CHAPTER 6
AIRPORT LAYOUT PLAN

INTRODUCTION

The purpose of an approved Airport Layout Plan (ALP) is to serve as the blueprint for the future development of Merritt Island Airport (COI), and is necessary for the airport to receive financial assistance under the terms of the Airport and Airway Improvement Act of 1982 (AIP), as amended. The updated development recommendations presented in this Master Plan report are pictorially summarized in the ALP Drawing Set, including preferred concepts for runway safety area, land use, hangar development, property acquisition, seaplane landing area, obstruction removal, and other major functions of the airport. The ALP Drawing Set represents a scaled, graphic presentation of COI's twenty-year development program, providing the Titusville-Cocoa Airport Authority (TICO Authority) with a feasible improvement plan that would increase the safety, compatibility, and efficiency of airport operations. Various drawings depict the recommendations of this Master Plan report with regard to aviation development for the short, intermediate, and long-term.

The dimensional information provided in the drawings demonstrates compliance with minimum airport design standards established by federal, state, and local authorities. The ALP Drawing Set was developed in accordance with the guidance outlined in the FAA **Advisory Circular** (**AC**) **150/5070-6**, *Airport Master Plans*, **AC 150/5300-13**, *Airport Design*, and other supporting circulars and orders. Furthermore, the drawings were prepared in conformance with FAA established criteria, and the completed Southern Region Checklist is provided in **Appendix F** of this report.

The ALP Drawing Set includes the following individual drawing sheets:

- Cover Sheet (Sheet 1)
- Airport Layout Plan (Sheet 2)
- General Aviation Terminal Area Plan (Sheet 3)
- Airport Airspace Drawing – (Sheet 4)
- Inner Portion of the Approach Surface Drawing – Runway 11 (Sheet 5)
- Inner Portion of the Approach Surface Drawing – Runway 29 (Sheet 6)
- Runway Departure Surfaces Drawing (Sheet 7)
- Airport Land Use Drawing (Sheet 8)
- Airport Property Map (Sheet 9)

Reduced size reproductions of the drawing sheets are provided at the end of this chapter for illustration purposes only.

COVER SHEET (SHEET 1)

The Cover Sheet (Sheet 1) serves as the introduction to the ALP Drawing Set. It includes the airport name, a location map, vicinity map, and an index of drawings included in the ALP Drawing Set. Also highlighted on the Cover Sheet are the project name, federal and state grant numbers, sponsor name and logo (as applicable), and All Weather, IFR, and VFR wind rose information.

AIRPORT LAYOUT PLAN DRAWING SHEET (SHEET 2)

The ALP Drawing Sheet (Sheet 2) depicts all existing facilities and proposed development, to scale, over the twenty-year planning period for COI. The ALP provides clearance and dimensional information required to show conformance with applicable FAA design standards as outlined in **FAA AC 150/5300-13**, *Airport Design*. The ALP also reflects changes in the physical features on the airport property and critical land use changes near the airport property that may impact navigable airspace or the ability of the airport to operate. The features of the ALP include, but are not limited to: runways, taxiways, hold aprons, lighting, navigational aids, terminal facilities, hangars, other airport buildings, aircraft parking areas, automobile parking, and airport access elements.

Key dimensional criteria are included for the airfield geometry, based on FAA design standards associated with Airport Reference Code (ARC) B-I for small aircraft exclusively (i.e., aircraft with maximum takeoff weights of less than 12,500 pounds). This includes, but is not limited to, the size of the runways and various taxiways, runway safety areas and runway object free areas, building restriction lines, and navigational aid critical areas, and other dimensional data recommended by the FAA. Airport coordinates, runway end elevations, runway high and low points, true azimuths for each runway, are also included on the Drawing Set. Included on the ALP sheet are various data tables required in the FAA checklist. These tables include: Airport Data Table, Runway Data Table, Building Data Table, and Stormwater/Drainage Table.

As described in **Chapter 5**, *Alternatives Analysis*, major airfield improvement recommendations for COI include runway safety area and seawall improvements beyond Runway 29, a seaplane landing area in the Intracoastal Waterway (Newfound Harbor), and additional connector taxiways for improved capacity and aircraft flow. General aviation facility improvements include various T-hangars and corporate hangars, apron development, a new fuel farm location, and a restaurant facility, as well as associated parking and surface access projects.

TERMINAL AREA PLAN (SHEET 3)

The Terminal Area Plan (Sheet 3) presents an enlarged portion of the ALP at a scale of 1 inch = 100 feet. This drawing denotes the short and long-term developments and improvements affecting the general aviation/fixed base operator (FBO) terminal area at COI. Illustrated developments include T-hangar construction/expansion on the north and

south aprons, corporate hangar construction, building demolition, and apron expansion. FAA dimensional criteria, such as Runway Object Free Areas (ROFA), Building Restriction Lines (BRL), Runway Safety Areas (RSA), and Taxiway and Taxilane Object Free Areas (TOFA), are also identified in this drawing.

AIRPORT AIRSPACE DRAWINGS (SHEET 4)

Federal Aviation Regulations (**FAR**) **Part 77**, *Objects Affecting Navigable Airspace*, prescribes airspace standards, which establish criteria for evaluating navigable airspace. Airport imaginary surfaces are established relative to the airport and runways. The size of each imaginary surface is based on the runway category with respect to the existing and proposed visual, non-precision, or precision approaches for that runway. The slope and dimensions of the respective approach surfaces are determined by the most demanding, existing or proposed, approach for each runway. For Runway 11-29 at COI, the imaginary surfaces are applicable to a utility/small aircraft runway with a non-precision approach. The imaginary surfaces definitions include:

- Primary Surface – A rectangular area symmetrically located about the runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that of the runway. For runways with a non-precision instrument approach such as Runway 11-29, the width of the primary surface is 500 feet.
- Horizontal Surface – An oval shaped, flat area situated 150 feet above the published airport elevation. Its dimensions are determined by using 5,000-foot arcs for runways designated as utility (centered 200 feet beyond each runway end) connected with a line tangent to those arcs. The horizontal surface elevation for COI is 156 feet above mean sea level (AMSL).
- Conical Surface – A sloping area whose inner perimeter conforms to the shape of the horizontal surface. It extends outward for a distance of 4,000 feet measured horizontally, and slopes upward at 20:1. COI's conical surface extends upward to an elevation of 356 feet AMSL.
- Transitional Surface – A sloping area beginning at the edges of the primary and approach surfaces and sloping upward and outward at a ratio of 7:1 until it intersects the horizontal surface.
- Approach Surface – This surface begins at the ends of the primary surface and slopes upward at a predetermined ratio while at the same time flaring out horizontally. The width and elevation of the inner ends conform to that of the primary surface, while the slope, length, and outer width are determined by the runway service category and existing or proposed instrument approach procedures.

The Airport Airspace Drawing (Sheet 4) is shown at a scale of 1 inch = 2,000 feet, and is transposed on a digital quadrangle base map (USGS Cocoa Quad) to provide a reference for the airspace coverage. Sheet 4 also includes an Obstruction Data Table that catalogs

the most recently available information on obstructions to navigable airspace on and around the airport.

Existing objects, which penetrate the Part 77 surfaces described above, are tabulated on the Airport Airspace Drawing. The obstruction table presented on this drawing contains data on the object elevation, elevation of the imaginary surface, and any action to be taken to mitigate the penetration.

According to **FAA AC 150/5395-1**, *Seaplane Bases*, Part 77 imaginary surfaces only apply to seaplane bases only if sea lanes are outlined by visual markers. Based on discussions with personnel from the Authority, FAA, and FDOT, it is expected that COI's proposed seaplane landing area would not require visual markers; thus obstruction evaluation was not required as part for the proposed seaplane landing area.

INNER APPROACH SURFACE DRAWINGS (SHEET 5 AND 6)

The Inner Approach Plan and Profile Drawings show both plan and profile views for the Runway Protection Zones (RPZs) and approach surfaces (Sheet 5 depicts Runway 11; Sheet 6 depicts Runway 29). The purpose of these plans is to locate and document existing objects, which represent obstructions to navigable airspace and the existing and proposed approach slopes for each runway. Additionally, the drawing shows the ground profile and terrain features along the extended centerline of each runway end.

Any controlling structures, such as roadways, natural ground elevations, and trees, are also shown on the Inner Approach Surface Drawings, if applicable. Additionally, fixed objects located along the extended runway centerlines are also illustrated on the sheets to provide an indication of the relative distance to the approach surfaces. Any known obstructions to navigable airspace are listed in an Obstruction Chart with the recommended action for each obstruction; however no obstructions were identified within the inner approach surfaces at COI.

DEPARTURE SURFACE PLANS (SHEET 7)

COI is a general aviation airport, and Runway 11 is equipped with an RNAV/GPS approach. Therefore, according to **AC 150/5300-13**, **Appendix 2**, **Table A2-1**, *Approach/Departure Requirements Table*, the departure runway ends for all instrument operations with the exception of air carrier operations, requires a 40:1 foot departure slope. As a result, these drawings contain the plan and profile views of the 40:1 foot departure surface portion of the runway along with a tabular listing of all pertinent objects/penetrations. For the profile views, a 1:200 foot horizontal scale and a 1:20 foot vertical scale is common.

Departure Surface Plans also depict the ground contour along the extended runway centerline plus any significant natural or non-natural objects located along the extended runway centerline and provide a top elevation for these objects. Commonly shown

objects include buildings, roads, railroads, ditches, and natural features such as mountains, trees, lakes, and rivers.

AIRPORT LAND USE DRAWING (SHEET 8)

The Airport Land Use Drawing (Sheet 8) depicts the existing and recommended use of land on the airport property, as well as land off the airport property proposed for acquisition or easement. This plan was developed to achieve optimum utilization of the land within existing airport boundaries, based upon two primary objectives: 1) maximization of existing airport property for air transportation development, and 2) compatibility between the airport and its environs.

The Airport Land Use Drawing depicts the existing and future land use of all land in and within the vicinity of the COI. The utilization of this land is represented by several use categories, including Aviation, Non-Aviation, Industrial/Commercial, and Residential, which are labeled in the legend of the drawing. This plan has been developed through coordination with Brevard County to include existing land use planning documents and also to ensure accuracy. Additionally, the existing (2007) and future (2027) noise contours have been superimposed on the drawing (including the 60, 65, and 70 Day-Night Average Noise Level (DNL) contours), to ensure that appropriate aviation-compatible zoning is maintained. The FAA has established national guidelines for land use compatibility related to airport-generated noise impacts. In most cases, noise sensitive land uses are considered incompatible if located within the 65 DNL noise contour (or higher), unless noise mitigation measures are undertaken. Only one residential property is located within the 65 DNL contour under 2027 conditions, which only accounts for natural activity growth at COI.

AIRPORT PROPERTY MAP (SHEET 9)

The Airport Property Map (Sheet 9) defines the existing and proposed airport boundaries in a graphical and tabular form. The purpose of the drawing and associated tables is to identify historic and future property obtained with federal funds and illustrates major airport facilities, both existing and future, for reference purposes. The property map also identifies contiguous property. The proposed runway safety area and seawall improvements at COI would require acquisition of additional property that extends over the Intracoastal Waterway (Newfound Waterway). The Airport Property Map also depicts property acquisition in the northeast and southeast corners of the airport to accommodate future aviation development. Additionally, acquisition or easement of the property within the RPZ beyond Runway 11 is shown in this drawing. Known metes and bounds data is depicted on this drawing, based on a field survey that was conducted in November 5, 2008.

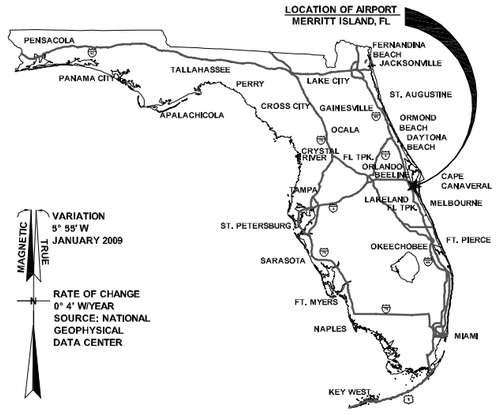
SUMMARY

The ALP Drawing Set is intended to depict the COI's capital development program in graphical form. Preliminary plans were presented to Titusville Cocoa Beach Airport management, technical advisory and committee members for review and approval. This data was incorporated into the ALP Drawing Set to reflect approved airport development for the twenty-year planning period.

AIRPORT LAYOUT PLAN SET

MERRITT ISLAND AIRPORT
MERRITT ISLAND, FLORIDA

DRAFT



SOURCE: THE LPA GROUP INCORPORATED JANUARY 2009

LOCATION MAP

NOT TO SCALE

INDEX TO DRAWINGS

MARCH 2009

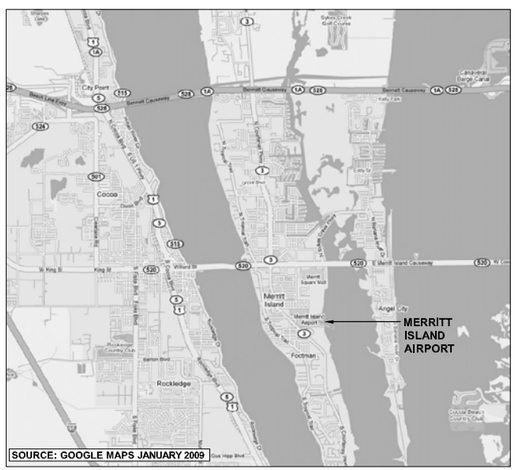
PREPARED FOR:

TITUSVILLE - COCOA AIRPORT AUTHORITY

PREPARED BY:

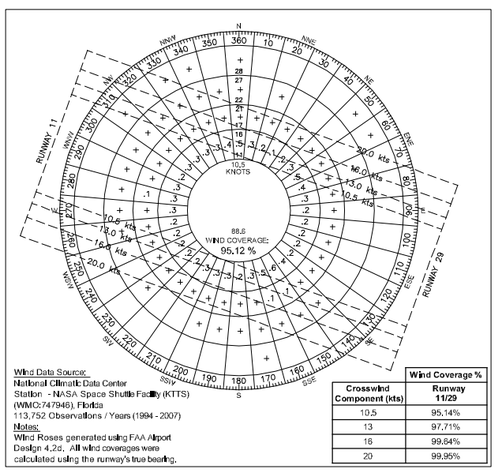
THE LPA GROUP INCORPORATED
Aviation Consultants

ATLANTA, GA BATON ROUGE, LA CHARLESTON, SC CHARLOTTE, NC COLUMBIA, SC GREENSBORO, NC JACKSONVILLE, FL KNOXVILLE, TN MOBILE, AL ORLANDO, FL RALEIGH, NC RICHMOND, VA SARASOTA, FL TALLAHASSEE, FL TAMPA, FL WEST PALM BEACH, FL



VICINITY MAP

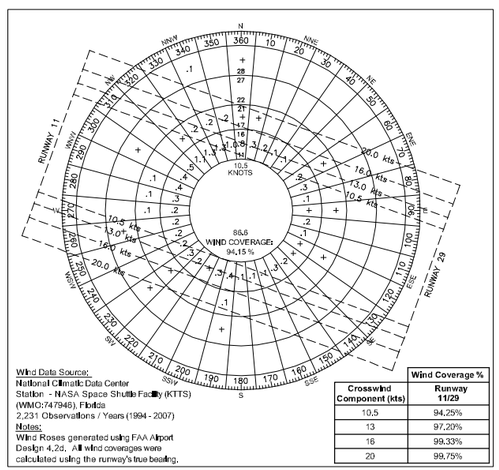
NOT TO SCALE



Wind Data Source:
National Climatic Data Center
Station - NASA Space Shuttle Facility (KTTS)
(WMO:747946), Florida
113,752 Observations / Years (1994 - 2007)
Notes:
Wind Roses generated using FAA Airport
Design 4.2d. All wind coverages were
calculated using the runway's true bearing.

Crosswind Component (kts)	Wind Coverage % Runway 11/29
10.5	95.14%
13	97.71%
16	99.64%
20	99.95%

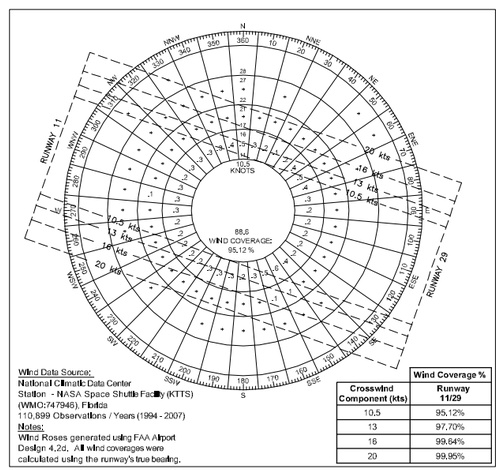
ALL WEATHER WIND ROSE



Wind Data Source:
National Climatic Data Center
Station - NASA Space Shuttle Facility (KTTS)
(WMO:747946), Florida
2,231 Observations / Years (1994 - 2007)
Notes:
Wind Roses generated using FAA Airport
Design 4.2d. All wind coverages were
calculated using the runway's true bearing.

Crosswind Component (kts)	Wind Coverage % Runway 11/29
10.5	94.25%
13	97.20%
16	99.33%
20	99.75%

IFR WIND ROSE

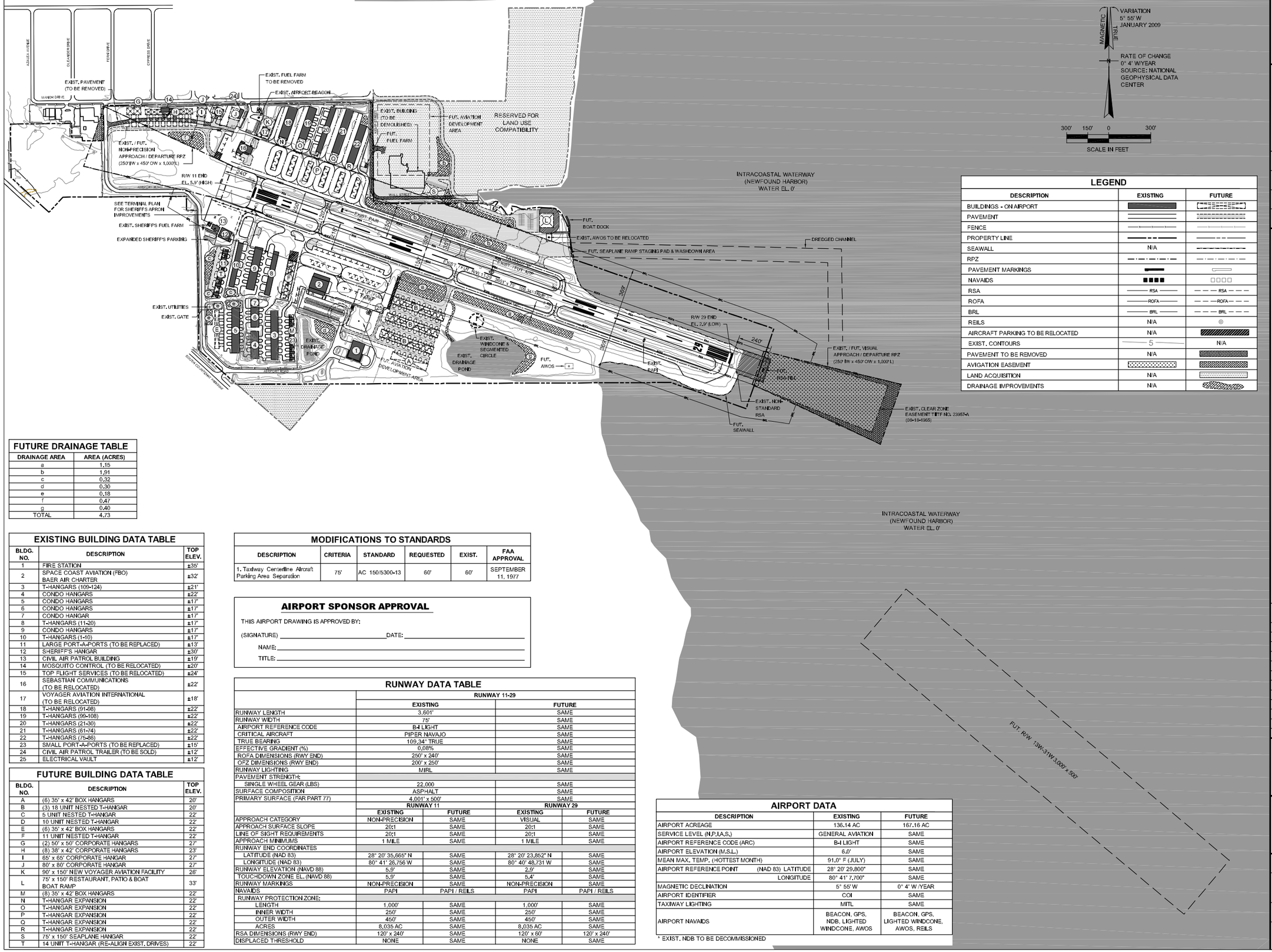


Wind Data Source:
National Climatic Data Center
Station - NASA Space Shuttle Facility (KTTS)
(WMO:747946), Florida
110,699 Observations / Years (1994 - 2007)
Notes:
Wind Roses generated using FAA Airport
Design 4.2d. All wind coverages were
calculated using the runway's true bearing.

Crosswind Component (kts)	Wind Coverage % Runway 11/29
10.5	95.12%
13	97.70%
16	99.64%
20	99.95%

VFR WIND ROSE

FAA A.I.P. Project Number: 312001300152006
F.D.O.T. #: 24734714401



LEGEND

DESCRIPTION	EXISTING	FUTURE
BUILDINGS - ON AIRPORT		
PAVEMENT		
FENCE		
PROPERTY LINE		
SEAWALL	N/A	
RPZ		
PAVEMENT MARKINGS		
NAVAIDS		
RSA	RSA	RSA
ROFA	ROFA	ROFA
BRL	BRL	BRL
REILS	N/A	
AIRCRAFT PARKING TO BE RELOCATED	N/A	
EXIST. CONTOURS	5	N/A
PAVEMENT TO BE REMOVED	N/A	
AVIGATION EASEMENT		
LAND ACQUISITION	N/A	
DRAINAGE IMPROVEMENTS	N/A	

FUTURE DRAINAGE TABLE

DRAINAGE AREA	AREA (ACRES)
a	1.15
b	1.91
c	0.32
d	0.30
e	0.18
f	0.47
g	0.40
TOTAL	4.73

EXISTING BUILDING DATA TABLE

BLDG. NO.	DESCRIPTION	TOP ELEV.
1	FIRE STATION	±35'
2	SPACE COAST AVIATION (FBO) BAER AIR CHARTER	±32'
3	T-HANGARS (105-124)	±21'
4	CONDO HANGARS	±22'
5	CONDO HANGARS	±17'
6	CONDO HANGARS	±17'
7	CONDO HANGAR	±17'
8	T-HANGARS (11-20)	±17'
9	CONDO HANGARS	±17'
10	T-HANGARS (1-10)	±17'
11	LARGE PORT-A-PORTS (TO BE REPLACED)	±13'
12	SHERIFF'S HANGAR	±30'
13	CIVIL AIR PATROL BUILDING	±15'
14	MOSQUITO CONTROL (TO BE RELOCATED)	±20'
15	TOP FLIGHT SERVICES (TO BE RELOCATED)	±24'
16	SEBASTIAN COMMUNICATIONS (TO BE RELOCATED)	±22'
17	VOYAGER AVIATION INTERNATIONAL (TO BE RELOCATED)	±18'
18	T-HANGARS (91-98)	±22'
19	T-HANGARS (99-108)	±22'
20	T-HANGARS (21-30)	±22'
21	T-HANGARS (61-74)	±22'
22	T-HANGARS (75-86)	±22'
23	SMALL PORT-A-PORTS (TO BE REPLACED)	±15'
24	CIVIL AIR PATROL TRAILER (TO BE SOLD)	±12'
25	ELECTRICAL VAULT	±12'

FUTURE BUILDING DATA TABLE

BLDG. NO.	DESCRIPTION	TOP ELEV.
A	(6) 35' x 42' BOX HANGARS	20'
B	(3) 18 UNIT NESTED T-HANGAR	20'
C	5 UNIT NESTED T-HANGAR	22'
D	10 UNIT NESTED T-HANGAR	22'
E	(6) 35' x 42' BOX HANGARS	22'
F	11 UNIT NESTED T-HANGAR	22'
G	(2) 50' x 50' CORPORATE HANGARS	27'
H	(8) 38' x 42' CORPORATE HANGARS	23'
I	65' x 65' CORPORATE HANGAR	27'
J	80' x 80' CORPORATE HANGAR	27'
K	90' x 150' NEW VOYAGER AVIATION FACILITY	26'
L	75' x 150' RESTAURANT, PATIO & BOAT RAMP	33'
M	(8) 35' x 42' BOX HANGARS	22'
N	T-HANGAR EXPANSION	22'
O	T-HANGAR EXPANSION	22'
P	T-HANGAR EXPANSION	22'
Q	T-HANGAR EXPANSION	22'
R	T-HANGAR EXPANSION	22'
S	75' x 150' SEAPLANE HANGAR	22'
T	14 UNIT T-HANGAR (RE-ALIGN EXIST. DRIVES)	22'

MODIFICATIONS TO STANDARDS

DESCRIPTION	CRITERIA	STANDARD	REQUESTED	EXIST.	FAA APPROVAL
1. Taxiway Centerline Aircraft Parking Area Separation	75'	AC 150/5300-13	60'	60'	SEPTEMBER 11, 1977

AIRPORT SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: _____

NAME: _____

TITLE: _____

RUNWAY DATA TABLE

	RUNWAY 11-29			
	EXISTING		FUTURE	
RUNWAY LENGTH	3,601'		SAME	
RUNWAY WIDTH	75'		SAME	
AIRPORT REFERENCE CODE	B-I LIGHT		SAME	
CRITICAL AIRCRAFT	PIPER NAVAJO		SAME	
TRUE BEARING	109.34° TRUE		SAME	
EFFECTIVE GRADIENT (%)	0.08%		SAME	
ROFA DIMENSIONS (RWY END)	250' x 240'		SAME	
OFZ DIMENSIONS (RWY END)	200' x 250'		SAME	
RUNWAY LIGHTING	MIRL		SAME	
PAVEMENT STRENGTH:				
SINGLE WHEEL GEAR (LBS)	22,000		SAME	
SURFACE COMPOSITION	ASPHALT		SAME	
PRIMARY SURFACE (FAR PART 77)	4,001' x 500'		SAME	
	RUNWAY 11		RUNWAY 29	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH CATEGORY	NON-PRECISION	SAME	VISUAL	SAME
APPROACH SURFACE SLOPE	20:1	SAME	20:1	SAME
LINE OF SIGHT REQUIREMENTS	20:1	SAME	20:1	SAME
APPROACH MINIMUMS	1 MILE	SAME	1 MILE	SAME
RUNWAY END COORDINATES				
LATITUDE (NAD 83)	28° 20' 35.665" N	SAME	28° 20' 23.852" N	SAME
LONGITUDE (NAD 83)	80° 41' 26.756 W	SAME	80° 40' 48.731 W	SAME
RUNWAY ELEVATION (NAVD 88)	5.9'	SAME	2.9'	SAME
TOUCHDOWN ZONE EL. (NAVD 88)	5.9'	SAME	5.4'	SAME
RUNWAY MARKINGS	NON-PRECISION	SAME	NON-PRECISION	SAME
NAVAIDS	PAPI	PAPI / REILS	PAPI	PAPI / REILS
RUNWAY PROTECTION ZONE:				
LENGTH	1,000'	SAME	1,000'	SAME
INNER WIDTH	250'	SAME	250'	SAME
OUTER WIDTH	450'	SAME	450'	SAME
ACRES	8.035 AC	SAME	8.035 AC	SAME
RSA DIMENSIONS (RWY END)	120' x 240'	SAME	120' x 60'	120' x 240'
DISPLACED THRESHOLD	NONE	SAME	NONE	SAME

AIRPORT DATA

DESCRIPTION	EXISTING	FUTURE
AIRPORT ACREAGE	136.14 AC	167.16 AC
SERVICE LEVEL (N.P.I.A.S.)	GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE (ARC)	B-I LIGHT	SAME
AIRPORT ELEVATION (M.S.L.)	6.0'	SAME
MEAN MAX. TEMP. (HOTTEST MONTH)	91.0° F (JULY)	SAME
AIRPORT REFERENCE POINT (NAD 83) LATITUDE	28° 20' 29.800"	SAME
LONGITUDE	80° 41' 7.700"	SAME
MAGNETIC DECLINATION	5° 55' W	0° 4' W /YEAR
AIRPORT IDENTIFIER	COI	SAME
TAXIWAY LIGHTING	MITL	SAME
AIRPORT NAVAIDS	BEACON, GPS, NDB, LIGHTED WINDCONE, AWOS	BEACON, GPS, LIGHTED WINDCONE, AWOS, REILS

* EXIST. NDB TO BE DECOMMISSIONED

Titusville-Cocoa Airport Authority

THE LPA GROUP
TRANSPORTATION CONSULTANTS
ATLANTA, GA • BATON ROUGE, LA • CHARLESTON, SC
CHARLOTTE, NC • CHICAGO, IL • COLUMBIA, SC
GREENSBORO, NC • JACKSONVILLE, FL • KNOXVILLE, TN
MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer:	DPN
Technician:	DPN
Checked by:	TF
Project Number:	PL377002

NOTES

1. ALL ELEVATIONS BASED ON NAVD 88, ABOVE MEAN SEA LEVEL (AMSL)
2. EXIST. = EXISTING
   FUT. = FUTURE
3. ALL LATITUDE AND LONGITUDE COORDINATES BASED UPON STATE PLANE COORDINATES NAD 83; EAST FLORIDA 0901
4. SEAPLANE RUNWAY 13W-31W PROVIDES 95.25% ALL WEATHER WIND COVERAGE AT 10.5 KNOTS.
5. FUTURE WATERWAY
   A NOTICE OF PROPOSED LANDING (FAR 7480) AREA WILL BE FILED & APPROVED BY F.A.A. AND THE FLORIDA DEPARTMENT OF TRANSPORTATION PRIOR TO USE.

DRAFT

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

REVISIONS

No.	Description	Date	By

Project Name:

Merritt Island Airport
Merritt Island, FL
Master Plan Update

Drawing Name:

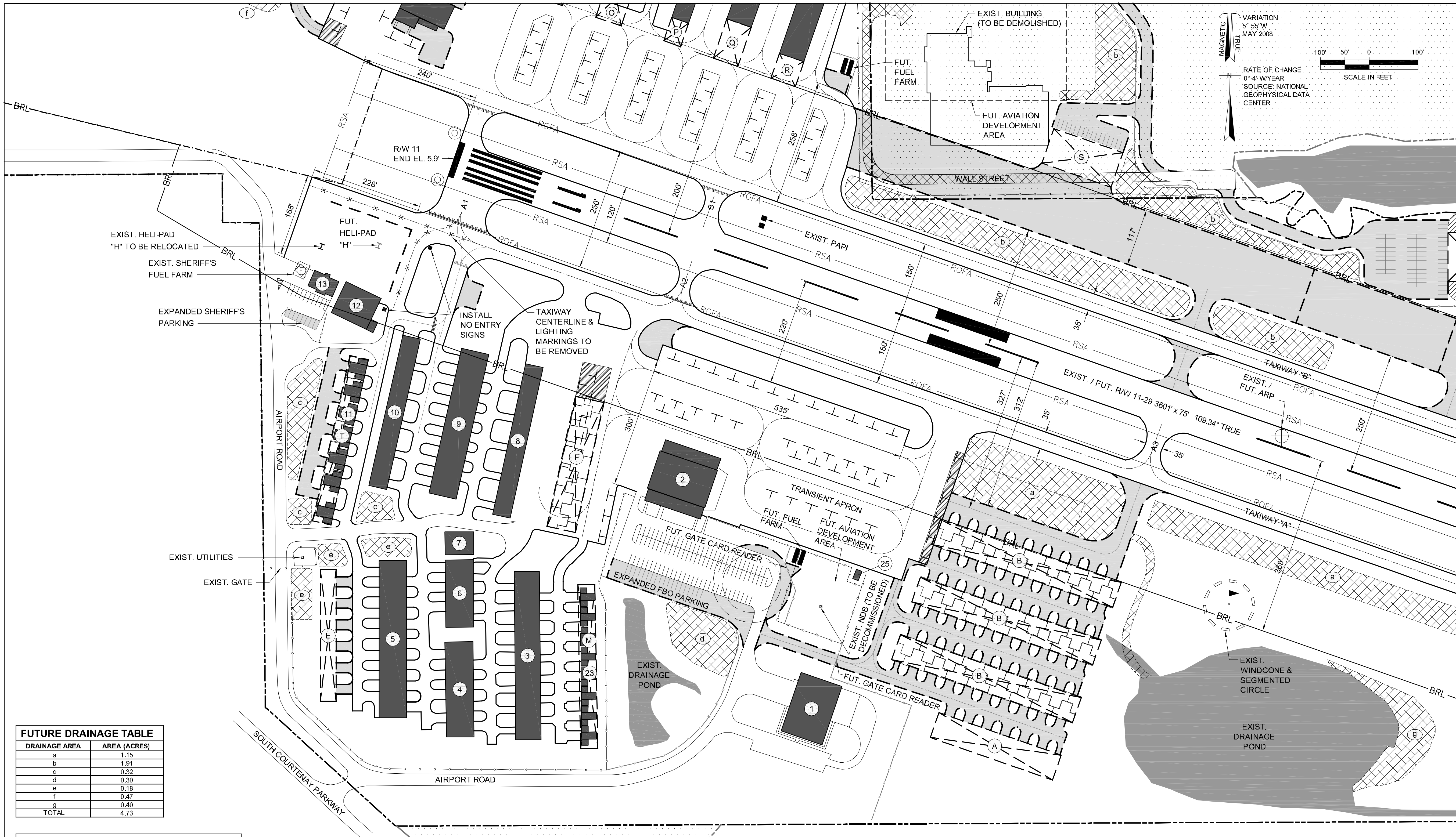
AIRPORT LAYOUT PLAN DRAWING

FAA A.I.P. Project Number:
312001300152006

Autocad Drawing Reference:

