	MIRL

Comments:

RWY 09

FAR 77 Category C.

RWY 27

FAR 77 Category B(V).

Approach ratio required is RWY 09 34:1 and RWY 27 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	28° 30' 54.2	80° 48' 38.44	Estimated	34:1	NPI-F	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		34:1	TREES	29 ft	1,215 ft	Before Runway End	240 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	28° 30' 54.95	80° 47' 42.39	Estimated	20:1	NPI-F	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		20:1	TREES	53 ft	1,260 ft	Before Runway End	265 ft L

Runway End

Marked Displaced Threshold

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° 30' 56.24	80° 48' 28.73	Estimated	197 ft	N	2 ft	No	Yes	No		
EQUIP	28° 30' 52.86	80° 47' 52.07	Estimated	199 ft	S	2 ft	No	Yes	No		
Runway ID	Status	Dimension		Surface		Condition		Lights			
18/36	Existing	7,319 x 150		Asph		Fair		HIRL			

Comments:

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RWY 18**FAR 77 Category C.****RWY 36****FAR 77 Category PIR.****Approach ratio required is RWY 18 34:1 and RWY 36 50:1.****Primary surface required is 1,000 feet wide.****Transitional surface required is 7:1.****Safety area required extends 240 feet beyond each runway end.****Runway 18**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	28° 31' 15.57	80° 47' 48.63	Estimated	24:1	NPI-F	P4L	Yes	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	Yes		24:1	TREES		52 ft	1,465 ft	Before Runway End	45 ft L
Runway End	No		28:1	TREES		52 ft	1,465 ft	Before Runway End	45 ft L
Marked Displaced Threshold	No	322 ft	35:1	TREES		52 ft	1,465 ft	Before Runway End	45 ft L
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	28° 30' 16.17	80° 47' 47.6	Estimated	39:1	PIR-F	P4L	No	No	MALSR

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		39:1	TREES		24 ft	1,155 ft	Before Runway End	365 ft L
Runway End	No		50:1	TREES		24 ft	1,155 ft	Before Runway End	365 ft L
Marked Displaced Threshold									
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
EQUIP	28° 31' 17.00	80° 47' 46.19	Estimated	219 ft	E	1 ft	No	Yes	No		
EQUIP	28° 30' 26.83	80° 47' 50.35	Estimated	227 ft	W	2 ft	No	Yes	No		

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Instrument Approach

09/27	Type	A	B	C	D	E
09	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
09	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
09	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
18/36	Type	A	B	C	D	E
18	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
18	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
18	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
36	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
36	LNAV	0.50 Miles	0.50 Miles	1.25 Miles	1.50 Miles	
36	LOC	0.50 Miles	0.50 Miles	1.00 Miles	1.00 Miles	
36	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	

Declared Distances

Runway	09/27	TORA	TODA	ASDA	LDA
09		5,000	5,000	5,000	5,000
27		5,000	5,000	5,000	5,000
Runway	18/36	TORA	TODA	ASDA	LDA
18		7,319	7,319	7,249	6,930
36		7,319	7,319	7,244	7,244

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Deficiencies

Inspection Date 1/29/25

Next Inspection 1/31/26

Non-Deficiency Remarks

In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Deficiencies

Rwy End: 09 In accordance with Chapter 14-60.007(2)(d)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the transition surface ratio is 7:1.

Trees 200 feet before to 2,790 feet after the approach end of the runway, 425 feet left of centerline and beyond may penetrate the transitional surface of Runway 09/27.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(d)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the transition surface ratio is 7:1.

Trees 200 feet before to 2,265 feet after the approach end of the runway, 500 feet left of centerline and beyond penetrates the transitional surface of Runway 18/36.

Trees 200 feet before to 1,765 feet after the approach end of the runway, 500 feet right of centerline and beyond penetrates the transitional surface of Runway 18/36.

Mitigated Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.

Runway 18 approach surface ratio is 24:1 due to trees 52 feet tall, 1,465 feet before the approach end of the runway, 45 feet left of centerline.

Runway 18 threshold is displaced 322 feet.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: width of the primary surface is 1,000 feet.

Trees 345 feet to 1,870 feet after the approach end of the runway, 465 feet to 500 feet right of centerline penetrates the primary surface of Runway 18/36.

Trees 200 feet before to 1,235 feet after the approach end of the runway, 410 feet to 500 feet left of centerline penetrates the primary surface of Runway 18/36.

Trees are located outside the Runway Object Free Area (ROFA) as required pursuant to FAA Advisory Circular 150/5300-13B for a runway with a C-III critical design aircraft.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 36 approach surface ratio is 39:1 due to trees 24 feet tall, 1,155 feet before the approach end of the runway, 365 feet left of centerline.

Runway 36 threshold is displaced to the approach end of the runway.

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License

Effective: 05/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 04/30/2026

☐ 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 09/27 is available for non-precision instrument and visual approaches.

a. Runway 09 is FAR 77 category C.

b. Runway 27 is FAR 77 category B(V).

2. Runway 18/36 is available for precision instrument, non-precision instrument and visual approaches.

a. Runway 18 is FAR 77 category C.

b. Runway 36 is FAR 77 category PIR.

3. Runway 18 threshold is displaced 322 feet.

4. Runway 36 threshold is displaced to the approach end of the runway.

5. Runway 09 TORA-5000 TODA-5000 ASDA-5000 LDA-5000

6. Runway 18 TORA-7319 TODA-7319 ASDA-7249 LDA-6930

7. Runway 27 TORA-5000 TODA-5000 ASDA-5000 LDA-5000

8. Runway 36 TORA-7319 TODA-7319 ASDA-7244 LDA-7244

Additional Licensing Remarks: