

AIRPORT MASTER PLAN UPDATE EXECUTIVE SUMMARY

For Titusville-Cocoa Airport Authority | November 2025



PREPARED BY



IN ASSOCIATION WITH

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1 INTRODUCTION

Space Coast Regional Airport (TIX or Airport) is a public use, general aviation (GA) airport serving the corporate, charter, flight training, and recreational aviation needs of the Space Coast region of Central Florida. The Airport is owned and operated by the Titusville-Cocoa Airport Authority (TCAA), which also operates Merritt Island Airport (COI), Arthur Dunn Airpark (X21), and Exploration Spaceport located at TIX.

In 2022, TCAA initiated this Master Plan Update (MPU) to serve as a guide for implementing future airport improvements in an incremental and financially feasible manner; maintaining compliance with evolving federal and state regulatory standards; and ensuring that TIX remains a safe, efficient, and sustainable community asset. The MPU culminates with the development of an Airport Layout Plan (ALP), which is required to secure federal and state funding through the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) and Florida Department of Transportation (FDOT) aviation grant programs.

The recommendations contained in this MPU are intended to accommodate future aeronautical demand, maintain and enhance existing infrastructure, and incorporate TCAA's vision for TIX. The MPU documents existing conditions, forecasts future demand, evaluates the capacity of existing facilities, and identifies the future requirements for the 20-year planning horizon.

An iterative process was undertaken to identify and analyze improvements to the airfield, landside areas, GA facilities, and support facilities needed to efficiently service the forecast growth in aviation activity.

TIX AT A GLANCE

RUNWAYS



18-36

Length: 7,319'
Width: 150'

9-27

Length: 5,000'
Width: 100'



Acres:

1,650



Corporate Hangars:

13



T-Hangars:

95



Air Traffic Control
Tower



Instrument
Landing
System



Foreign Trade
Zone #136



Aircraft Rescue
and Fire Fighting
Station

FAA-Licensed
Horizontal
Spaceport



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MASTER PLAN PROCESS

The previous MPU for TIX was completed in August 2005 and the ALP was subsequently revised as a ‘pen and ink’ change in January 2021. Since the 2005 MPU was drafted, the GA industry has evolved and the FAA has revised pertinent design criteria and other applicable regulatory guidance.

At TIX, the number of aircraft operations has fluctuated, and the fleet mix has changed given variations in the number and type of tenants operating at the Airport. TCAA has completed numerous airfield and hangar improvement projects over the past decade to provide tenants with competitive and relevant services and facilities.

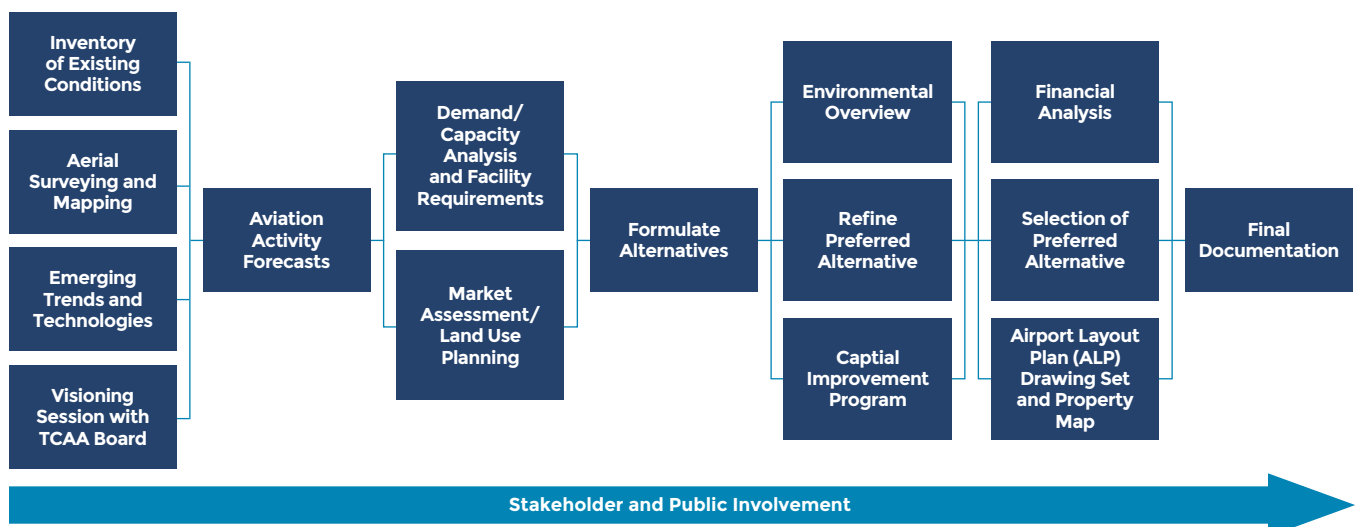
Additionally, TCAA was granted a Commercial Space Transportation License on May 5, 2020, authorizing them to support horizontal launch and landing space activities at TIX. A Spaceport Master Plan, developed concurrently with the MPU, was completed in June 2024.

PURPOSE OF THE MPU

The purpose of this MPU is to provide TCAA with a long-range (20-year) management tool to help guide the Airport development necessary to accommodate forecast growth in demand. The MPU will focus on the Airport’s role within the TCAA system and how to leverage the Airport’s existing and proposed facilities and infrastructure to best serve the Space Coast and the surrounding region.

The MPU was completed in accordance with federal and state guidance found in FAA Advisory Circular 150/5070-6B, *Airport Master Plans* and the Florida Department of Transportation (FDOT) *Guidebook for Airport Master Planning*. The MPU process was tailored to meet TIX’s specific needs.

Master Plan Process



SOURCE: US Department of Transportation, Federal Aviation Administration, Advisory Circular 150/5070-6B, *Airport Master Plans*, January 27, 2015; Ricondo & Associates, Inc. September 2022; Florida Department of Transportation, *Guidebook for Airport Master Planning* (2021-2022).



AIRPORT VISION AND MASTER PLAN GOALS

A Visioning Workshop was conducted with the TCAA Board of Directors and management staff in June 2023 to identify strengths and opportunities, desired amenities, and a vision for each airport in the TCAA system. The workshop was also a platform to discuss the project goals to guide the MPU.

TIX VISION

To be the premier corporate aviation and economic hub for the TCAA system of airports.

MASTER PLAN GOALS



Preserve and enhance the existing airfield to accommodate future corporate aviation demand.



Incorporate and leverage key findings and recommendations from the Spaceport Master Plan.



Develop a land use plan that considers repurposing underutilized or aging assets.



Establish an independent and system-wide Capital Improvement Program (CIP).





3

AVIATION ACTIVITY FORECAST

Aviation activity forecasts provide the foundation for determining future facility and infrastructure requirements at TIX. The forecasts were developed in early 2023 and translate demographic and economic conditions, industry trends, and operational patterns into a set of quantified expectations through the 20-year planning horizon (fiscal year [FY] 2043).

The forecasts were approved by the FAA on November 9, 2023, for **aircraft operations** (by fleet mix) and for **based aircraft** (by engine type).

The forecasts are unconstrained and intended to represent approximate future activity levels. Future activity levels at the Airport may differ from this forecast as a result of unexpected events, including economic, social, regulatory, political, technological, and environmental changes.

AIRCRAFT OPERATIONS

An aircraft operation is defined as a takeoff or landing on the airport runway. Touch-and-go operations, which are associated with flight training activities, are considered two operations: one landing and one takeoff. Aircraft operational demand levels dictate the need for airfield infrastructure, aircraft fuel storage, and transient aircraft storage.

Aircraft operations are forecast to increase from 83,994 in FY2022 to 101,200 in FY2043.

FUTURE AVIATION ACTIVITY DRIVERS



Historical Activity and Trends at TIX



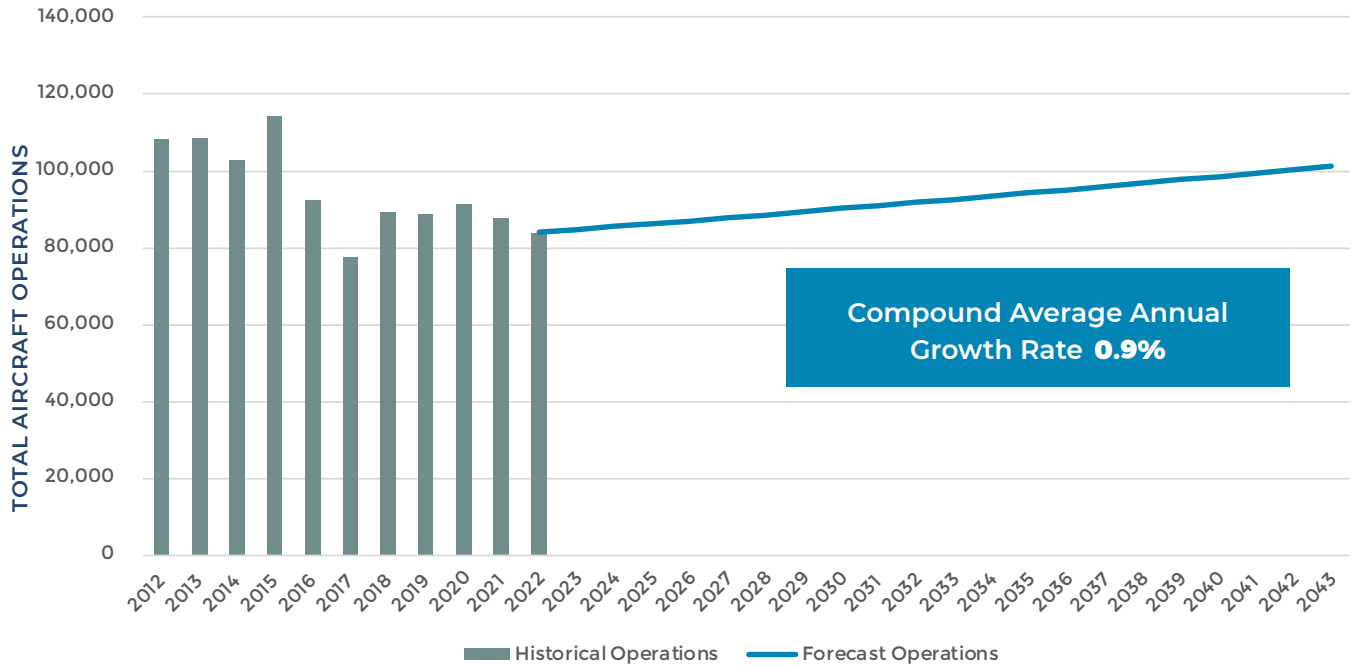
Industry Aircraft Market Trends for GA



Local, State, and National Socioeconomic Trends



Aircraft Operations



NOTE

1 The fiscal year is October through September.

SOURCES: Titusville-Cocoa Airport Authority, February 2023 (operations data, FY 2014 through FY 2020); US Department of Transportation, Federal Aviation Administration, Operations Network (OPSNET), February 2023 (operations data, FY 2012, FY 2013, FY 2021, and FY 2022); Virtower LLC, February 2023 (operations during nightly air traffic control tower closure); US Department of Transportation, Federal Aviation Administration, Terminal Area Forecast Fiscal Years 2022-2050, February 2023 (operations forecast); Florida Department of Transportation, Aviation and Spaceports Office, Florida Aviation System Plan 2035, February 2023 (forecast growth rate); Ricondo & Associates, Inc., March 2023 (forecast).





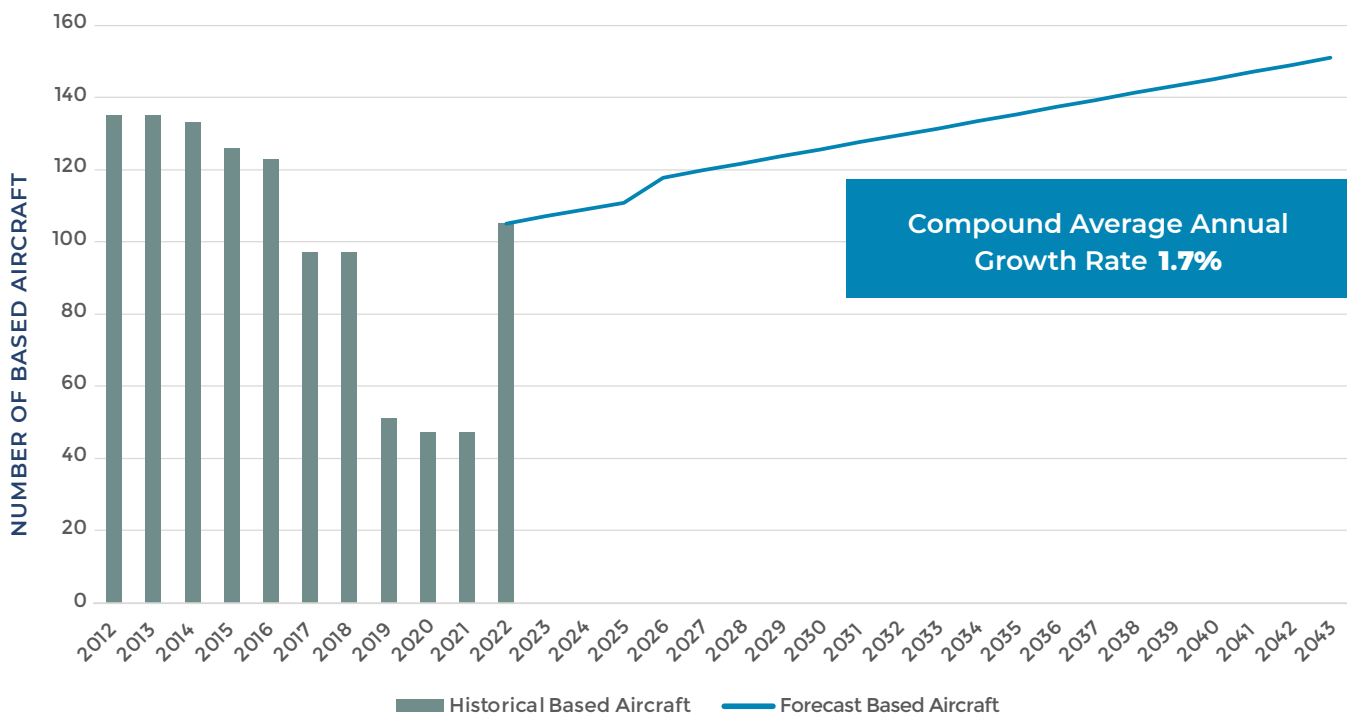
BASED AIRCRAFT

Based aircraft are aircraft that reside at TIX, stored in hangars, or on aircraft parking aprons. Based aircraft volumes typically influence storage requirements, demand for maintenance, and other aviation support services. The total number of based aircraft is expected to grow from 105 in FY 2022 to 151 by FY 2043.

Single-engine aircraft are expected to grow from 71 in FY2022 to 97 in FY2043, with an annual growth rate of 1.5%.

Multi-engine aircraft are expected to grow from 14 in FY2022 to 25 in FY2043, with an annual growth rate of 2.8%.

Based Aircraft



NOTES:

1 The fiscal year is October through September.

SOURCES: US Department of Transportation, Federal Aviation Administration, National Based Aircraft Inventory Program (NBAIP), February 2023 (FY 2022 based aircraft data); US Department of Transportation, Federal Aviation Administration, Terminal Area Forecast Fiscal Years 2022-2050, February 2023 (forecast growth rate); Ricondo & Associates, Inc., March 2023 (forecast).



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DEMAND/CAPACITY ANALYSIS AND FACILITY REQUIREMENTS

The purpose of the demand/capacity analysis is to assess the existing airfield, GA, and various other airport support facilities to accommodate future demand levels identified in the aviation activity forecasts. The results of the demand/capacity analyses set the framework for developing a recommended airport improvement plan, ensuring that capital investments are both necessary and timed appropriately.

As a part of the MPU, facility requirements for future Airport facilities and infrastructure were quantified for four key functional areas.



Airfield: Ensure the runway and taxiway systems will accommodate forecast demand and comply with FAA standards.



GA: Quantify additional apron space, conventional and T-hangars, fixed-base operator (FBO) facilities, and automobile parking to support the operations of the Airport.



Support Facilities: Develop recommendations for the timing of improvements to the airport administration building, electrical vault, airport maintenance facility, Air Traffic Control Tower (ATCT), and other support facilities.



Landside Improvements: Discuss potential roadway modifications and alignments to enhance access and circulation, increase developable space with airfield access, and improve landside aesthetics.

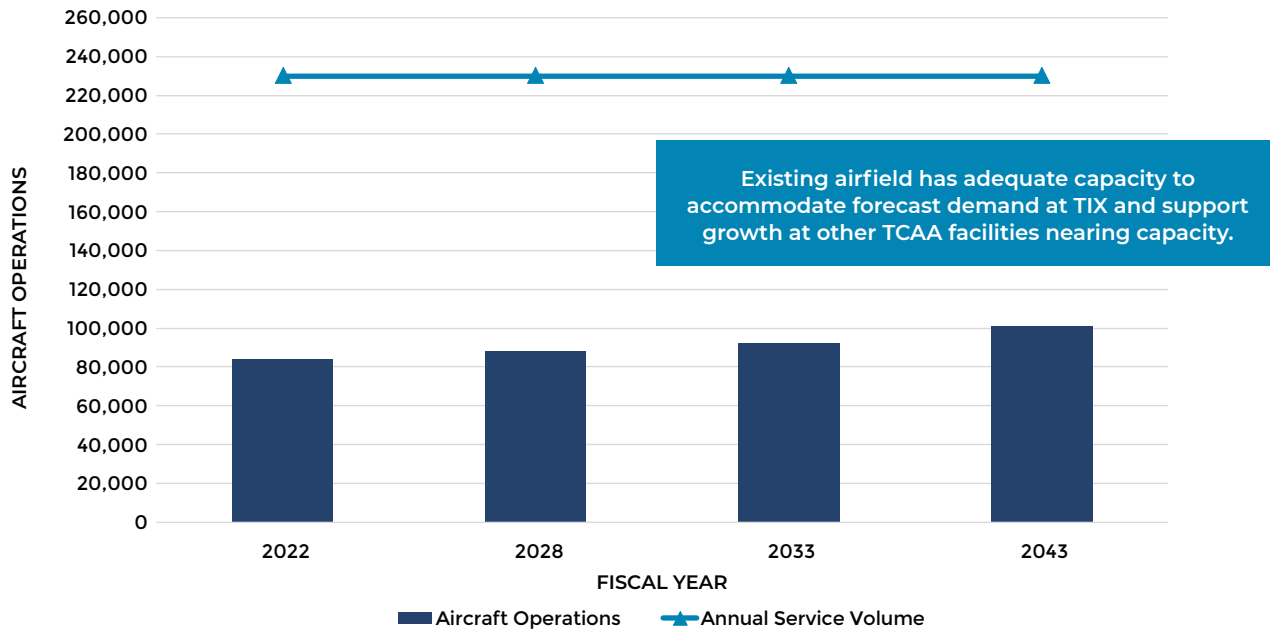
AIRFIELD FACILITIES

Airfield capacity is defined by the maximum number of aircraft operations that can be accommodated during a specific period without incurring an unacceptable level of delay. Airfield capacity can vary depending on the configuration of the runways, types of aircraft operating on the airfield, weather conditions, and ATC procedures. The results of this analysis are expressed in terms of annual service volume (ASV). The Airport's ASV is estimated at 230,000 aircraft operations.

The Airport's annual demand is forecast to increase from 83,994 operations (37 percent of the 230,000 ASV) in 2022 to 101,200 operations (44 percent of the 230,000 ASV) in 2043. Therefore, the existing airfield will have adequate capacity to support forecast operations at TIX and the ability to support other nearby capacity constrained facilities, such as COI.



ANNUAL SERVICE VOLUME VS. FORECAST DEMAND



SOURCES: US Department of Transportation, Federal Aviation Administration, Advisory Circular 150/5060-5, *Airport Capacity and Delay*, December 1995; Ricondo & Associates, Inc., July 2023 (Aviation Activity Forecast).

GENERAL AVIATION, SUPPORT FACILITY REQUIREMENTS, AND LANDSIDE IMPROVEMENTS

Additional GA facilities are needed to accommodate forecast demand. An estimated 8.3 acres of additional space are needed to provide aircraft parking and circulation, FBO/terminal spaces, and supporting infrastructure such as automobile parking. The methodologies used to determine demand/capacity relationships and facility requirements are in accordance with industry standards, with planning factors adjusted as appropriate to reflect actual Airport use characteristics. The MPU includes recommendations for the rehabilitation of the Airport Administration Building, replacement of the ATCT, and replacement of the Airport Maintenance facility adjacent to the fire station. Landside recommendations include a realignment of Tico Road, lighting and signage improvements, and general beautification, landscaping, and aesthetic enhancements.

FACILITY	TIX
GENERAL AVIATION FACILITY REQUIREMENTS	
Conventional Hangar Space	216,300 sq ft
T-hangar Space	36,500 sq ft
FBO/GA Terminal Space	14,800 sq ft
Automobile Parking	20,300 sq ft
Landscaping/Drainage	72,000 sq ft
Total Additional Space	360,000 sq ft / 8.3 Acres
SUPPORT FACILITY REQUIREMENTS	
Airport Administration Building	Portions of the building need renovation. TCAA Board Room is undersized.
Airport Maintenance	Maintenance facility is in poor condition and require replacement.
ATCT	ATCT is nearing end of useful life. A replacement tower is being constructed in 2025

To accommodate aeronautical demand, additional space is needed by FY2043.

The Airport's existing property will accommodate future requirements.

NOTE: ATCT – Air Traffic Control Tower
SOURCE: Ricondo & Associates, Inc., February 2024.