Path: I:\Projects\Tampa\Planning\COI - Merritt Island\COI AMPU\2008 ALP\02-COI-ALP.dwg
Saved: Apr 28, 2009 - 4:34pm by APMazankowych | Plotted: Apr 29, 2009 - 9:07am

Date:	Division:
March 2009	Planning
Scale:	Drawing Number:
1" = 300'	2



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B	(3) 18 UNIT NESTED T-HANGAR	20'
C	5 UNIT NESTED T-HANGAR	22'
D	10 UNIT NESTED T-HANGAR	22'
E	(6) 35' x 42' BOX HANGARS	22'
F	11 UNIT NESTED T-HANGAR	22'
G	(2) 50' x 50' CORPORATE HANGARS	27'
H	(8) 38' x 42' CORPORATE HANGARS	23'
I	65' x 65' CORPORATE HANGAR	27'
J	80' x 80' CORPORATE HANGAR	27'
K	90' x 150' NEW VOYAGER AVIATION FACILITY	26'
L	75' x 150' RESTAURANT, PATIO & BOAT BOAT RAMP	33'
M	(8) 35' x 42' BOX HANGARS	22'
N	T-HANGAR EXPANSION	22'
O	T-HANGAR EXPANSION	22'
P	T-HANGAR EXPANSION	22'
Q	T-HANGAR EXPANSION	22'
R	T-HANGAR EXPANSION	22'
S	75' x 150' SEAPLANE HANGAR	22'
T	14 UNIT T-HANGAR (RE-ALIGN EXIST. DRIVES)	22'

LEGEND

DESCRIPTION	EXISTING	FUTURE
BUILDINGS - ON AIRPORT		
PAVEMENT		
FENCE		
PROPERTY LINE		
SEAWALL	N/A	
RPZ		
PAVEMENT MARKINGS		
NAVAIDS		
RSA	RSA	RSA
ROFA	ROFA	ROFA
BRL	BRL	BRL
REILS	N/A	
AIRCRAFT PARKING TO BE RELOCATED	N/A	
EXIST. CONTOURS	5	N/A
PAVEMENT TO BE REMOVED	N/A	
AVIGATION EASEMENT		
LAND ACQUISITION	N/A	
DRAINAGE	N/A	

Titusville-Cocoa Airport Authority

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MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer: DPN
Technician: DPN
Checked by: TF
Project Number: PL377002

NOTES

1. ALL ELEVATIONS BASED ON NAVD 88, ABOVE MEAN SEA LEVEL (AMSL)
2. FUT. BUILDING ELEVATIONS ARE ESTIMATED USING HIGHEST GROUND ELEVATION IN VICINITY
3. THERE IS NOT ENOUGH ROOM FOR THE COMPASS CALIBRATION PAD ACCORDING TO AC 150/5300-13 AIRPORT DESIGN
4. EXIST. = EXISTING
   FUT. = FUTURE

DRAFT

REVISIONS

No.	Description	Date	By

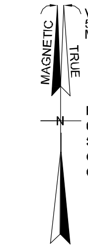
Project Name:
Merritt Island Airport
Merritt Island, FL
Master Plan Update

Drawing Name:
TERMINAL AREA PLAN DRAWING

FAA A.I.P. Project Number:
312001300152006

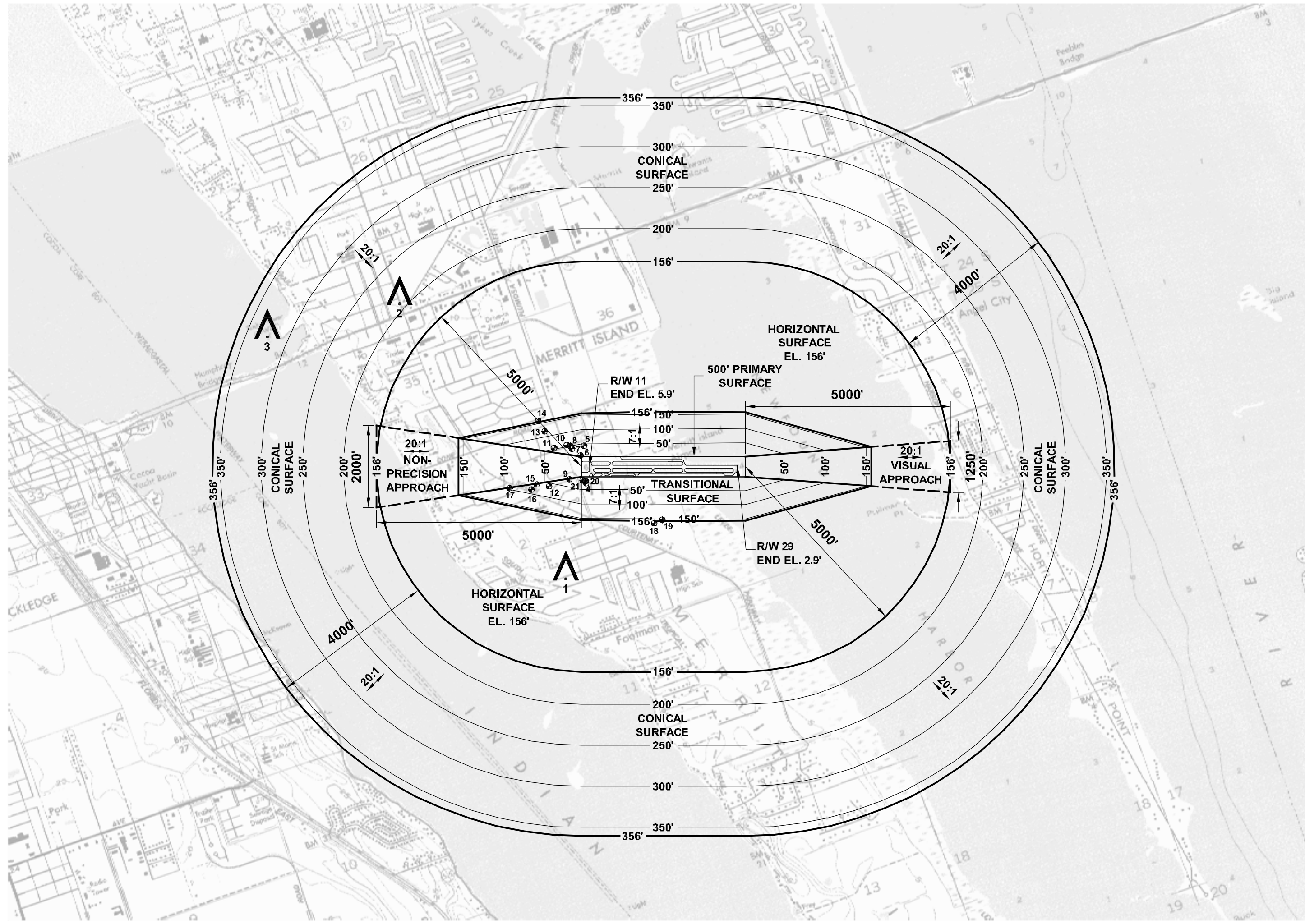
Autocad Drawing Reference:
Path: \\Tpa-data1\tampa\Planning\COI - Merritt Island\COI AMPU\2008 ALP\03-COI-Terminal Area.dwg
Saved: Apr 28, 2009 - 4:40pm by APNazarkewych / Plotted: Apr 29, 2009 - 9:07am

Date: **March 2009**
Division: **Planning**
Scale: **1" = 100'**
Drawing Number: **3**



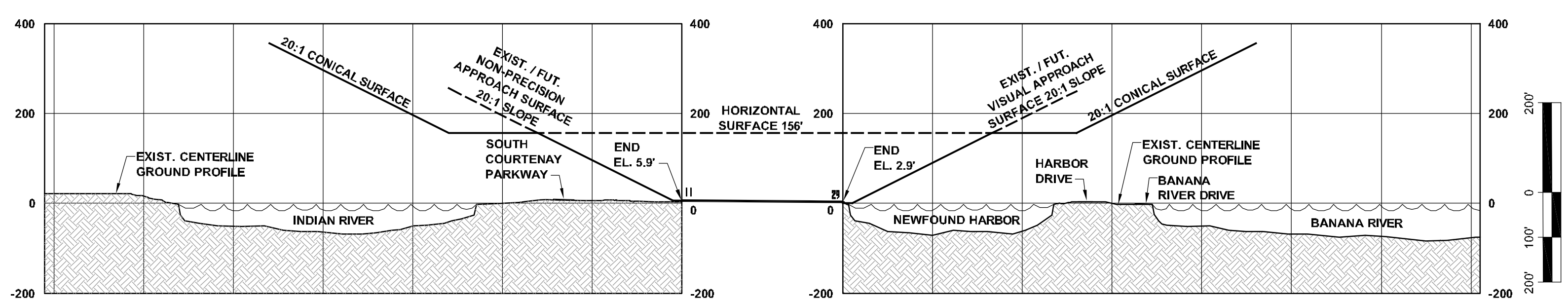
VARIATION
5° 52' W
MAY 2008

RATE OF CHANGE
0° 4' W/YEAR
SOURCE: NATIONAL
GEOPHYSICAL DATA
CENTER



RUNWAY 11-29 PLAN VIEW

2000' 1000' 0 2000'
SCALE IN FEET
(HORIZONTAL)



RUNWAY 11-29 PROFILE VIEW

2000' 1000' 0 2000'
SCALE IN FEET
(HORIZONTAL)

TOWER DATA TABLE

#	CITY	TYPE	AGL	AMSL	SURFACE / PENETRATION	MARKING	LIGHTING	FAA STUDY #
1	COCOA	TOWER	103	115	HORIZONTAL / -41	UNKNOWN	UNKNOWN	UNKNOWN
2	MERRITT ISLAND	TOWER	103	125	CONICAL / -83	UNKNOWN	UNKNOWN	UNKNOWN
3	COCOA	TOWER	253	253	CONICAL / -71	MARKED	RED LIGHTING	0000_SO00665OE

OBSTRUCTION SOURCE:
DIGITAL OBSTACLE FILE (DOF)
03/09/2008

OBSTRUCTION TABLE

#	TYPE	SURFACE AFFECTED	OBSTRUCTION ELEVATION	ALLOWABLE PART 77 ELEVATION	PART 77 PENETRATION	DISPOSITION
4	POLE	TRANSITIONAL	40'	28.07'	11.93'	REMOVE
5	ROD ON BEACON	TRANSITIONAL	67'	43.29'	23.71'	NO CHANGE
6	HANGAR	TRANSITIONAL	28'	13.31'	14.69'	REMOVE
7	BUILDING	TRANSITIONAL	21'	41.98'	-20.99	NONE
8	POLE	TRANSITIONAL	43'	56.04'	-13.05	NONE
9	POLE	TRANSITIONAL	34'	22.44'	11.56'	OBST. LIGHT
10	BUILDING	TRANSITIONAL	31'	53.10'	-22.11	NONE
11	BUILDING	TRANSITIONAL	27'	57.36'	-30.37	NONE
12	TREE	TRANSITIONAL	46'	64.07'	-18.07'	NONE
13	TREE	TRANSITIONAL	48'	121.96'	-73.96'	NONE
14	TREE	TRANSITIONAL	46'	162.25'	-116.26'	NONE
15	TREE	TRANSITIONAL	53'	66.38'	-13.39'	NONE
16	TREE	TRANSITIONAL	54'	167.83'	-113.84'	NONE
17	TREE	TRANSITIONAL	55'	98.46'	-43.46'	NONE
18	ANTENNA	HORIZONTAL	124'	156.00'	-32.00'	NONE
19	ANTENNA	TRANSITIONAL	132'	155.40'	-23.40'	NONE
20	SHERIFFS HANGAR	TRANSITIONAL	30'	20.23'	9.77'	OBST. LIGHT
21	CIVIL AIR PATROL	TRANSITIONAL	19'	20.23'	-1.23'	NONE

OBSTRUCTION SOURCE:
AERONAUTICAL DATA SHEET
NATIONAL GEODETIC SURVEY
SURVEY DATE: 01/25/2006
HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NAVD88

Titusville-Cocoa Airport Authority

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MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer: DPN
Technician: DPN
Checked by: TF
Project Number: PL377002

NOTES

1. ALL ELEVATIONS BASED ON NAVD 88, ABOVE MEAN SEA LEVEL (AMSL)

2. NEGATIVE PENETRATIONS INDICATE DISTANCE BELOW FAR PART 77 SURFACE

3. AIRPORT ZONING REGULATIONS CONTAINED IN CODE OF ORDINANCES OF BREVARD COUNTY, CHAPTER 62, ARTICLE VI, ADOPTED FEBRUARY 8, 1994.

4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.

5. BASE MAP TAKEN FROM THE USGS 7.5 MINUTE SERIES QUADS. LAND BOUNDARY INFORMATION SYSTEMS (LABINS) 09/01/2005.

DRAFT

REVISIONS

No.	Description	Date	By

Project Name:
Merritt Island Airport
Merritt Island, FL
Master Plan Update

Drawing Name:
AIRPORT AIRSPACE DRAWING RUNWAY 11-29

FAA A.I.P. Project Number: 312001300152006

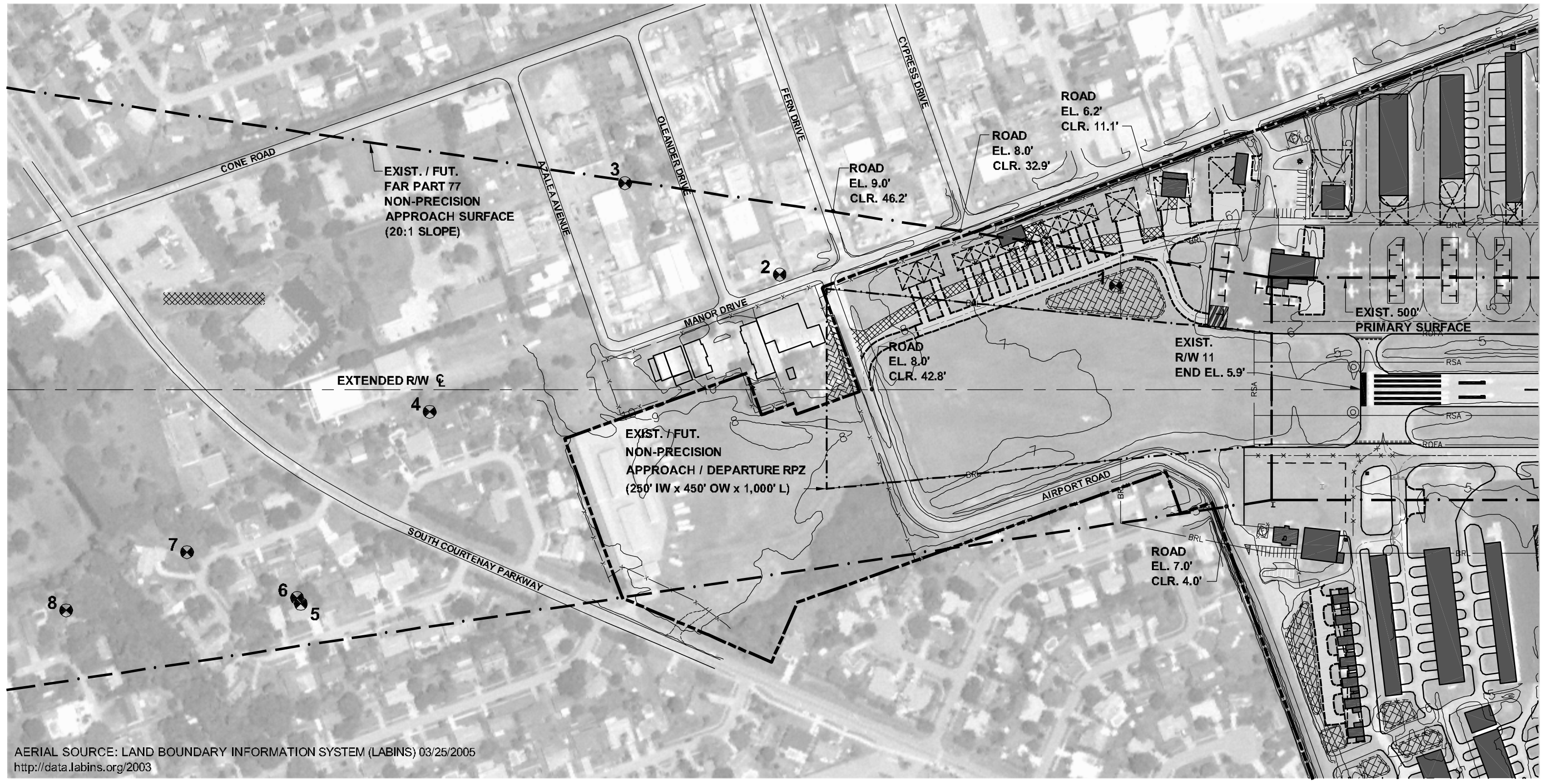
Autocad Drawing Reference:
Path: \\Tpa-data1\tampa\Planning\COI - Merritt Island\COI AMPU\2008 ALP\04-COI-Airspace.dwg
Saved: Apr 21, 2009 - 8:53am by APNazarkewych / Plotted: Apr 29, 2009 - 9:08am

Date: March 2009
Division: Planning
Scale: AS SHOWN
Drawing Number: 4

VARIATION
5° 55' W
MAY 2008

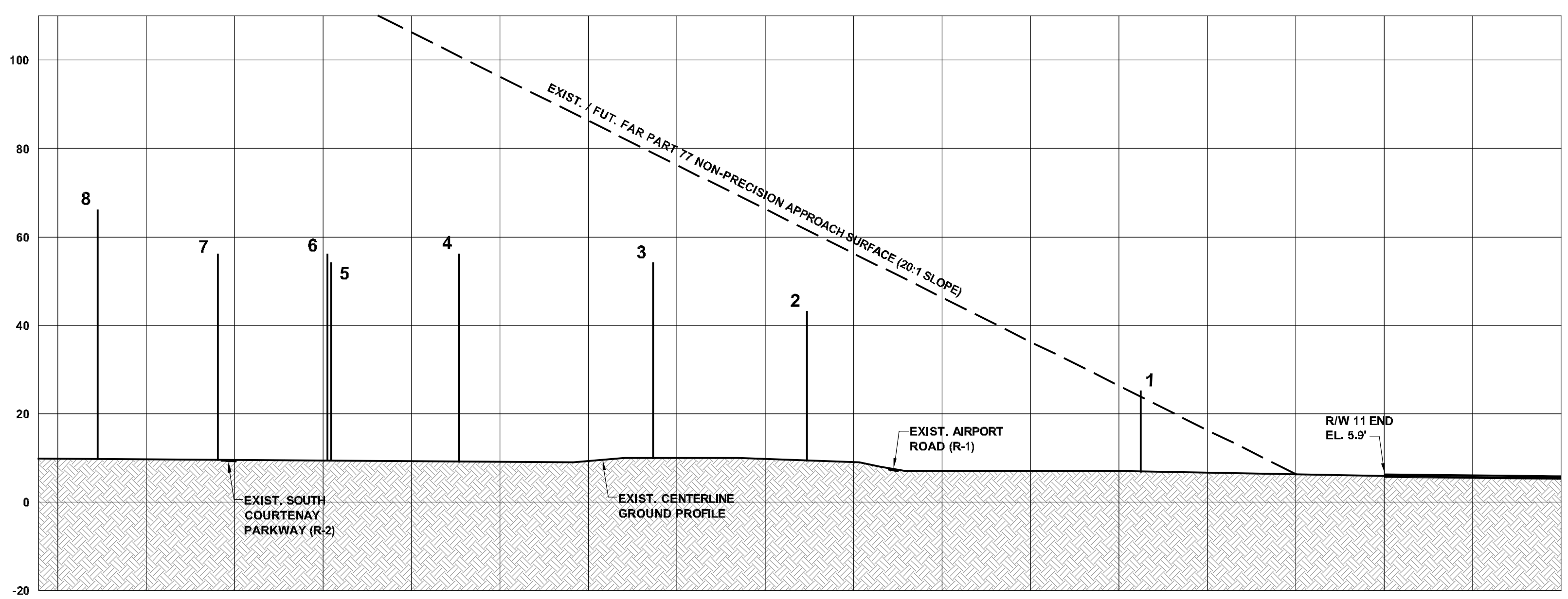
MAGNETIC
TRUE

RATE OF CHANGE
0° 4' W/YEAR
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER



RUNWAY 11 INNER APPROACH PLAN VIEW

200' 100' 0 200'
SCALE IN FEET
(HORIZONTAL SCALE)



RUNWAY 11 INNER APPROACH PROFILE VIEW

200' 100' 0 200'
SCALE IN FEET
(HORIZONTAL SCALE)

OBSTRUCTION TABLE - RUNWAY 11 (EXIST. Elevation= 5.9')

#	TYPE	SURFACE AFFECTED	OBSTRUCTION ELEVATION	PART 77 ELEV.	PART 77 PENETRATION	DISPOSITION
1	LIGHTED WINDSOCK	APPROACH	25'	23.45'	1.55'	NONE
2	POLE	APPROACH	43'	61.20'	-18.20'	NONE
3	TREE	APPROACH	54'	78.58'	-24.58'	NONE
4	TREE	APPROACH	56'	100.53'	-44.53'	NONE
5	TREE	APPROACH	54'	115.02'	-61.02'	NONE
6	TREE	APPROACH	56'	115.44'	-59.44'	NONE
7	TREE	APPROACH	56'	127.80'	-71.80'	NONE
8	TREE	APPROACH	66'	141.37'	-75.37'	NONE

OBSTRUCTION SOURCE:
AERONAUTICAL DATA SHEET
NATIONAL GEODETIC SURVEY
SURVEY DATE: 01/25/2006
HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NAVD88

LEGEND

DESCRIPTION	EXISTING	FUTURE
BUILDINGS - ON AIRPORT		
PAVEMENT		
FENCE		
PROPERTY LINE		
OBSTRUCTION	3	N/A
RPZ		
PAVEMENT MARKINGS		
NAVAIDS		
RSA	RSA	RSA
ROFA	ROFA	ROFA
BRL	BRL	BRL
REILS	N/A	
AIRCRAFT PARKING TO BE RELOCATED	N/A	
EXIST. CONTOURS	5	N/A
PAVEMENT TO BE REMOVED	N/A	
AVIGATION EASEMENT		
LAND ACQUISITION	N/A	
DRAINAGE IMPROVEMENTS	N/A	

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MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer: DPN
Technician: DPN
Checked by: TF
Project Number: PL377002

NOTES

1. ELEVATIONS SHOWN HEREON ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (AMSL). HEIGHT ABOVE THE SLOPE AS INDICATED IN TABLE ARE DISPLAYED IN FEET AS CALCULATED ABOVE THE THRESHOLD HEIGHT AND ARE ONLY APPROXIMATED.
2. HORIZONTAL COORDINATES ARE IN NAD83
3. NEGATIVE PENETRATIONS INDICATE DISTANCE BELOW FAR PART 77 SURFACE
4. POSITIVE PENETRATIONS INDICATE DISTANCE ABOVE FAR PART 77 SURFACE
5. BUILDING RESTRICTION LINE (BRL) SHOWN IS FOR A TYPICAL 17' BUILDING
6. REFER TO FAA PART 77.23 (STANDARDS FOR DETERMINING OBSTRUCTIONS) AT TRAVERSE WAYS WITHIN APPROACHES.

