

Facility Name: Merritt Island Airport				Inspection Date: 8/20/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: COI		FAA Site No.: 03323.*A		FDOT District: 5	
0.00 Miles of Merritt Island				County: Brevard	
ARP Latitude: 28° 20' 29.76		Source: Surveyed		Ownership: Public	
ARP Longitude: 80° 41' 7.75				Use: Public	
Elevation: 5.9		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

<b>Facility Owner: Titusville-Cocoa Airport District</b>			<b>Facility Physical Address</b>				
<b>Address: 1 Bristow Way</b>			<b>Address: 900 Airport Rd</b>				
<b>City:</b>	<b>Titusville</b>	<b>State: FL</b>	<b>ZIP: 32780</b>	<b>City:</b>	<b>Merritt Island</b>	<b>State: FL</b>	<b>ZIP: 32952</b>
<b>Phone:</b>	<b>(321) 267-8780</b>	<b>Fax: (321) 383-4284</b>		<b>Phone:</b>	<b>(321) 267-8780</b>		
<b>Email:</b>	<b>jhopman@flyspacecoast.org</b>						
<b>Owner Representative: Kevin Daugherty</b>			<b>Facility Manager: Justin Hopman</b>				
<b>Address: 51 Bristow Way</b>			<b>Address: 51 Bristow Way</b>				
<b>City:</b>	<b>Titusville</b>	<b>State: FL</b>	<b>ZIP: 32780</b>	<b>City:</b>	<b>Titusville</b>	<b>State: FL</b>	<b>ZIP: 32780</b>
<b>Phone:</b>	<b>(321) 267-8780</b>			<b>Phone:</b>	<b>(321) 267-8780</b>		
<b>Email:</b>	<b>kdaugherty@flyspacecoast.org</b>		<b>Email: jhopman@flyspacecoast.org</b>				

<b>Acreeage:</b> 140	<b>Residential Airpark:</b> No		<b>Beacon:</b> C-G	
<b>Section:</b> 01	<b>Township:</b> 25S	<b>Range:</b> 36E	<b>Wind Indicator:</b> Yes	<b>Lighted:</b> Yes
<b>Lighting Schedule:</b> Radio Controlled			<b>Notes:</b>	
<b>Attendance Schedule:</b> Month/Day/Hour			<b>Segmented Circle:</b> Yes	<b>Lighted:</b> Yes
ALL / ALL / 0800-2000			<b>Facility Website:</b> <a href="https://flyspacecoast.org/merritt-island-airport-coi/">https://flyspacecoast.org/merritt-island-airport-coi/</a>	
			Ask in any new facility aerals/photos are available	

<b>Based Aircraft</b>					
<b>Year:</b> 2011	<b>Single Engine:</b> 174	<b>Jet Engine:</b> 0	<b>Glider:</b> 0	<b>Ultralight:</b> 0	
<b>Source:</b> Inspector	<b>Multi Engine:</b> 45	<b>Helicopter:</b> 6	<b>Military:</b> 0	<b>Seaplane:</b>	
<b>Total Based Aircraft:</b>					

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>			
<b>FSS ID:</b>	<input checked="" type="checkbox"/> PIE	<b>Clearance Delivery:</b>	<input type="checkbox"/>
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input type="checkbox"/>
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input type="checkbox"/>
<b>VorTac:</b>	<input checked="" type="checkbox"/> ORL 112.2 109d/36.4 nm	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 134.950
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 119.025	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.975
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> LPV, LNAV	<b>ATIS:</b>	<input type="checkbox"/>
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 122.975

Facility Name: Merritt Island Airport

Inspection Date: 8/20/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

## Services

## Fuel:

A ☒  
 A1 ☐  
 A1+ ☐  
 B ☐  
 B+ ☐  
 Diesel ☐  
 E85 ☐  
 G100UL ☐  
 Mogas ☐  
 SAF ☐  
 UL102 ☐  
 80 ☐  
 85UL ☐  
 87 ☐  
 91/96 ☐  
 91/96UL ☐  
 100 ☐  
 100LL ☒  
 100VLL ☐  
 115 ☐