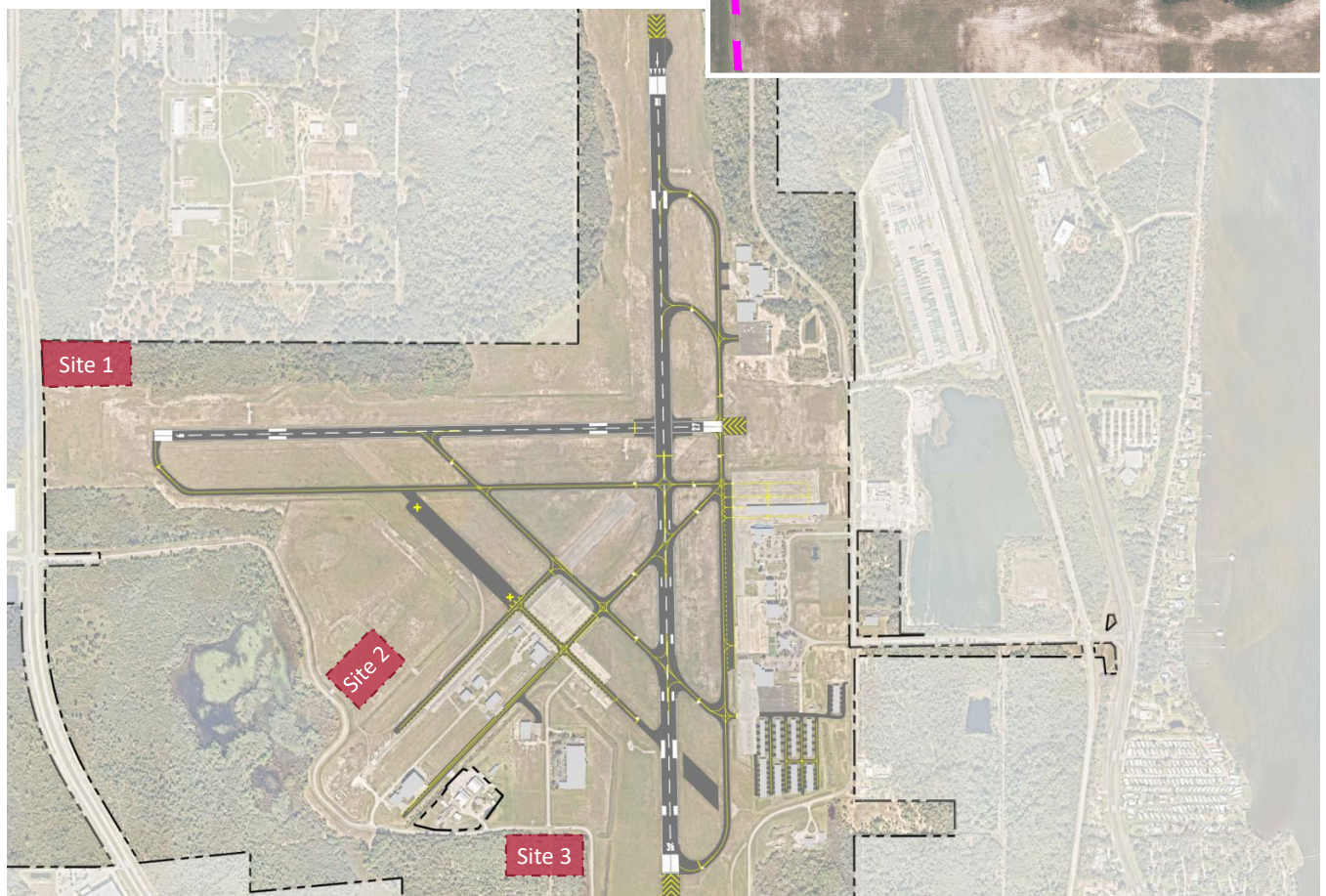
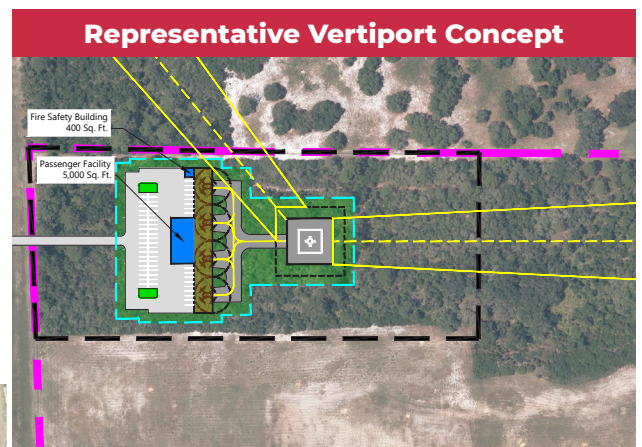


ADVANCED AIR MOBILITY CONSIDERATIONS

Advanced Air Mobility (AAM) is a rapidly evolving air transportation system that introduces innovative ways of moving people and cargo between places with electric vertical takeoff and landing (eVTOL) aircraft. eVTOL aircraft include a variety of designs and propulsion systems being developed by multiple manufacturers and are expected to be certified as early as 2027. The transport of passengers and cargo could occur as a scheduled or an on-demand service between an on-Airport vertiport, such as future vertiport at TIX, and other future vertiports within the Central Florida region.



Three sites have been identified to accommodate potential vertiport facilities at the Airport. The selection of a preferred site will depend upon the unique operational considerations of eVTOL aircraft and evolving federal, state, and local regulations related to vertiport siting and design standards. The timing for implementation will be demand driven.



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RECOMMENDED AIRPORT IMPROVEMENT PLAN

The recommended airport improvement plan incorporates the findings from the demand/capacity analyses and the preferred alternative selected from an interactive process involving stakeholder coordination. Recommendations stated in the MPU were selected through a series of interactive work sessions that included various stakeholders, Airport users, regulatory agencies, and TCAA staff and board members.

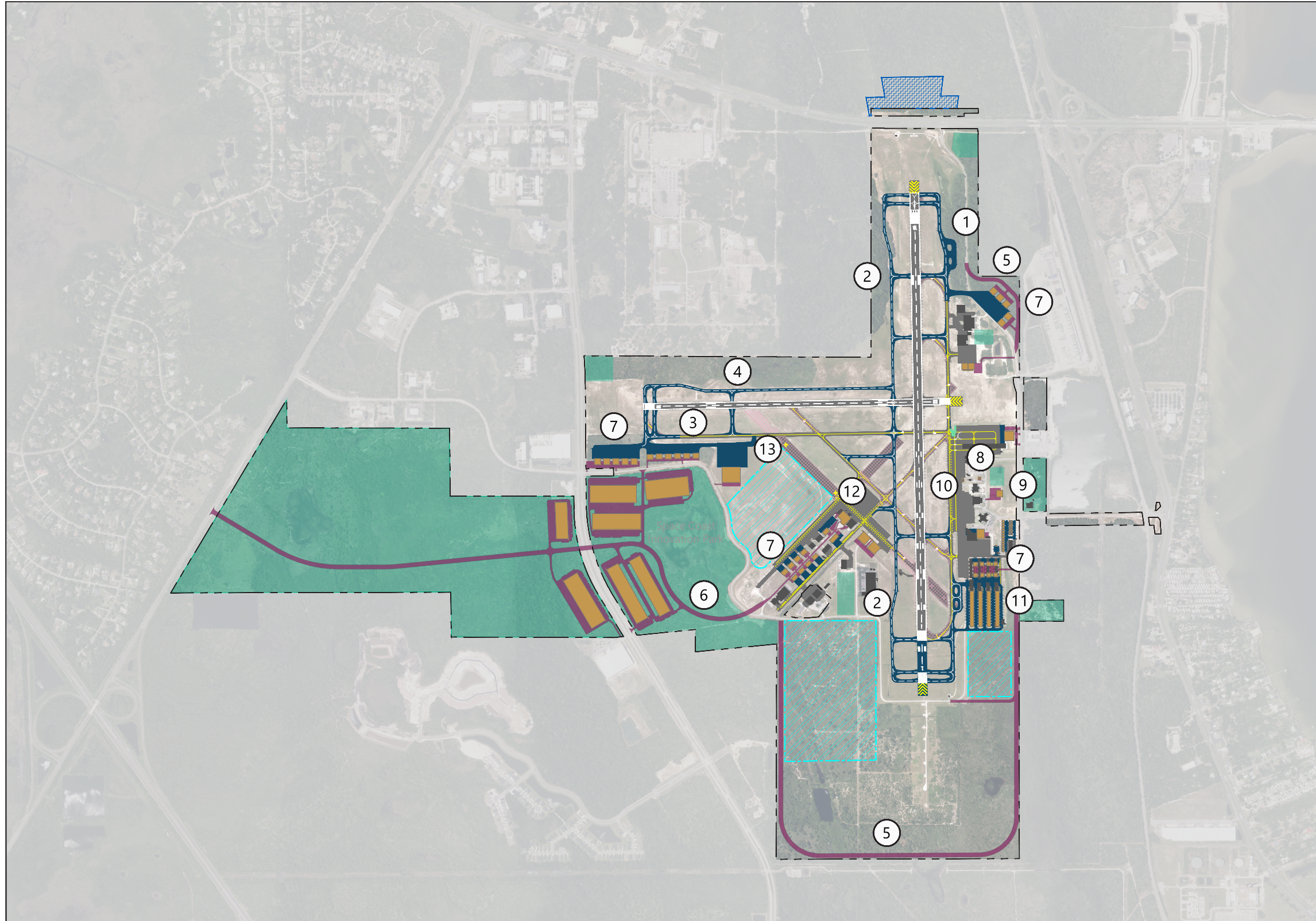
During these sessions, participants discussed the location, configuration, and timing of future facilities and infrastructure. These discussions covered advantages, disadvantages, and tradeoffs of different facility locations, as well as configurations and layouts for the proposed facilities, from operational and land use perspectives.

