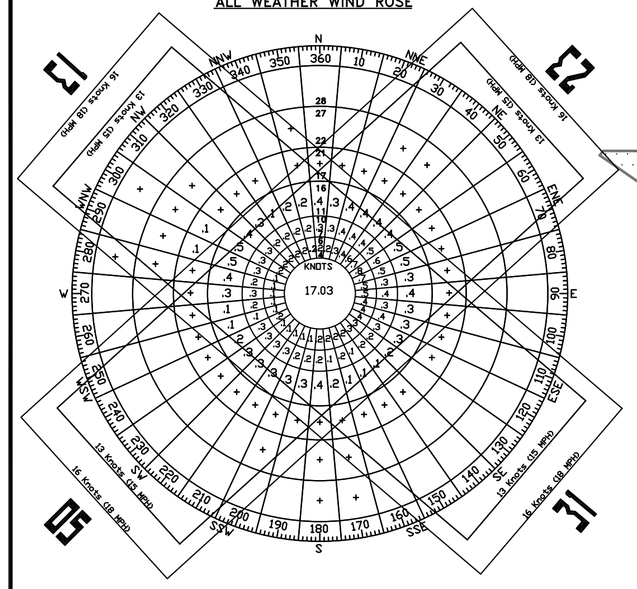
ALL WEATHER WIND ROSE



CROSSWIND COMPONENT: 16 KTS. (18 MPH)

RUNWAY	COVERAGE
05/23	99.68%
13/31	99.67%

CROSSWIND COMPONENT: 13 KTS. (15 MPH)

RUNWAY	COVERAGE
05/23	98.04%
13/31	97.31%

CROSSWIND COMPONENT: 10.5 KTS. (12 MPH)

RUNWAY	COVERAGE
05/23	95.79%
13/31	94.61%

OBSERVATION PERIOD: 1990 – 1995
TOTAL OBSERVATIONS: 50,439

SOURCE: NATIONAL CLIMATIC DATA CENTER
ASHEVILLE, N.C.

PHASING PLAN

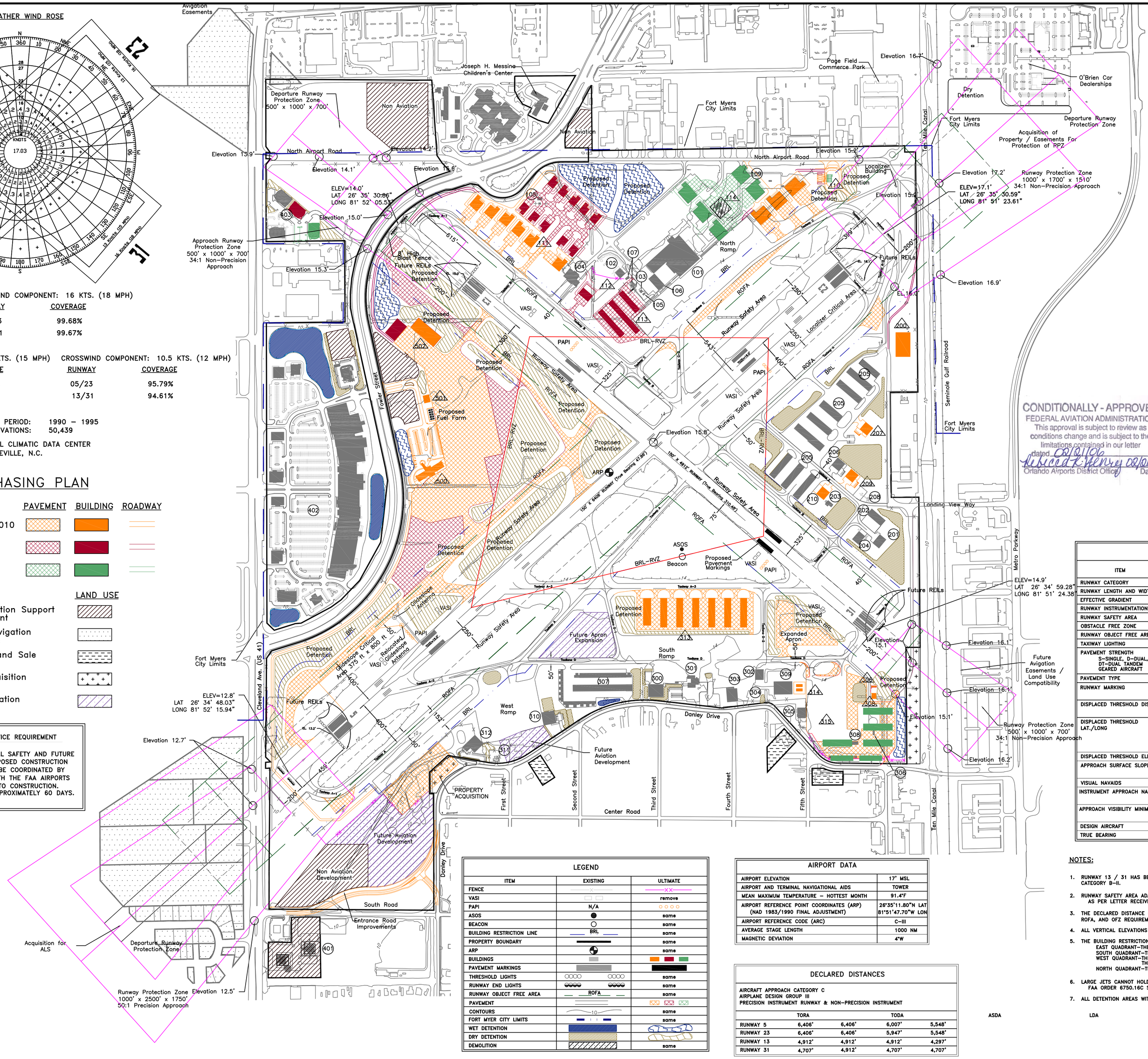
	PAVEMENT	BUILDING	ROADWAY
Through – 2010			
2011–2015			
2015–2025			

LAND USE

- Non– Aviation Support Development
- Existing Avigation Easements
- Surplus Land Sale
- Land Acquisition
- Future Aviation

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.



BUILDING INVENTORY

DESCRIPTION	EXISTING	ULTIMATE
PAGE FIELD NORTH	101	same
FLORIDA HIGHWAY PATROL GARAGE	102	same
CONTROL TOWER	103	same
FIRE STATION/AIRPORT MAINTENANCE	104	same
ELECTRICAL VAULT	105	same
STORAGE FACILITY	106	same
FORMER WEATHER OFFICE	107	remove
REMOTE COMMUNICATIONS AIR TO GROUND (RCAG)	108	relocate off site
LEE COUNTY HOUSEHOLD HAZARDOUS WASTE TRANSFER FACILITY	109	remove
NORTHWEST CABIN CLASS HANGARS		111
EMS HANGAR		112
PHASE V T–HANGARS		113
NORTHEAST CABIN CLASS HANGARS		114
AIRPORT MAINTENANCE FACILITY		200
KEYSTONE HANGAR	201	same
SMS CORPORATE HANGAR	202	same
EAA (EXPERIMENTAL AIRCRAFT ASSN.)	203	same
REALMARK HANGAR	204	same
T–HANGARS (ADG–II only)	205	same
AIRLEASECO HANGAR	206	same
ADMA HANGAR		207
AIRCRAFT WASH, RACK AND MAINTENANCE	208	same
JORGENSEN HANGAR		209
DEAN HANGAR	210	same
THE AVIATION CENTER HANGAR	203	same
THE AVIATION CENTER	301	same
TOMLINSON AVIONICS	302	same
HANGAR B – SAFEFLIGHT	303	same
AVIATION CENTER FUEL FARM	304	110
GENERAL AVIATION CENTER	305	same
SELF–SERVE FUEL FARM	306	306
T–HANGARS	307	same
SELF SERVICE MAINTENANCE FACILITY	308	same
THE AVIATION CENTER HANGAR	309	same
A & C HANGAR	310	same
FAA COMMUNICATION OUTLET (RCO)	311	same
SWITLIK AVIATION	312	same
PHASE IV T–HANGARS		313
GAC TENANT COMPLEX		314
SOUTHEAST T–HANGARS		315
DEPARTMENT OF MOTOR VEHICLES	401	remove
PAGE FIELD COMMONS	402	same
PAGE FIELD MEDICAL FACILITY PH–II, III, IV, V	403	same
GA TERMINAL		500
FIS		501
BULK HANGARS		502