## Bottle Oxygen:

High ☐  
 Low ☐

## Bulk Oxygen:

High ☐  
 Low ☐

## Transient Storage:

Buoy ☐  
 Hangar ☐  
 Tie Downs ☒

## Airframe:

Major ☒  
 Minor ☒

## Power Plant:

Major ☒  
 Minor ☒

## Other Services:

Aerial Surveying ☐  
 Air Ambulance ☐  
 Air Freight ☐  
 Aircraft Rental ☒  
 Aircraft Sales ☐  
 Avionics ☒  
 Beaching Gear ☐  
 Car Rental ☒  
 Cargo ☐  
 Courtesy Car ☐  
 Charter ☐  
 Crop Dusting ☐  
 Glider ☐  
 Glider Towing ☐  
 Instruction ☒  
 Internet ☐  
 Lodging ☒ 1 1/2 miles  
 Parachute Jumping Area ☐  
 Restaurant ☒ 1 1/2 miles  
 Restrooms ☒  
 Taxi ☒  
 Telephone ☒

## Aircraft Charging Stations:

Electric Charging Stations ☐  
 Hydrogen Charging Stations ☐  
 Battery Charging Stations ☐  
 Solar Charging Stations ☐  
 Auto Charging Stations ☐

## Aircraft Electric Charging Power Rating:

Alternating Current ☐  
 Direct Current ☐

## Aircraft Electric Charging Station Plug Type

AC - J1772 ☐  
 AC - Mennekes ☐  
 DC - GB/T ☐  
 DC - CCS Type1 ☐  
 DC - CCS Type2 ☐  
 DC - MCS ☐  
 DC - CHAdeMO ☐  
 Other ☐

## Support Infrastructure:

Passenger Waiting Facility ☐  
 Aircraft Tug Station ☐  
 Deicing Equipment ☐  
 Battery Thermal Conditioning System ☐  
 Maintenance Platforms, Ladders, Inspection ☐  
 Provider of Services ☐  
 Fire Suppression/Extinguishing System ☐

Aircraft Cabin Thermal Conditioning Equipment ☐

Passenger/Cargo Loading Equipment ☐

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

Facility Name: Merritt Island Airport				Inspection Date: 8/20/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
11/29	Existing	3,601 x 75	Asph	Fair	MIRL
Comments:					

**RWY 11**

FAR 77 Category A(NP).

**RWY 29**

FAR 77 Category A(V).

Approach ratio required is RWY 11 20:1 and RWY 29 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 11									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	28° 20' 35.66	80° 41' 26.76	Estimated	0:1	NPI-P	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	Yes		0:1	BLDG		20 ft	122 ft	Before Runway End	250 ft L
Runway End	Yes		6:1	BLDG		20 ft	122 ft	Before Runway End	250 ft L
Marked Displaced Threshold									
Required Displaced Threshold	Yes	278 ft	20:1	BLDG		20 ft	122 ft	Before Runway End	250 ft L

Runway 29									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	28° 20' 23.85	80° 40' 48.73	Estimated	20:1	NPI-P	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		20:1	BOAT		25 ft	700 ft	Before Runway End	250 ft R
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
BLDG	28° 20' 38.39	80° 41' 27.17	Estimated	250 ft	N	20 ft	No	No	No		
ACFT	28° 20' 38.15	80° 41' 28.24	Estimated	193 ft	N		No	No	No		
ACFT	28° 20' 38.03	80° 41' 27.85	Estimated	193 ft	N		No	No	No		
ACFT	28° 20' 37.63	80° 41' 25.79	Estimated	190 ft	N		No	No	No		
ACFT	28° 20' 37.25	80° 41' 24.44	Estimated	190 ft	N		No	No	No		
ACFT	28° 20' 36.85	80° 41' 23.04	Estimated	190 ft	N		No	No	No		
ACFT	28° 20' 36.47	80° 41' 21.70	Estimated	190 ft	N		No	No	No		
ACFT	28° 20' 35.94	80° 41' 20.34	Estimated	190 ft	N		No	No	No		

State of Florida Department of Transportation  
Aviation Office

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**Airport** Inspection Record

<b>Facility Name:</b>	Merritt Island Airport	<b>Inspection Date:</b>	8/20/2025
<b>Facility Type:</b>	Airport	<b>Status:</b>	Active
		<b>Inspector:</b>	David Smith

ACFT	28° 20' 35.47	80° 41' 18.96	Estimated	190 ft	N	No	No	No
ACFT	28° 20' 32.15	80° 41' 23.55	Estimated	225 ft	S	No	No	No
EQUIP	28° 20' 34.53	80° 41' 19.62	Estimated	102 ft	N	2 ft	No	Yes
EQUIP	28° 20' 25.03	80° 40' 55.88	Estimated	100 ft	S	2 ft	No	Yes

**Instrument Approach**

11/29	Type	A	B	C	D	E
11	LNAV	1.00 Miles	1.00 Miles			
11	LPV	1.00 Miles	1.00 Miles			

Facility Name: Merritt Island Airport

Inspection Date: 8/20/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

## Deficiencies

Inspection Date 8/20/25

Next Inspection 8/31/26

## Deficiencies

Facility In accordance with Chapter 14-60.007(7)(c), FAC. – Airport operators shall be required to establish and enforce effective control of unauthorized vehicles and pedestrian access within the aircraft movement areas.

Pedestrian access gates found opened and unmonitored.

## Mitigated Deficiencies

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.

(A1)

Runway 11/29 Taxiway A1 holding position marking is placed 125 feet from centerline.

Taxiway A1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 : In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a  
Taxiway black border six inches or greater in width.

(A1)

Hold

Position

Taxiway A1 hold position marking black border is faded and in poor condition.

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.

11/29 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement  
Taxiway markings.

(A1)

Hold

Position

Taxiway A1 hold position markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.

(A2)

Runway 11/29 Taxiway A2 holding position marking is placed 125 feet from centerline.

Taxiway A2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.

(A3)

Runway 11/29 Taxiway A3 holding position marking is placed 125 feet from centerline.

Taxiway A3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.

(A4)

**Facility Name:** Merritt Island Airport**Inspection Date:** 8/20/2025**Facility Type:** Airport**Status:** Active**Inspector:** David Smith

Runway 11/29 Taxiway A4 holding position marking is placed 125 feet from centerline.

Taxiway A4 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :  
Taxiway  
(A5)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway A5 holding position marking is placed 125 feet from centerline.

Taxiway A5 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :  
Taxiway  
(A5)  
Hold  
Position

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway A5 hold position marking black border is faded and in poor condition.

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.

11/29 :  
Taxiway  
(A5)  
Hold  
Position

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway A5 hold position markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.

11/29 :  
Taxiway (B1)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway B1 holding position marking is placed 125 feet from centerline.

Taxiway B1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :  
Taxiway (B2)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway B2 holding position marking is placed 128 feet from centerline.

Taxiway B2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :  
Taxiway (B4)

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway B4 holding position marking is placed 120 feet from centerline.

Taxiway B4 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 :  
Taxiway (B4)

In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway B4 hold position markings are faded and in poor condition.

**Facility Name:** Merritt Island Airport**Inspection Date:** 8/20/2025**Facility Type:** Airport**Status:** Active**Inspector:** David Smith

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.

11/29 :  
Taxiway (B4)  
Hold  
Position

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway B4 hold position marking black border is faded and in poor condition.

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.

Rwy End: 11

In accordance with Chapter 14-60.007(2)(c)1.c., 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 non-precision instrument approach: the approach surface ratio is 20:1.

Runway 11 approach surface ratio is 0:1 due to building, 20 feet tall, 122 feet before the approach end of the runway, 250 feet left of centerline.

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that the plan is to still remove the building in order to relocate the tenant to a new building elsewhere on the property under the Design & Construct Corporate Hangar project (PFL0011001). The airport has provided notice to the tenant and the relocation will start in 24 months. This is consistent with the Airport Master Plan that indicates the building is to be removed and relocated. Otherwise, the approach surface ratio is 25:1 due to tree 48 feet tall, 1,305 feet before the end of the runway, 45 feet right of centerline.