The recommended airport improvement projects are intended to comply with existing FAA airport design standards, accommodate future demand, modernize and update Airport facilities and equipment, and assist TCAA in meeting its vision.



SOURCES: Martinez Geospatial, Inc., November 2023 (aerial photography - for visual reference only, may not be to scale); Ricondo & Associates, Inc., July 2024..





Projects Not Illustrated

- Runway 18-36 Rehabilitation
- Rehabilitate Taxiways A,B,C,D, and E
- Runway 9-27 Safety Area Improvements (Wildlife Mitigation)
- Taxiway A Extension - Environmental Assessment
- Tico Road and Challenger Avenue Rehabilitation
- Tico Road, Perimeter Road, and Golden Knights Blvd. - Roadway Enhancements
- Security Upgrades and Enhancements
- Recurring Hangar Improvements
- TCAA Administration Building Renovations

Airfield Improvements

- ① Taxiway A Extension and Geometry Improvements
- ② Construct Parallel Taxiway G
- ③ Taxiway B Geometry Improvements
- ④ Construct Parallel Taxiway H

Landside Improvements

- ⑤ Tico Road Realignment and Relocation
- ⑥ Challenger Avenue Extension

Proposed Buildings

- ⑦ Construct Conventional Hangars
- ⑧ Construct New ATCT
- ⑨ Construct New Airport Maintenance Facility
- ⑩ Fuel Farm Replacement and Relocation
- ⑪ T-hangar Development and Aircraft Wash Rack
- ⑫ Construct New FBO/GA Terminal and Facilities
- ⑬ Construct MRO Facility

LEGEND

- Airport Property Boundary
- Area Reserved for Proposed Spaceport Operations
- Area Reserved for Nonaeronautical Development
- Future Easement Acquisition
- Existing Airfield Pavement
- Existing Building
- Pavement Demolition

NOTES:

- ATCT - Air Traffic Control Tower
- FBO - Fixed-Base Operator
- GA - General Aviation
- MRO - Maintenance, Repair, and Overhaul
- TCAA - Titusville-Cocoa Airport Authority

SOURCES: Martinez Geospatial, Inc., November 2023 (aerial photography - for visual reference only, may not be to scale); Ricondo & Associates, Inc., July 2024.



The Environmental Overview (EO) summarizes environmental processing considerations for the recommended airport improvement plan projects proposed as part of this MPU, specifically as they relate to the requirements in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. All projects that require federal action, including those receiving federal funding, must comply with NEPA.

The intent of the EO is to provide an understanding of key environmental issues that would likely need to be addressed as part of the implementation of MPU projects. Based on the development associated with the recommended projects proposed as part of the MPU, the following environmental resource categories have been preliminarily identified for any potential environmental impacts. Ongoing collaboration with the FAA regarding updates and refinements to future project assumptions, such as timing and anticipated impacts, will be critical to refining a NEPA processing strategy.

PURPOSE OF THE ENVIRONMENTAL OVERVIEW

- **Identify potential environmental constraints** to planned projects.
- **Identify anticipated NEPA documentation requirements** Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement.
- **Support early coordination** with federal and state agencies to reduce permitting risk.
- **Inform design decisions** to avoid or minimize adverse impacts to sensitive resources.

ENVIRONMENTAL RESOURCE CATEGORIES



7

CAPITAL IMPROVEMENT PROGRAM



The Capital Improvement Program (CIP) provides a flexible framework for TCAA staff to guide decision-making on recommended airport enhancements and development initiatives. It incorporates both ongoing TCAA capital projects and the recommended airport improvement plan, prioritizing efforts to maximize federal and state funding, sustain airport operations, and enable future growth for asset preservation.

The TCAA will implement the recommended improvements from the MPU through a phased development approach. Project sequencing depends on factors such as funding availability, facility age and condition for projects associated with existing facilities, and applicable regulatory requirements. The CIP organizes proposed projects into three distinct phases to support efficient and strategic execution over time.



SHORT-TERM PROJECTS
FY2025* through FY2029



INTERMEDIATE-TERM PROJECTS
FY2030 through FY2034



LONG-TERM PROJECTS
FY2035 through FY2043

* The MPU was finalized in FY2026; however, the development of the Capital Improvement Program, and analysis of the subsequent funding plan, began in FY2025.



