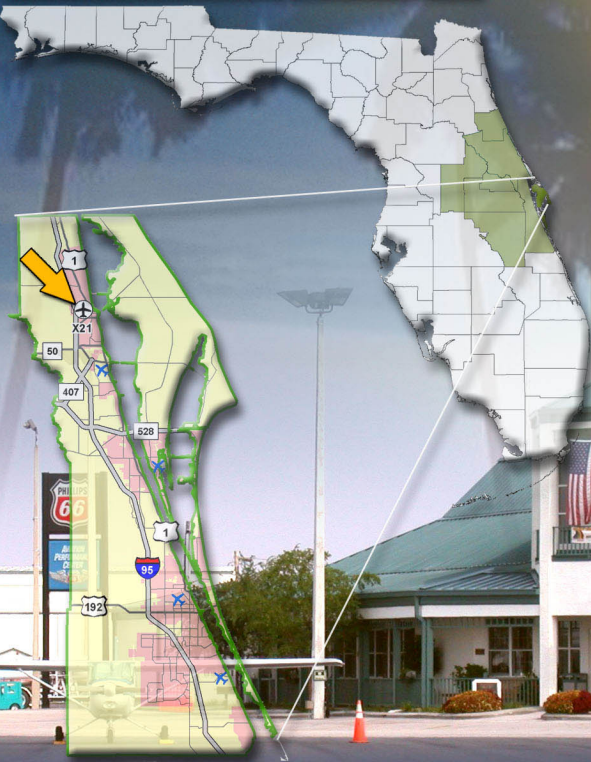


ARTHUR DUNN AIRPARK

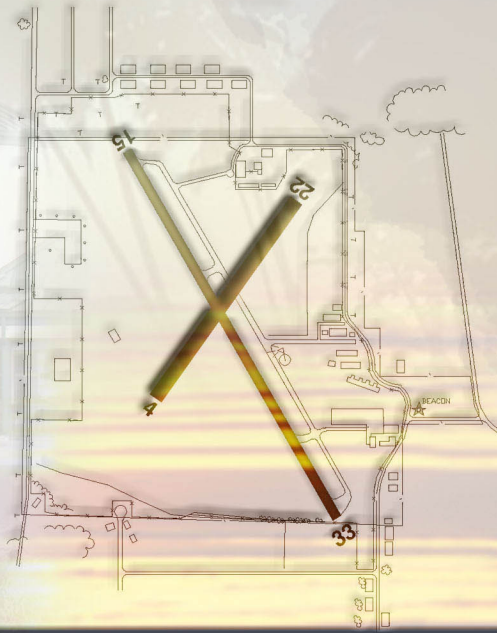
TITUSVILLE
COMMUNITY AIRPORT



AIRPORT LOCATION



Arthur Dunn Airpark is located roughly 40 miles east of Orlando and in Brevard County. The Airport is situated two miles northwest of Titusville and between Interstate 95 and US Route 1. The Airport is accessible from either Singleton Avenue or State Route 405, both of which connect to State Route 406, a primary east/west arterial through Titusville.



Existing Facilities

Arthur Dunn Airpark is served by two runways. These runways are Runway 4/22 (1,790 feet long by 100 feet wide) and Runway 15/33 (3,000 feet long by 70 feet wide). Runway 4/22 is turf and is in excellent condition and is served by a stub taxiway 50 feet wide. Runway 15/33 is asphalt and is also in good condition. Runway 15/33 is served by a full-length parallel taxiway 35 feet wide. The airport has a 1,400-square foot general aviation terminal and 25 paved automobile parking spaces. There are currently 12 tie-downs for general aviation aircraft and there are 64 covered parking spaces for aircraft. The airport presently reports a list of approximately 50 aircraft waiting for hangers.

NOTE: In 2004, Florida experienced a record number of hurricanes, with many airports in Florida sustaining various amounts of damage. Since this report was in print at the time, facilities and based aircraft identified in this report do not reflect damage to infrastructure that may have occurred as a result of those hurricanes. Future reports will identify the impact of storm damage.

Current and Forecast Demand

GENERAL AVIATION

Arthur Dunn Airpark functions mostly as a recreational and sport/experimental general aviation airport. The largest plane that uses the airport on a regular basis is a King Air (Jump Plane). The current Airport Reference Code (ARC) as defined by the FAA Advisory Circular 150/5300-13 for the airport is B-II. The airport currently reported 100 based general aviation aircraft in 2001; FDOT records for 2002 show 80 aircraft based at this facility. Of this total, approximately 12 percent of the aircraft are stored on paved tie-downs and 64 percent are in T-hangers or conventional hangars. The airport presently reports a waiting list for hangars that shows 50 aircraft. The current FDOT work plan for Arthur Dunn Airpark shows plans to develop an additional 38 covered storage spaces.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for Arthur Dunn Airpark is as follows:

Arthur Dunn Airpark	2002	2007	2012	2022
Based Aircraft	100	115	132	174
General Aviation Operations	40,450	42,830	45,350	50,844
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	23.4%	24.8%	26.3%	29.5%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on recreational flying, sport/experimental aviation, and skydiving. The airport does not currently have commercial service, and it does not see itself trying to attract this activity in the future. The airport does accommodate flight training and hopes to increase this activity in the future. However, flight training activity is limited because existing facilities are not conducive to intermediate and advanced training (i.e., instrument approaches, etc.). The airport believes it could support the use of SATS aircraft,

particularly with higher performance and quiet-engine aircraft. Factors limiting growth are residential encroachment, noise, and financial constraints. The revenue that is generated by the airpark comes from aviation services and skydiving. Revenue from the three regional airports is pooled and redistributed among all three airports according to need and management/authority discretion. The airpark sees itself experiencing modest growth in the coming years. The airpark's vision for its future is to continue to grow as well as to maintain its current role as a primarily recreational airport.

Flight training is a component of this airport's general aviation activity. Roughly 30 percent the airport's annual operations are related to flight training from other airports. General aviation operations by corporate and business users are also common at the airpark. The airpark estimates that 30 percent of its annual general aviation operations are business related. Approximately 15 percent of the airport's based aircraft are owned by local businesses. Approximately 30 percent of annual operations are related to visiting general aviation aircraft. There is an industrial park located ten miles south of the airpark. While the airpark does not have any based military aircraft, it does accommodate transient military operations. The airpark reports that 5-10 percent of its total annual activity is attributable to military operations. The transient military aircraft are mostly King Airs.

OTHER AIRPORT CHARACTERISTICS

Arthur Dunn Airpark serves the residents of Titusville and the adjacent areas. Together with Space Coast Regional Airport and Merritt Island Airport, the airpark provides facilities and services for pilots and other users of the aviation system. However, it is the airpark's commitment to support the younger generation of new pilots, and its residential setting that distinguishes it from the area's other airports. The airpark's close ties to the community also distinguish it from other airports. Due to the airpark's role in meeting the water needs of the City of Titusville (the airpark contains 11 water wells), it is important that the airpark property continue to be used in a manner that is consistent with this important function.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport (experimental, ultralights) and Business/Recreational (skydiving) services. The airport plans to increase its recreational operations, and believes it could serve SATS aircraft. However, the analysis indicates that the airport is best suited for Recreational/Sport service. Its low land use compatibility, financial, and short runway (3,000 feet) make it less viable for future Business/Recreational service.

COMMERCIAL SERVICE ROLE	Current Service	Future Service
Tourism		
Business		
Air Cargo		
International		

COMMUNITY AIRPORT ROLE	Current Service	Future Service
Flight Training		
Corporate		
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	