A comment has been published on the FAA AFD to advise flight crews of unlighted obstructions present for Runway 11/29.

Rwy End: 11

In accordance with Chapter 14-60.007(2)(b)1.c., 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 non-precision instrument approach: the width of the primary surface is 500 feet.

Aircraft 200 feet before the approach end of Runway 11, 193 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Building, 20 feet tall, 200 feet to 122 feet before the approach end of Runway 11, 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 0 feet before the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 150 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 275 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 400 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 530 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

Aircraft 660 feet after the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.

**Facility Name:** Merritt Island Airport**Inspection Date:** 8/20/2025**Facility Type:** Airport**Status:** Active**Inspector:** David Smith

Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 9, 2023 and he stated that the plan is to still remove the building in order to relocate the tenant to a new building elsewhere on the property under Design & Construct Corporate Hangar project (PFL0011001). The aircraft parking is to be relocated outside the primary surface as well under the Design & Construct North Apron project (PFL0011002). This is consistent with the Airport Master Plan that indicates the building with the associated aircraft parking is to be removed and relocated. The Airport Master Plan also indicates that the aircraft parking on the north side of Runway 11/29 is to be relocated in the future, but no timeline has yet been established.

A comment has published on the FAA AFD to advise flight crews of unlighted obstructions present for Runway 11/29.

Rwy End: 11	<p>In accordance with Chapter 14-60.007(2)(b)1.c., 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 non-precision instrument approach: the width of the primary surface is 500 feet.</p> <p>Aircraft 370 feet to 1,177 feet after the approach end of Runway 11, 225 feet right of centerline, penetrates the Primary Surface of Runway 11/29.</p> <p>Aircraft parking location meets Runway Object Free Area (ROFA) standards contained in FAA Advisory Circular 150-5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.</p>
Rwy End: 11 Runway Centerline	<p>In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.</p> <p>Runway 11/29 runway centerline markings are not outlined with a black border six inches or greater in width.</p> <p>Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.</p>
Rwy End: 11 Runway Designation	<p>In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.</p> <p>Runway 11 runway designation markings are not outlined with a black border six inches or greater in width.</p> <p>Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.</p>
Rwy End: 11 Threshold Bar	<p>In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.</p> <p>Runway 11 threshold marking is not outlined with a black border six inches or greater in width.</p> <p>Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.</p>
Rwy End: 29 Threshold Bar	<p>In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.</p> <p>Runway 29 threshold bar is not outlined with a black border six inches or greater in width.</p> <p>Spoke with Mr. Justin Hopman, Airport Manager, after the inspection on August 20, 2025 and he stated that airfield markings would be re-painted during the Runway 11/29 Rehabilitation project (FPL0014331) to be completed by February 28, 2026.</p>



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**Airport** Inspection Record

**Facility Name:** Merritt Island Airport

**Inspection Date:** 8/20/2025

**Facility Type:** Airport

**Status:** Active

**Inspector:** David Smith

**License**

**Effective:** 12/01/2025

**Category:** Public Special

**Limitations:** ☐ Day Use Only

**Expires:** 11/30/2026

☐ 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 11/29 is available for non-precision instrument and visual approaches.**

**a. Runway 11 is FAR 77 category A(NP).**

**b. Runway 29 is FAR 77 category A(V).**

**2. Runway 11 threshold is displaced to the approach end of the runway.**

**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 11 approach surface ratio is 0:1 due to building, 20 feet tall, 122 feet before the approach end of the runway, 250 feet left of centerline.**

**2. Aircraft at the approach end of Runway 11, 190 feet to 250 feet left of centerline, penetrates the Primary Surface of Runway 11/29.**

**3. Aircraft 370 feet to 1,177 feet after the approach end of Runway 11, 225 feet right of centerline, penetrates the Primary Surface of Runway 11/29.**

*Additional Licensing Remarks:*