SHORT-TERM IMPROVEMENT PROJECTS (FY2025* - FY2029)



- Runway 18-36 Rehabilitation – Construction
- Air Traffic Control Tower Replacement – Construction
- Fuel Farm Replacement and Relocation – Construction
- Runway 9-27 Safety Area Improvements (Wildlife Mitigation)
- Taxiway A Rehabilitation and Geometry Enhancements – Design and Construction
- Recurring Hangar Improvements
- Challenger Avenue Extension – Phase 1 – Construction
- Challenger Avenue Rehabilitation – Design and Construction
- Taxiway A Extension – Environmental Assessment
- Construct Maintenance Facility – Design and Construction
- Northeast Corporate Hangars – Design and Construction
- Rehabilitate Taxiways C and D – Design and Construction
- Tico Road, Perimeter Road, and Golden Knights Blvd. – Roadway Enhancements (Landscaping, Lighting and Signage) – Design and Construction
- Parallel Taxiway G (Phase 1) and Geometry Enhancements for Taxiways C, D, and E – Design

INTERMEDIATE-TERM IMPROVEMENT PROJECTS (FY2030 - FY2034)



- Parallel Taxiway G (Phase 1) and Geometry Enhancements for Taxiways C, D, and E – Construction
- Taxiway A Extension – Design and Construction
- Security Upgrades and Enhancements
- Rehabilitate Taxiway B and Related Geometry Enhancements – Design and Construction
- Tico Road Relocation (Phase 1) – Design and Construction
- Acquire Equipment – Front-End Loader
- Recurring Hangar Improvements
- TCAA Administration Building Renovations – Design and Construction
- Rehabilitate Taxiway E – Design and Construction
- Corporate Hangars and Associated Apron Areas – Design and Construction
- Acquire Easement – Runway 18 Runway Protection Zone
- Vertiport – Design and Construction
- T-hangars, Access Taxilanes, and Aircraft Wash Rack – Design

LONG-TERM IMPROVEMENT PROJECTS (FY2035 - FY2043)






- MRO Hangar and Associated Apron – Design and Construction
- T-hangars, Access Taxilanes, and Aircraft Wash Rack – Construction
- Recurring Hangar Improvements
- Security Upgrades and Enhancements
- T-hangars and Access Taxilanes – Design and Construction
- Parallel Taxiway G (Phases 2 and 3) – Design and Construction
- FBO Facility – GA Terminal Building, Corporate Hangars and Apron Areas, Self-Service Fuel Area, and Vehicular Parking – Design and Construction
- Tico Road Relocation (Phase 2) – Design and Construction

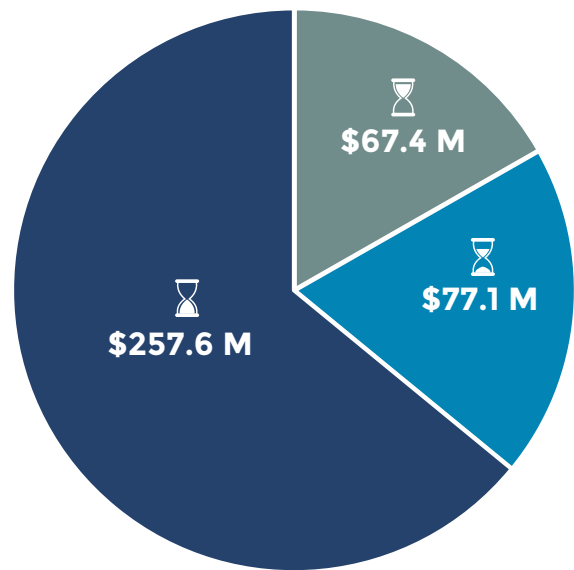
Additionally, other demand-driven development opportunities were considered and discussed throughout the MPU planning effort; however, they were ultimately not included in the CIP. These other projects, which include the construction of parallel Taxiway H, north of Runway 9-27, and construction of additional corporate and T-hangars in the west airfield and east of Runway 18-36, should be monitored over the 20-year planning horizon, and they may be added to the CIP, as necessary, pending future Airport needs and identification of funding opportunities.



Rough order of magnitude (ROM) cost estimates were developed for each project in the CIP using 2024 US dollars and were escalated at 3.5 percent annually to account for inflation. The ROM cost estimates related to development projects incorporate the direct cost of construction and soft program costs to reflect the overall anticipated project cost. It is anticipated that further refinement of the cost estimates will occur as the projects advance through architectural and engineering analyses, and design development.

Rough Order of Magnitude Cost of the Capital Improvement Program by Phase

-  **SHORT-TERM PROJECTS**
(FY2025 - FY2029)
-  **INTERMEDIATE-TERM PROJECTS**
(FY2030 - FY2034)
-  **LONG-TERM PROJECTS**
(FY2035 - FY2043)



NOTE:
 FY - Fiscal Year
 SOURCES: Ricondo & Associates, Inc., November 2024; Mohsen Design Group (cost estimates), November 2024

While these three CIP phases estimate the general period (in FYs) for future Airport enhancements, periodic re-evaluation of the proposed timing may be necessary. This would allow TCAA to adjust to evolving Airport needs or priorities due to potential deviations from the operational demand levels contained in the aviation activity forecasts or other unforeseen factors. It is also possible that other enhancements not included in this implementation plan may be identified in the future to support Airport operations and/or improve operational efficiency.



8

FUNDING PLAN

Airport development is typically supported through a mix of public and private funding sources, each with its own requirements and opportunities. The proposed funding strategy for the recommended airport improvement plan includes a variety of funding sources including federal, state, local, and other entities. Actual financing strategies used will be determined as implementation approaches. Typical funding sources include the following:

AIP Grants –FAA distributes federal grants under the AIP to airport operators in two ways: through entitlement grants and discretionary grants. Entitlement grants for GA airports that are included in the National Plan of Integrated Airport Systems (NPIAS), such as TIX, are referred to as nonprimary entitlement grants. TCAA is eligible to receive up to \$150,000 annually in nonprimary entitlement grants for airfield capital projects and eligible maintenance projects. Discretionary grants are distributed for individual projects based on funding availability and the priority of projects at airports nationwide.

Airport Infrastructure Grants (AIG) – As part of the Infrastructure Investment and Jobs Act (IIJA), AIG funds for nonprimary airports are allocated based on airport classification in the NPIAS and the aggregated NPIAS eligible development cost for each classification. AIG grants are only applicable for short-term projects, through FY2026.