DRAFT

REVISIONS

No.	Description	Date	By

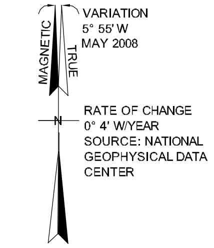
Project Name:
Merritt Island Airport
Merritt Island, FL
Master Plan Update

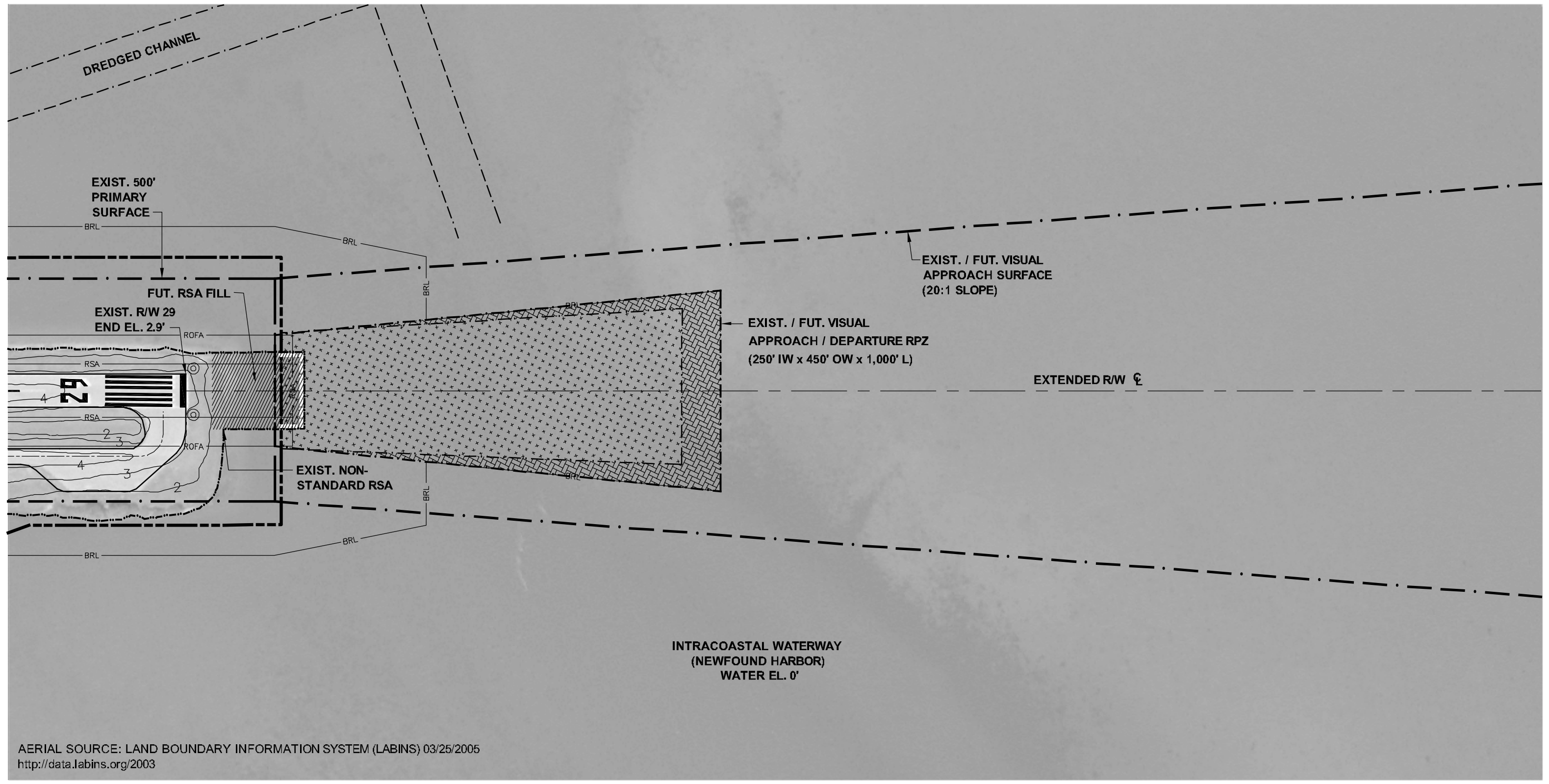
Drawing Name:
INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 11

FAA A.I.P. Project Number: 312001300152006

Autocad Drawing Reference:

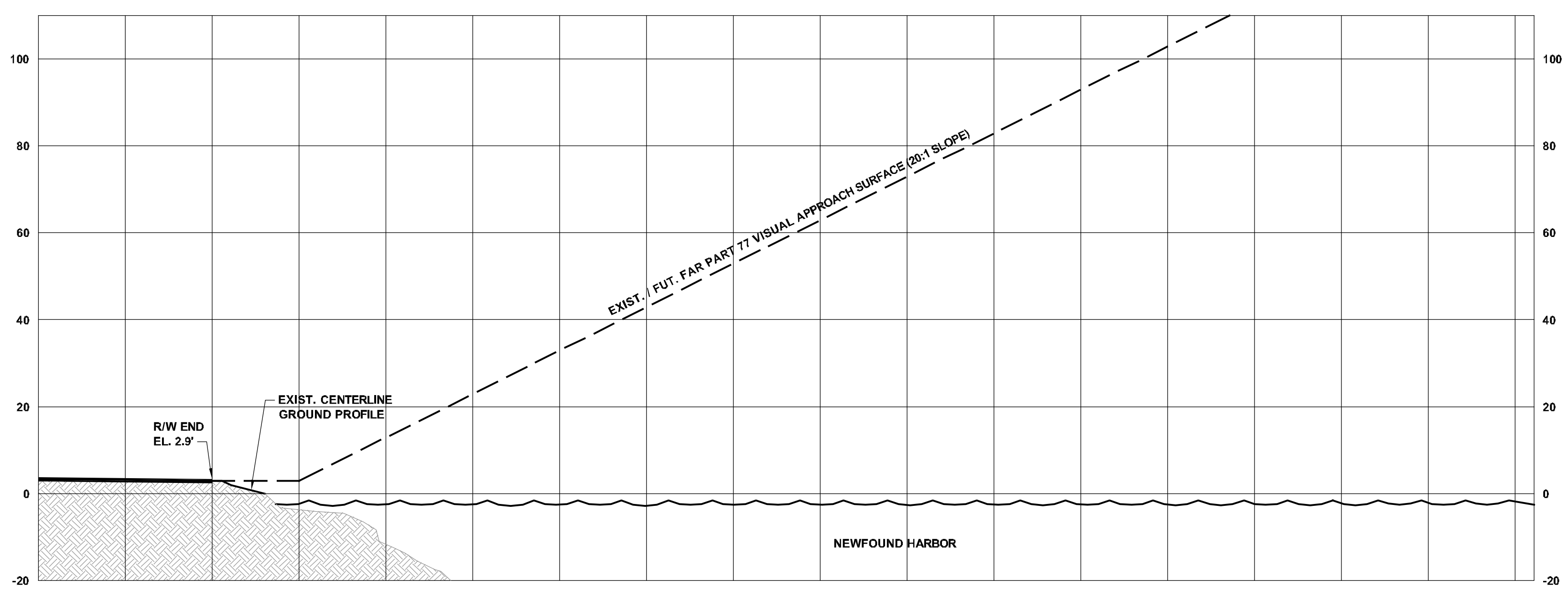
Date: March 2009
Division: Planning
Scale: AS SHOWN
Drawing Number: 5





RUNWAY 29 INNER APPROACH PLAN VIEW

200' 100' 0 200'
SCALE IN FEET
(HORIZONTAL SCALE)



RUNWAY 29 INNER APPROACH PROFILE VIEW

200' 100' 0 200'
SCALE IN FEET
(HORIZONTAL SCALE)

OBSTRUCTION TABLE - RUNWAY 11 (EXIST. Elevation= 5.9')

#	TYPE	SURFACE AFFECTED	OBSTRUCTION ELEVATION	PART 77 ELEV.	PART 77 PENETRATION	DISPOSITION
			NONE			

OBSTRUCTION SOURCE:
AERONAUTICAL DATA SHEET
NATIONAL GEODETIC SURVEY
SURVEY DATE: 01/25/2006
HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NAVD88

LEGEND

DESCRIPTION	EXISTING	FUTURE
BUILDINGS - ON AIRPORT		
PAVEMENT		
FENCE		
PROPERTY LINE		
OBSTRUCTION	3	N/A
RPZ		
PAVEMENT MARKINGS		
SEAWALL	N/A	
NAVAIDS		
RSA	RSA	RSA
ROFA	ROFA	ROFA
BRL	BRL	BRL
REILS	N/A	
AIRCRAFT PARKING TO BE RELOCATED	N/A	
EXIST. CONTOURS	5	N/A
PAVEMENT TO BE REMOVED	N/A	
AVIGATION EASEMENT		
LAND ACQUISITION	N/A	
DRAINAGE IMPROVEMENTS	N/A	

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MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer: **DPN**
Technician: **DPN**
Checked by: **TF**
Project Number: **PL377002**

NOTES

1. ELEVATIONS SHOWN HEREON ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (AMSL). HEIGHT ABOVE THE SLOPE AS INDICATED IN TABLE ARE DISPLAYED IN FEET AS CALCULATED ABOVE THE THRESHOLD HEIGHT AND ARE ONLY APPROXIMATED.
2. HORIZONTAL COORDINATES ARE IN NAD83
3. NEGATIVE PENETRATIONS INDICATE DISTANCE BELOW FAR PART 77 SURFACE
4. POSITIVE PENETRATIONS INDICATE DISTANCE ABOVE FAR PART 77 SURFACE
5. BUILDING RESTRICTION LINE (BRL) SHOWN IS FOR A TYPICAL 17' BUILDING
6. REFER TO FAA PART 77.23 (STANDARDS FOR DETERMINING OBSTRUCTIONS) AT TRAVERSE WAYS WITHIN APPROACHES.

DRAFT

REVISIONS

No.	Description	Date	By

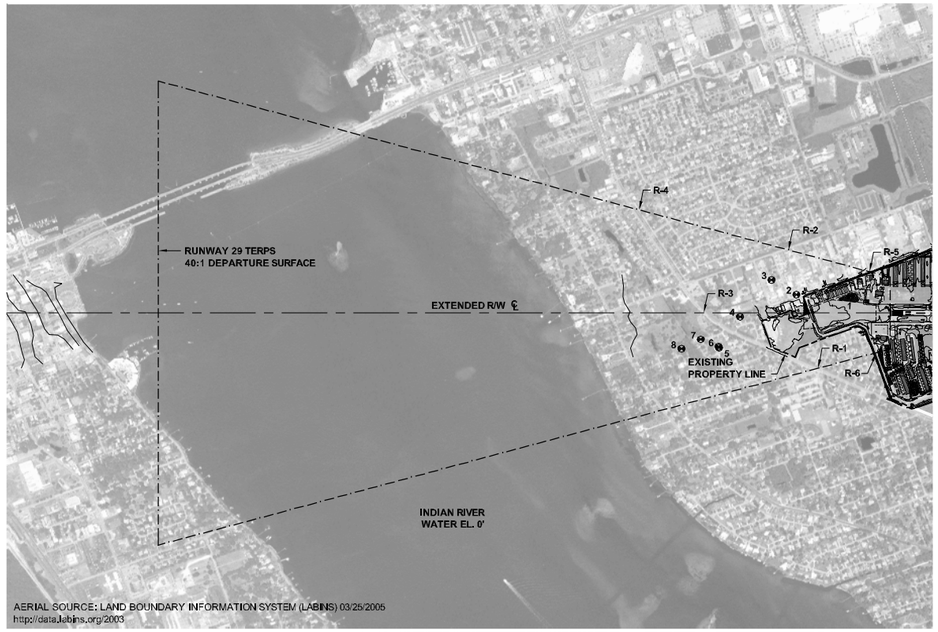
Project Name:
Merritt Island Airport
Merritt Island, FL
Master Plan Update

Drawing Name:
INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 29

FAA A.I.P. Project Number: **312001300152006**

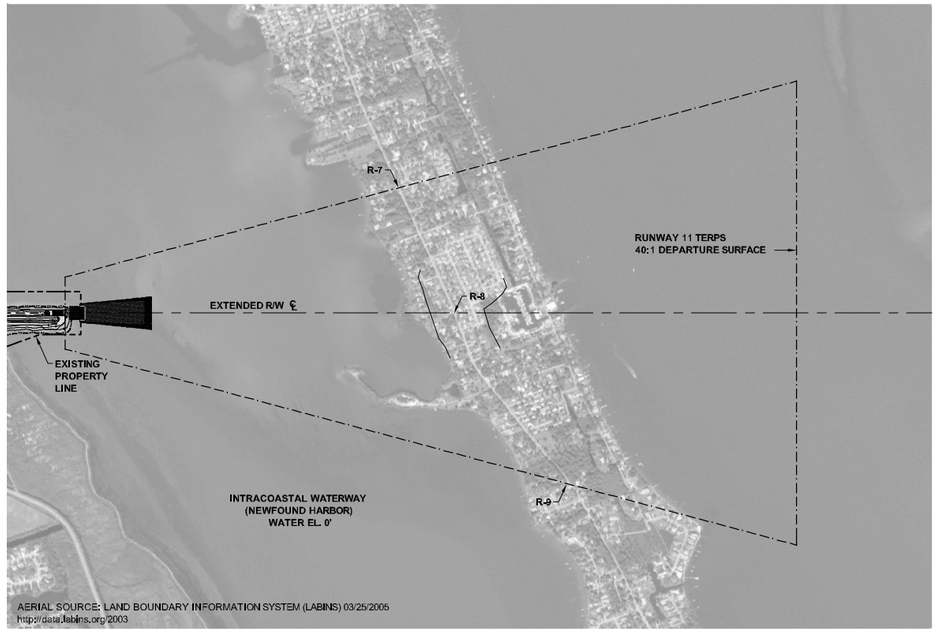
Autocad Drawing Reference:
Path: \\Tpa-data1\tampa\Planning\COI - Merritt Island\COI AMPU\2008 ALP\05-06-COI-Inner Approach.dwg
Saved: Apr 28, 2009 - 3:21pm by APNazarkewych / Plotted: Apr 29, 2009 - 9:09am

Date: **March 2009**
Division: **Planning**
Scale: **AS SHOWN**
Drawing Number: **6**



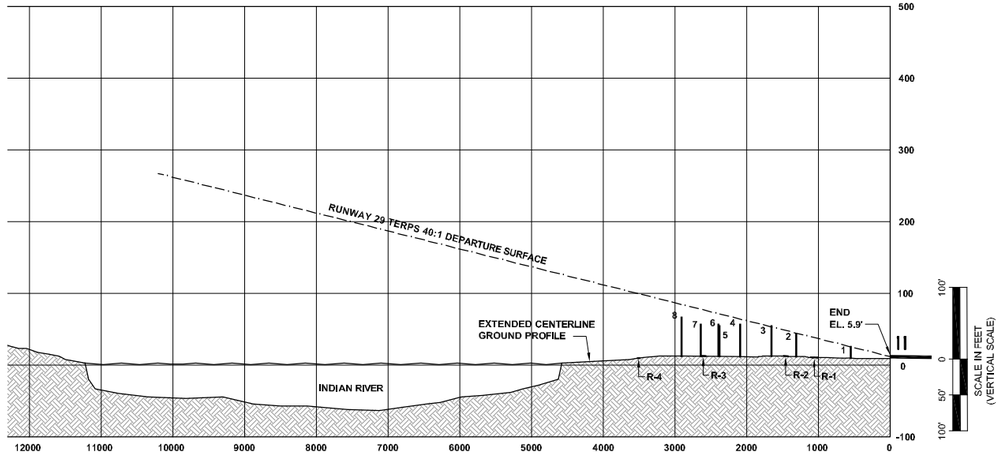
RUNWAY 29 DEPARTURE SURFACE PLAN VIEW

1000' 500' 0 1000'
SCALE IN FEET
(HORIZONTAL SCALE)



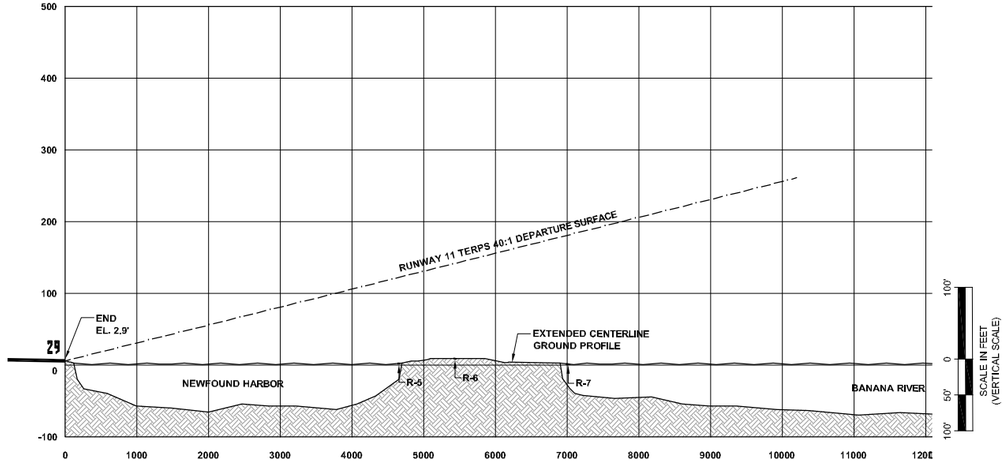
RUNWAY 11 DEPARTURE SURFACE PLAN VIEW

1000' 500' 0 1000'
SCALE IN FEET
(HORIZONTAL SCALE)



RUNWAY 29 DEPARTURE SURFACE PROFILE VIEW

1000' 500' 0 1000'
SCALE IN FEET
(HORIZONTAL SCALE)



RUNWAY 11 DEPARTURE SURFACE PROFILE VIEW

1000' 500' 0 1000'
SCALE IN FEET
(HORIZONTAL SCALE)

RUNWAY 29 40:1 DEPARTURE SURFACE OBSTRUCTION TABLE

#	TYPE	OBSTRUCTION ELEVATION	40:1 SURFACE PENETRATION	DISPOSITION
1	LIGHTED WINDSOCK	25'	5.4'	NONE
2	POLE	43'	4.5'	OBST. LIGHT
3	TREE	54'	6.8'	TRIM / REMOVE
4	TREE	56'	-2.2'	NONE
5	TREE	54'	-11.4'	NONE
6	TREE	56'	-9.6'	NONE
7	TREE	56'	-15.8'	NONE
8	TREE	66'	-12.5'	NONE
R-1	ROAD	6'	-24.9'	NONE
R-2	ROAD	5'	-36.5'	NONE
R-3	ROAD	8'	-62.7'	NONE
R-4	ROAD	7'	-86.2'	NONE
R-5	ROAD	6'	-7.0'	NONE
R-6	ROAD	7'	-3.9	NONE

OBSTRUCTION SOURCE:
AERONAUTICAL DATA SHEET
NATIONAL GEODETIC SURVEY
SURVEY DATE: 01/25/2006
HORIZONTAL DATUM: NAD83
VERTICAL DATUM: NAVD88

RUNWAY 11 40:1 DEPARTURE SURFACE OBSTRUCTION TABLE

#	TYPE	OBSTRUCTION ELEVATION	40:1 SURFACE PENETRATION	DISPOSITION
R-7	ROAD	3'	-116.2'	NONE
R-8	ROAD	3'	-135.2'	NONE
R-9	ROAD	3'	-174.4'	NONE

MAGNETIC
TRUE
N
VARIATION
5° 55' W
MAY 2008

RATE OF CHANGE
0° 4' W/YEAR
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER

Titusville-Cocoa Airport Authority

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MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer: DPN
Technician: DPN
Checked by: TF
Project Number: PL377002

NOTES

1. ELEVATIONS SHOWN HEREON ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (AMSL). HEIGHT ABOVE THE SLOPE AS INDICATED IN TABLE ARE DISPLAYED IN FEET AS CALCULATED ABOVE THE THRESHOLD HEIGHT AND ARE ONLY APPROXIMATED.
2. HORIZONTAL COORDINATES ARE IN NAD83
3. NEGATIVE PENETRATIONS INDICATE DISTANCE BELOW TERPS 40:1 DEPARTURE SURFACE
4. POSITIVE PENETRATIONS INDICATE DISTANCE ABOVE TERPS 40:1 DEPARTURE SURFACE
5. BUILDING RESTRICTION LINE (BRL) SHOWN IS FOR A TYPICAL 17' BUILDING
6. REFER TO FAA PART 77.23 (STANDARDS FOR DETERMINING OBSTRUCTIONS) AT TRAVERSE WAYS WITHIN APPROACHES.