CONDITIONALLY - APPROVED
FEDERAL AVIATION ADMINISTRATION
This approval is subject to review as conditions change and is subject to the limitations contained in our letter dated 08/01/06
Orlando Airports District Office — Date

RUNWAY DATA

ITEM	RUNWAY 5/23 EXISTING	RUNWAY 5/23 ULTIMATE	RUNWAY 13/31 EXISTING	RUNWAY 13/31 ULTIMATE
RUNWAY CATEGORY	ADG C–III	ADG C–III/D–III	ADG B–II	SAME
RUNWAY LENGTH AND WIDTH	6,406' X 150'	SAME	4,912' X 150'	SAME
EFFECTIVE GRADIENT	.067 %	SAME	.018 %	SAME
RUNWAY INSTRUMENTATION	PRECISION	SAME	NON–PRECISION	SAME
RUNWAY SAFETY AREA	8,406' X 500'	SAME	5,212' X 150'	SAME
OBSTACLE FREE ZONE	6,806' X 400'	SAME	5,012' X 250'	SAME
RUNWAY OBJECT FREE AREA	8,406' X 800'	SAME	5,212' X 500'	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME
PAVEMENT STRENGTH S–SINGLE, D–DUAL, DT–DUAL TANDEM GEARED AIRCRAFT	125,000# S 155,000# D 350,000# DT	SAME	30,000# S 35,000# D N/A	SAME
PAVEMENT TYPE	ASPHALT CONCRETE	SAME	ASPHALT CONCRETE	SAME
RUNWAY MARKING	5 – P 23 – NP	SAME	13 – NP 31 – VISUAL	SAME 31 – NP
DISPLACED THRESHOLD DISTANCE(FT)	5 – 459' 23 – 399'	SAME	13 – 615' N/A	SAME
DISPLACED THRESHOLD LAT./LONG	5 – 26°34'51.079"N 81°52'12.193"W 23 – 26°35'27.943"N 81°52'12.193"W	SAME	13 – 26°35'26.914"N 81°52'00.384"W 31 – N/A	SAME
DISPLACED THRESHOLD ELEV. (MSL)	5 – 13.2'23 – 16.1'	SAME	13 – 15.0'31 – N/A	SAME
APPROACH SURFACE SLOPE	5 – 50:1 23 – 34:1	SAME	13 – 34:1 31 – 34:1	SAME
VISUAL NAVAIDS	MIRL, VASI	MIRL,PAPI,REIL	MIRL, VASI	MIRL,PAPI,REIL
INSTRUMENT APPROACH NAVAIDS	5– ILS,ASR,NDB,GPS	SAME	13 – VOR,ASR,GPS	SAME
	23– ASR, GPS	SAME	31 – ASR, GPS	SAME
APPROACH VISIBILITY MINIMUMS	5 – 1 MILE	SAME	13 – 1 MILE	SAME
	23 – 1 1/4 MILE	SAME	31 – 1 MILE	SAME
DESIGN AIRCRAFT	CL–604	BD–700 or G–V	LEAR 35	FALCON 900/2000
TRUE BEARING	048°	228°	130°	310°

