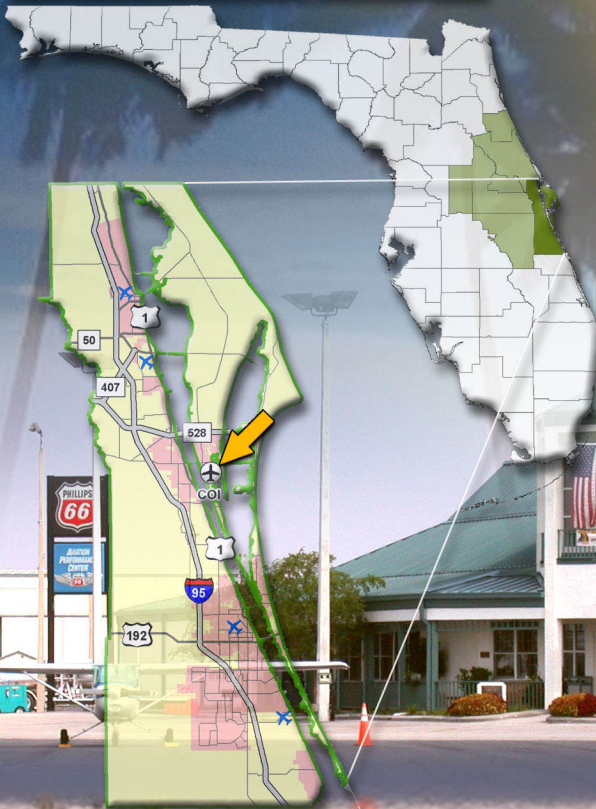


MERRITT ISLAND AIRPORT

COCOA
COMMUNITY AIRPORT



AIRPORT LOCATION



Merritt Island Airport is located on Merritt Island in Brevard County, east of Titusville across Indian River. Primary access to Merritt Island is provided by County Route 405 from US Route 1 on the south side of Titusville. The Airport is located near the well known beaches of Melbourne and Cocoa Beach. In addition to the regional beaches, nearby Kennedy Space Center and Port Canaveral also attract a large tourist market to the Brevard County area. Port Canaveral is located within minutes of Merritt Island Airport and contains landing terminals for ships and various cruise lines.



Existing Facilities

Merritt Island is served by one runway, Runway 11/29, 3,601 feet in length and 75 feet in width and incorporates a full-length parallel taxiway. The runway's asphalt surface is in fair condition. The airport has a 3,500 square foot terminal to serve general aviation pilots and passengers. There are 50 on-airport auto-parking spaces to serve the terminal building. There are currently over 100 tie-downs for the airport's general aviation aircraft and between the airport's T-hangars and conventional hangars, there are 67 covered parking spaces for aircraft. Airport management reports a hangar wait list of 50 aircraft; however, management does not have any additional covered storage programmed in the FDOT work program.

The airport has identified several initiatives as necessary to serve demand for general aviation in the near term, including the rehabilitation of both the North and South Apron areas along with the improvement of Taxiway B. The airport had a master plan completed in 1996 and updated the plan in 2003.

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

Merritt Island Airport serves the needs of general aviation. The largest plane that uses the airport on a regular basis is the Beech 18. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-II. The airport currently reports 225 based aircraft. Of this total, approximately 71 percent of the aircraft are stored on paved tie-downs and 29 percent are in T-hangars or conventional hangars. The airport presently reports a waiting list for hangars of 50 aircraft. The current FDOT work plan for Merritt Island Airport does not show any plans to develop additional covered storage spaces in the near term.

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 Merritt Island Airport is as follows:

Merritt Island Airport	2002	2007	2012	2022
Based Aircraft	225	236	249	275
General Aviation Operations	113,500	121,072	129,149	146,955
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	58.1%	61.9%	66.1%	75.2%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

Merritt Island Airport is a general aviation airport serving the local aviation needs of Merritt Island, Cocoa, Brevard County, Florida. In August 2002, 225 general aviation airplanes were based at Merritt Island Airport. A total of 174 of the based aircraft are chiefly light, single-engine aircraft; however, the airport accommodates 45 larger, heavier multi-engine aircraft.

The airport property and facilities are owned, operated, and maintained by the Titusville-Cocoa Airport Authority under the administration of the Brevard County Board of County Commissioners. In addition, the Titusville-Cocoa Airport Authority also owns and operates Arthur Dunn Airpark and Space Coast Regional Airport, both in Brevard County.

In its current role, the airport focuses primarily on serving the general aviation community to include recreational flying and flight training. In the future, airport management sees the airport serving increased levels of flight training, sport flying, and business use of the airport. Additionally, the airport could support SATS related air taxi operations. The airport's future role is limited primarily by manmade, environmental, community relation's factors, as well as financial considerations. The airport sees itself experiencing modest growth in the coming years.

OTHER AIRPORT CHARACTERISTICS

Flight training is a component of this airport's general aviation activity. Roughly 60 percent of the airport's annual operations are related to flight training. There is one business located on the airport that provides flight training. This business employs 10 flight instructors and has 9 aircraft that are used for flight training. General aviation operations by corporate and business users are also present at the airport. The airport estimates that less than 5 percent of its annual general aviation operations are business related. Also, approximately 5 percent of the aircraft based at the airport are business related. The airport attracts a number of transient or visiting general aviation aircraft. Transient aircraft account for approximately 40 percent of the airports annual activity. The airport does not experience any military activity.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Recreational/Sport (experimental, ultralights), Business/Recreational (banner towing, sightseeing, fire fighting, charter, coastal patrol/rescue, medical flights), Corporate, and Tourism (CA) services. The airport plans to increase its flight training, recreational, and charter operations. The analysis indicates that the airport is best suited for providing Recreational/Sport, and Tourism (CA) services. It is marginally suitable for Flight Training, and Business/Recreational services. It is not considered well suited for Corporate services because its lack of an air traffic control tower and short runway (3,601 feet).

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
COMMUNITY AIRPORT ROLE		
Flight Training	X	X
Corporate	X	
Tourism	X	X
Recreational / Sport	X	X
Business / Recreational	X	X