DRAFT

REVISIONS

No.	Description	Date	By

Project Name:
Merritt Island Airport
Merritt Island, FL
Master Plan Update

Drawing Name:
DEPARTURE SURFACES DRAWING RUNWAY 11-29

FAA A.I.P. Project Number:
312001300152006

Autocad Drawing Reference:
P:\Projects\Tampa Planning\COA - Merritt Island\COA AIP\2008 AIP\07-COA Departure Surfaces.dwg
Saved: Apr 28, 2009 - 2:50pm by APMcmarkeyn | Plotted: Apr 29, 2009 - 9:09am

Date: March 2009
Division: Planning
Scale: AS SHOWN
Drawing Number: 7

LEGEND

DESCRIPTION	EXISTING	FUTURE
BUILDINGS - ON AIRPORT		
PAVEMENT		
FENCE		
PROPERTY LINE		
RPZ		
PAVEMENT MARKINGS		
NAVAIDS		
PARCEL LINES		N/A
NOISE CONTOURS	2007 - 65 DNL	2027 - 65 DNL

ON AIRPORT LAND USE LEGEND

AR	AIRFIELD RELATED DEVELOPMENT
AVR	AVIATION RELATED DEVELOPMENT
NA	NON - AVIATION
	LAND USE DIVIDERS

OFF AIRPORT LAND USE LEGEND

VW	VACANT WETLANDS
RLD	RESIDENTIAL LOW DENSITY
VU	VACANT UPLANDS
CG	CITRUS GROVES
OLI	OTHER LIGHT INDUSTRIAL
C&S	COMMERCIAL AND SERVICES
I	INSTITUTIONAL
RMD	RESIDENTIAL MEDIUM DENSITY
	LAND USE DIVIDERS
	RESERVED FOR LAND USE COMPATIBILITY

Titusville-Cocoa Airport Authority

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MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer: DPN
Technician: DPN
Checked by: TF
Project Number: PL377002

NOTES

1. THERE ARE NO SCHOOLS OR PLACES OF WORSHIP WITHIN THE 65 DNL CONTOUR
2. AIRPORT ZONING REGULATIONS CONTAINED IN CODE OF ORDINANCES OF BREVARD COUNTY, CHAPTER 62, ARTICLE VI, ADOPTED FEBRUARY 8, 1994

DRAFT

REVISIONS

No.	Description	Date	By

Project Name:
Merritt Island Airport
Merritt Island, FL
Master Plan Update

Drawing Name:
EXISTING ON-AIRPORT LAND USE DRAWING (2007 & 2027 NOISE CONTOUR)

FAA A.I.P. Project Number: 312001300152006

Autocad Drawing Reference:
Path: \\Tpa-cata1\tampa\Planning\COI - Merritt Island\COI AMPU\2008 ALP\08-COI-Land Use-2007-2027 Noise.cwg
Saved: Apr 21, 2009 - 3:58pm by APNazarkewych / Plotted: Apr 29, 2009 - 9:10am

Date: March 2009
Division: Planning
Scale: 1" = 400'
Drawing Number: 8

LEGEND

DESCRIPTION	EXISTING	FUTURE
BUILDINGS - ON AIRPORT		
PAVEMENT		
PROPERTY LINE		
RPZ		
PAVEMENT MARKINGS		
RSA	RSA	RSA
ROFA	ROFA	ROFA
BRL	BRL	BRL
AVIGATION EASEMENT		
LAND ACQUISITION	N/A	
PARCEL LINES		N/A

PROPERTY LINE TABLE

IDENTIFIER	TYPE	BEARING	DISTANCE	COMMENTS
1	N/A	N 88° 47' 59" E	434.35'	N/A
1	(R)	N 88° 47' 59" E	434.46'	PER ADJOINING DEEDS
2	(M)	S 01° 19' 03" E	99.63'	N/A
2	(R)	S 01° 19' 03" E	100.00'	ORB 3463, PG 4225
3	(M)	N 89° 02' 15" E	74.85'	N/A
3	(R)	N 89° 02' 15" E	75.00'	ORB 3463, PG 4225
4	(M)	S 01° 10' 01" E	24.96'	N/A
4	(R)	S 01° 10' 01" E	25.00'	ORB 3463, PG 4225 AND ORB 2714, PG 1692
5	(M)	N 88° 45' 27" E	149.98'	N/A
5	(R)	N 88° 45' 27" E	150.00'	ORB 2714, PG 1692
6	(M)	N 01° 19' 09" W	249.41'	N/A
6	(R)	N 01° 19' 09" W	250.00'	ORB 2714, PG 1692
7	(M)	N 88° 46' 33" E	660.59'	N/A
7	(C)	N 88° 46' 33" E	660.63'	N/A
7	(R)	N 88° 47' 50" E	660.00'	ORB 865, PG 1007 PB 10, PG 69B
8	(C)	N 88° 46' 36" E	1289.70'	N/A
8	(R)	N 88° 45' 58" E	1289.67'	ORB 865, PG 1007
9	(M)	S 01° 12' 28" E	720.77'	N/A
10	N/A	N 89° 11' 21" E	790.56'	N/A
11	N/A	N 89° 11' 21" E	7.26'	N/A
12	N/A	S 40° 18' 10" E	15.92'	N/A
13	N/A	N 76° 57' 08" E	16.19'	N/A
14	N/A	N 67° 41' 25" E	24.43'	N/A
15	N/A	N 46° 00' 53" E	12.04'	N/A
16	N/A	N 63° 39' 34" E	11.88'	N/A
17	N/A	S 80°11' 40" E	17.95'	N/A
18	N/A	S 14° 30' 39" W	7.26'	N/A
19	N/A	S 44° 56' 02" W	12.70'	N/A
20	N/A	S 35° 51' 10" W	40.18'	N/A
21	N/A	S 03° 07' 23" E	13.02'	N/A
22	N/A	S 49° 45' 41" E	6.44'	N/A
23	N/A	S 68° 06' 00" E	6.37'	N/A
24	N/A	N 76° 53' 40" E	6.18'	N/A
25	N/A	N 41° 52' 26" E	21.23'	N/A
26	N/A	N 58° 02' 53" E	15.38'	N/A
27	N/A	N 27° 50' 37" E	7.16'	N/A
28	N/A	N 81° 11' 10" E	10.49'	N/A
29	N/A	S 39°28'28" E	40.32'	N/A
30	N/A	S 24° 27' 21" E	18.84'	N/A
31	N/A	S 44° 51' 52" E	13.72'	N/A
32	N/A	N 89° 56' 49" E	15.21'	N/A
33	N/A	N 71° 15' 55" E	11.42'	N/A
34	N/A	N 27° 17' 58" E	11.08'	N/A
35	N/A	N 10°05'16" E	21.61'	N/A
36	N/A	N 15°34'02" W	14.63'	N/A
37	N/A	N 03°33'03" W	15.19'	N/A
38	N/A	S 79° 14' 56" E	33.64'	N/A
39	N/A	S 66° 17' 24" E	35.54'	N/A
40	N/A	S 85° 34' 07" E	23.80'	N/A
41	N/A	N 80° 29' 09" E	43.90'	N/A
42	N/A	N 84° 17' 03" E	62.67'	N/A
43	N/A	S 86° 54' 29" E	116.25'	N/A
44	N/A	S 54° 27' 39" E	28.03'	N/A
45	N/A	S 46° 29' 18" E	35.69'	N/A
46	N/A	S 24° 56' 23" E	113.23'	N/A
47	N/A	S 09° 15' 12" E	129.26'	N/A
48	N/A	S 12° 29' 12" E	92.33'	N/A
49	(C)	S 71° 23' 44" E	1503.07'	N/A
50	(C)	S 18° 36' 16" W	600.00'	N/A
51	(C)	N 71° 23' 44" W	565.19'	N/A
52	N/A	S 89° 12' 10" W	3090.35'	N/A
53	N/A	N 48° 09' 48" W	360.94'	N/A
53	(R)	N 48° 00' 04" W	366.37'	ORB 865, PG 1007
54	(M)	N 01° 16' 58" W	993.74'	N/A
54	(R)	N 01° 16' 02" W	992.75'	PB 17, PG 117
55	(M)	S 89° 16' 07" W	75.00'	N/A
55	(R)	S 89° 04' 54" W	75.00'	PB 17, PG 117
56	(M)	N 01° 02' 16" W	99.89'	N/A
56	(R)	N 00° 55' 06" W	100.00'	PB 17 PG 117
57	(M)	S 89° 04' 53" W	878.90'	N/A
57	(R)	S 89° 04' 54" W	879.02'	PB 17, PG 117
58	(M)	S 42° 06' 46" W	146.22'	N/A
58	(R)	S 42° 00' 36" W	146.19'	N/A
59	(M)	N 47° 59' 15" W	156.85'	N/A
59	(R)	N 47° 59' 24" W	157.13'	N/A
60	N/A	N 48° 00' 55" W	208.36'	N/A
61	N/A	N 01° 14' 28" W	379.83'	N/A
62	N/A	N 18° 36' 56" E	130.00'	CLR. ZONE ESMT. *
63	N/A	S 74° 14' 49" E	901.12'	CLR. ZONE ESMT. *
64	N/A	S 18° 36' 56" W	350.00'	CLR. ZONE ESMT. *
65	N/A	N 68° 31' 19" W	901.12'	CLR. ZONE ESMT. *
66	N/A	N 18° 36' 56" E	130.00'	CLR. ZONE ESMT. *
67	(C)	N 01° 16' 42" W	245.40'	N/A
67	(R)	N 01° 16' 42" W	246.92'	ORB 865, PG 1007
68	(C)	N 01° 16' 42" W	1504.66'	N/A
68	(R)	N 01° 16' 02" W	1504.66'	ORB 865, PG 1007
69	(C)	N 01° 16' 42" W	1093.87'	N/A
69	(R)	N 01° 16' 42" W	1092.28'	ORB 865, PG 1007

* CLEAR ZONE EASEMENT TIITF NO. 23957-A (08-18-1965)

AERIAL SOURCE: LAND BOUNDARY INFORMATION SYSTEM (LABINS) 09/01/2005

EXISTING PROPERTY & EASEMENT TOTALS

PROPERTY	
PARCEL	SIZE
WITHIN AIRPORT PL	136.14 AC.
EASEMENTS	
PARCEL	SIZE
EXIST. CLEAR ZONE	6.30 AC.

PROPOSED PROPERTY & EASEMENT ACQUISITIONS

PROPERTY			
PARCEL	TYPE OF ACQUISITION	OWNER	SIZE
A	FEE SIMPLE	MARTHA MC LEOD	12.89 AC
B	FEE SIMPLE	MARTHA MC LEOD	15.47 AC
C	FUT. R/W 29 RSA AREA	BREVARD COUNTY	0.22 AC
D	FEE SIMPLE	ARTHUR LI	2.44 AC
TOTAL FUT. PROPOSED PROPERTY ACREAGE			31.02 AC.
TOTAL FUT. PROPERTY ACREAGE			167.16 AC.
EASEMENTS			
PARCEL NO.	TYPE OF ACQUISITION		SIZE
E-1	FUT. R/W 11 AVIGATION	N/A	0.2 AC.
E-2	FUT. R/W 29 AVIGATION	N/A	1.74 AC.
TOTAL FUT. PROPOSED EASEMENTS ACREAGE			1.94 AC.
TOTAL FUT. EASEMENTS ACREAGE			8.24 AC.

Titusville-Cocoa Airport Authority

THE LPA GROUP
TRANSPORTATION CONSULTANTS
ATLANTA, GA • BATON ROUGE, LA • CHARLESTON, SC
CHARLOTTE, NC • CHICAGO, IL • COLUMBIA, SC
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MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA
SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL
• WEST PALM BEACH, FL

Designer: DPN
Technician: DPN
Checked by: TF
Project Number: PL377002

NOTES

1. THIS IS A SURFACE SURVEY ONLY. UNDERGROUND IMPROVEMENTS, IF ANY, WERE NOT LOCATED.
2. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE SEARCH. BOUNDARY SURVEY PROVIDED BY STOTTLER STAGG & ASSOCIATES 11/05/2008.
3. PLANE COORDINATES ARE BASED ON THE FLORIDA STATE PLANE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83)1999 ADJUSTMENT, TRANSVERSE MERCATOR PROJECTION.
4. (C) = CALCULATED DATA
(M) = FIELD MEASURED DATA
(R) = RECORD DATA

DRAFT

REVISIONS

No.	Description	Date	By

Project Name:
Merritt Island Airport
Merritt Island, FL
Master Plan Update

Drawing Name:
AIRPORT PROPERTY MAP DRAWING

FAA A.I.P. Project Number: 312001300152006

Autocad Drawing Reference:
Path: \\Tpa-data1\tampa\Planning\COI - Merritt Island\COI AMPU\2008 ALP\09-COI-Property Map.dwg
Saved: Apr 28, 2009 - 3:16pm by APNazarkewych / Plotted: Apr 29, 2009 - 9:10am

Date: March 2009
Division: Planning
Scale: 1" = 300'
Drawing Number: 9