LEGEND

ITEM	EXISTING	ULTIMATE
FENCE		XX
VASI		remove
PAPI	N/A	
ASOS		same
BEACON		same
BUILDING RESTRICTION LINE	BRL	same
PROPERTY BOUNDARY		same
ARP		same
BUILDINGS		
PAVEMENT MARKINGS		
THRESHOLD LIGHTS		same
RUNWAY END LIGHTS		same
RUNWAY OBJECT FREE AREA	ROFA	same
PAVEMENT		
CONTOURS	10	same
FORT MYER CITY LIMITS		same
WET DETENTION		
DRY DETENTION		
DEMOLITION		same

AIRPORT DATA

AIRPORT ELEVATION	17' MSL
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	TOWER
MEAN MAXIMUM TEMPERATURE – HOTTEST MONTH	91.4°F
AIRPORT REFERENCE POINT COORDINATES (ARP) (NAD 1983/1990 FINAL ADJUSTMENT)	26°35'11.80"N LAT 81°51'47.70"W LON
AIRPORT REFERENCE CODE (ARC)	C–III
AVERAGE STAGE LENGTH	1000 NM
MAGNETIC DEVIATION	4°W

DECLARED DISTANCES

AIRCRAFT APPROACH CATEGORY C
AIRPLANE DESIGN GROUP III
PRECISION INSTRUMENT RUNWAY & NON–PRECISION INSTRUMENT

	TORA	TODA	ASDA	LDA
RUNWAY 5	6,406'	6,406'	6,007'	5,548'
RUNWAY 23	6,406'	6,406'	5,947'	5,548'
RUNWAY 13	4,912'	4,912'	4,912'	4,297'
RUNWAY 31	4,707'	4,912'	4,707'	4,707'

NOTES:

1. RUNWAY 13 / 31 HAS BEEN DESIGNATED AN AIRCRAFT DESIGN GROUP CATEGORY B–II.
2. RUNWAY SAFETY AREA ADAPTATION TO STANDARDS FOR RUNWAY 5 / 23 APPLIES AS PER LETTER RECEIVED AUGUST 7, 1989 FROM THE FAA ORLANDO ADO.
3. THE DECLARED DISTANCE CONCEPT WAS APPLIED TO PROVIDE STANDARD RSA ROFA, AND OFZ REQUIREMENTS FOR RUNWAY 13 / 31.
4. ALL VERTICAL ELEVATIONS WERE CALCULATED USING NAVD 88.
5. THE BUILDING RESTRICTION LINE (BRL) HAS BEEN DEFINED BY THE FOLLOWING:
   EAST QUADRANT–THE OFA REQUIRED BY TAXIWAY A, TAXILANE B, AND THE RVZ.
   SOUTH QUADRANT–THE OFA REQUIRED BY RUNWAY 13/31, TAXIWAY A, AND THE RVZ.
   WEST QUADRANT–THE OFA REQUIRED BY RUNWAY 5/23, THE GLIDESLOPE CRITICAL AREA, THE RVZ, AND THE OFA FOR RUNWAY 13/31.
   NORTH QUADRANT–THE OFA REQUIRED BY TAXIWAY B, TAXILANE C, AND THE RVZ.
6. LARGE JETS CANNOT HOLD WITHIN A 600' RADIUS OF THE GLIDESLOPE ANTENNA AS PER FAA ORDER 6750.16C SITING CRITERIA FOR INSTRUMENT LANDING SYSTEMS.
7. ALL DETENTION AREAS WITHIN THE RSA WILL COMPLY WITH FAA GRADING REQUIREMENTS.

Magnetic Declination 4°W (2000)

GRAPHIC SCALE
400 0 200 400 800 1200
SCALE IN FEET

LEE COUNTY PORT AUTHORITY
Page Field
General Aviation Airport

ESA Airports

PAGE FIELD AIRPORT MASTER PLAN
Fort Myers, Florida

Airport Layout Plan

NO.	DATE	REVISION

DATE: FEBRUARY 2006
PROJECT NO. D204399
DESIGNED BY: SWR
DRAWN BY: PWA
CHECKED BY: SWR

SHEET 2 OF 10