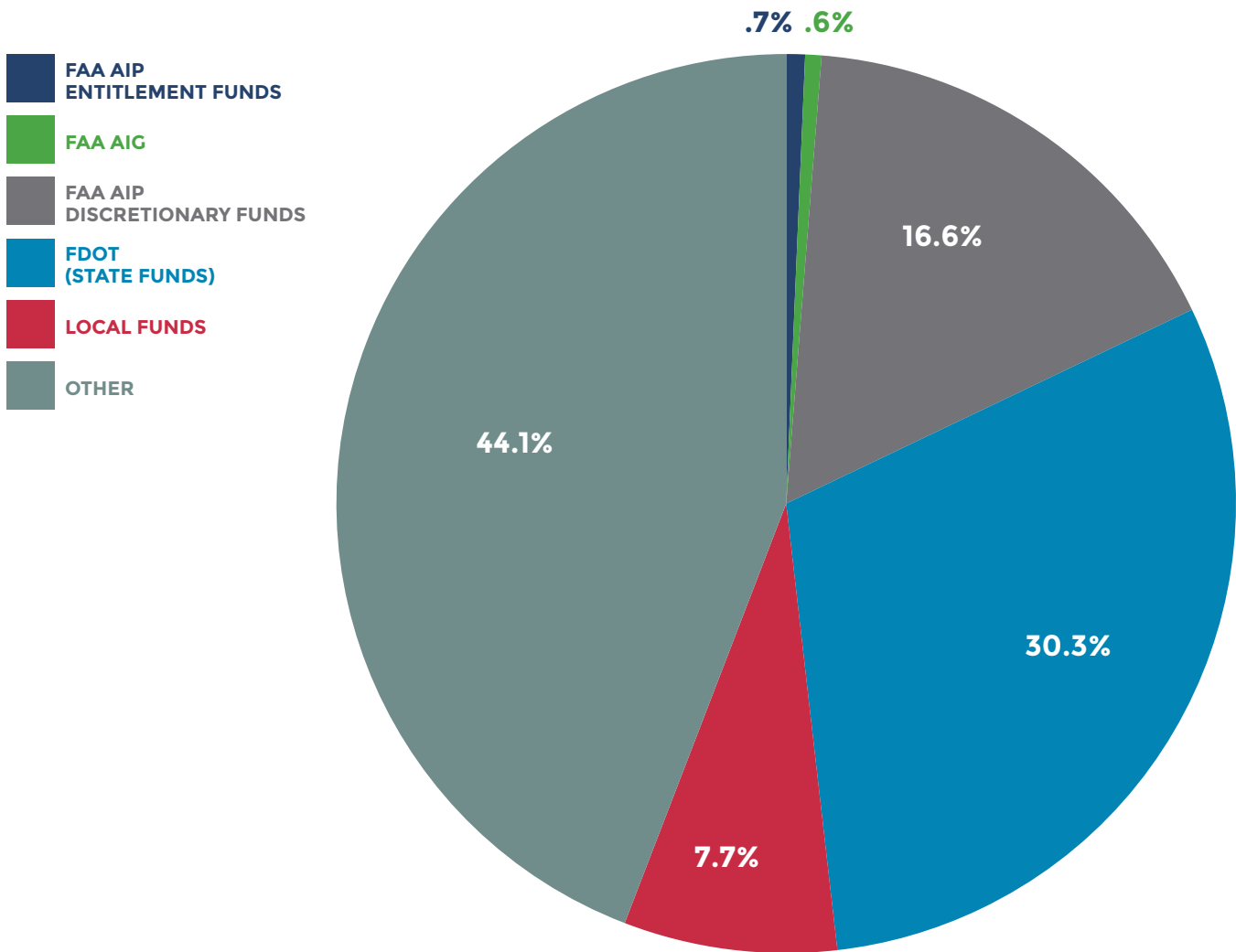
FDOT Funds – The FDOT grant program was established to fund projects related to airport planning and capital improvements that address safety, security, or capacity improvements; land acquisition; and economic development. To be eligible for FDOT funding, projects must be included in the FDOT Joint Automated CIP (JACIP), which is a cooperative funding program mechanism used by FAA and FDOT for coordination of annual funding and programming of Florida airport projects.

Local Funds – Local funds may be provided by TCAA or other local sources for projects not eligible for federal or state funding and to account for shortfalls in funding levels.

Other Funds - Other funding includes possible grants and assistance from nontraditional federal and state (i.e., FAA and FDOT) entities. Depending on project type or funding availability, grants could also be available from local governmental entities and agencies responsible for economic and workforce development. Other funding would also include private investments from existing and future tenants, as well as public-private partnerships (PPPs).



Estimated Project Funding Sources for Recommended Airport Improvement Plan



NOTES:

1. AIP - Airport Improvement Program; AIG - Airport Infrastructure Grant; FAA - Federal Aviation Administration; FDOT - Florida Department of Transportation; FY - Fiscal Year
2. Costs developed in 2024 U.S. dollars.
3. Project costs have been escalated by 3.5 percent annually over the course of the planning period.
4. Other includes possible grants and assistance from federal, state, and local governmental agencies, as well as private investment or public-private partnerships.

SOURCES: Ricondo & Associates, Inc., November 2024; Mohsen Design Group (cost estimates), November 2024.



9

PUBLIC AND STAKEHOLDER PARTICIPATION



The stakeholder engagement and public outreach program was designed to gather meaningful input from individuals and organizations with a vested interest in the Airport and the MPU. This effort included a series of activities: three Technical Advisory Panel meetings, three Citizens Advisory Panel meetings, a primary tenant survey, two TCAA Board Workshops, two TCAA Board Briefings, and two public workshops. These forums ensured multiple opportunities for participation and informed the resulting recommendations.



**CONSULTANT TEAM**

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**TECHNICAL AND CITIZENS
ADVISORY PANEL**

Special thanks to all the members representing the diverse stakeholder organizations that comprised the Technical and Citizens Advisory Panels. Your contributions to this MPU are deeply appreciated.





SPACE COAST
EXECUTIVE JET CENTER

NO
SMOKING

WHEELED
TIRE
EXTENSION

