

Facility Name: Arthur Dunn Air Park		Inspection Date: 8/20/2025	
Facility Type: Airport		Status: Active	
Inspector: David Smith		Inspection Date: 8/20/2025	
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: Surveyed	Ownership: Public	
ARP Longitude: 80° 50' 07.475		Use: Public	
Elevation: 30.33	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Titusville-Cocoa Airport District		Facility Physical Address	
Address: 1 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: https://flyspacecoast.org/arthur-dunn-airpark-x21/	
		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:	☒ PIE	Clearance Delivery:	☐
FSS on Airport:	☒ No	Ground Control:	☐
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☐
VorTac:	☒ ORL	Approach Control:	☒ 134.950
AWOS/ASOS:	☒ 119.725	Unicom:	☒ 123.000
Instrument Approach:	☒ RNAV(GPS)	ATIS:	☐
		CTAF:	☒ 123.000

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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 ☐ 3 miles
 Parachute Jumping Area ☒
 Restaurant ☐
 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:

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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' 12.97	80° 50' 13.48	Surveyed	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		42 ft	578 ft	Before Runway End	35 ft L
Runway End									
Marked Displaced Threshold	No	100 ft	16:1	TREES		42 ft	578 ft	Before Runway End	35 ft L
Required Displaced Threshold	No	262 ft	20:1	TREES		42 ft	578 ft	Before Runway End	35 ft L

Runway 22									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
22	28° 37' 28.09	80° 50' 02.67	Surveyed	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		57 ft	825 ft	Before Runway End	115 ft R
Runway End									
Marked Displaced Threshold	No	300 ft	20:1	TREES		57 ft	825 ft	Before Runway End	115 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	Aeronatical Study	Determination
Runway ID	Status		Dimension			Surface		Condition			Lights
15/33	Existing		3,026 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' 34.15	80° 50' 15.66	Surveyed	14:1	NPI-F	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		28 ft	585 ft	Before Runway End	80 ft L
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' 8.46	80° 49' 58.17	Surveyed	5:1	NPI-F	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	450 ft	Before Runway End	85 ft L
Runway End	No		10:1	TREES		45 ft	450 ft	Before Runway End	85 ft L
Marked Displaced Threshold	No	500 ft	20:1	TREES		55 ft	590 ft	Before Runway End	95 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	Aeronautical 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 8/20/25

Next Inspection 8/31/26

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 14:1 due to trees 42 feet tall, 578 feet before the approach end of the runway, 35 feet left of centerline.

Runway 04 threshold is displaced 100 feet.

Received an e-mail from Mr. Justin Hopman, Airport Manager, on September 2, 2025 and he stated the trees have been trimmed 15 feet. With these trees trimmed the approach surface ratio is now 23:1 or better to the marked displaced threshold.

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 28 feet tall, 585 feet before the approach end of the runway, 80 feet left 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 57 feet tall, 825 feet before the approach end of the runway, 115 feet right of centerline.

Runway 22 threshold is displaced 300 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, 450 feet before the approach end of the runway, 85 feet left of centerline.

Runway 33 threshold is displaced 500 feet.

<http://www.florida-aviation-database.com>

Airport Inspection Record

Facility Name: Arthur Dunn Air Park

Inspection Date: 8/20/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 12/01/2025

Category: Public

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 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 300 feet.

6. Runway 33 threshold is displaced 500 feet.

Additional Licensing Remarks: