Facility Name: Page Field
Facility Type: Airport
Status: Active

Inspection Date: 12/12/2024
Inspector: David Smith

Location ID: **FMY** *FAA Site No.:* **03198.*A**

3.00 Miles S of Fort Myers

ARP Latitude: **26º 35' 11.81** *Source:* **Surveyed**
ARP Longitude: **81º 51' 47.69**
Elevation: **17.2** *Source:* **Surveyed**

FDOT District: **1**
County: **Lee**
Ownership **Public**
Use: **Public**
Sectional Chart: **MIAMI**

Note: Primary contact shows below with a background.

Facility Owner: **Lee County Port Authority**
Address: **11000 Terminal Access Rd, Ste 8671**
City: **Fort Myers** *State:* **FL** *ZIP:* **33913**
Phone: **(239) 590-4800** *Fax:* **(239) 590-4533**
Email: **schennigan@flylcpa.com**

Facility Physical Address

Address: **5200 Captain Channing Page Dr**
City: **Fort Myers** *State:* **FL** *ZIP:* **33907-1526**
Phone: **(239) 590-6600**

Owner Representative: **Steve Hennigan**
Address: **11000 Terminal Access Rd, Ste 8671**
City: **Fort Myers** *State:* **FL** *ZIP:* **33913**
Phone: **(239) 590-4700**
Email: **schennigan@flylcpa.com**

Facility Manager: **Scott Sheets**
Address: **5200 Captain Channing Page Dr**
City: **Fort Myers** *State:* **FL** *ZIP:* **33907-1526**
Phone: **(239) 590-6603**
Email: **scsheets@flylcpa.com**

Acreage: **588** *Residential Airpark:* **No**
Section: **01** *Township:* **45S** *Range:* **24E**
Lighting Schedule: **Sunset to Sunrise**
Attendance Schedule: *Month/Day/Hour*
ALL / ALL / 0700-2000

Beacon: **C-G**
Wind Indicator: **Yes** *Lighted:* **Yes**
Notes:
Segmented Circle: **Yes** *Lighted:* **Yes**
Facility Website: **https://www.flylcpa.com/fmy/**
Ask in any new facility aerials/photos are available

Based Aircraft

Year:	**2010**	*Single Engine:*	**280**	*Jet Engine:*	**11**	*Glider:*		*Ultralight:*	
Source:	**Inspector**	*Multi Engine:*	**24**	*Helicopter:*	**5**	*Military:*		*Seaplane:*	

Total Based Aircraft:

Annual Operations

Year:	*Air Carrier:*	*Air Taxi:*	*GA Local:*
End Date:	*Commuter:*	*Military:*	*GA Itinerant:*

Total Annual Operations:

FAR 139 Certificated

FAA NavCom

FSS ID:	[X] **MIA**	*Clearance Delivery:*	[X] **121.700**	
FSS on Airport:	[X] **No**	*Ground Control:*	[X] **121.700**	
Toll Free:	[X] **(800) WX-BRIEF**	*Control Tower:*	[X] **119.000**	
VorTac:	[X] **RSW 111.8 308d/5.8 nm**	*Approach Control:*	[X] **126.800**	**134.750**
AWOS/ASOS:	[X] **123.725**	*Unicom:*	[ ]	
Instrument Approach:	[X] **ILS, LOC, LPV, LNAV/VNAV, LNAV, VOR**	*ATIS:*	[X] **123.725**	
		CTAF:	[X] **119.000**	

Facility Name: Page Field
Facility Type: Airport
Status: Active
Inspection Date: 12/12/2024
Inspector: David Smith

Services

Fuel:

A	X
A1	
A1+	
B	
B+	
Diesel	
E85	
G100UL	
Mogas	
SAF	
UL102	
80	
85UL	
87	
91/96	
91/96UL	
100	
100LL	X
100VLL	
115	

Bottle Oxygen:

High	X
Low	X

Bulk Oxygen:

High	X
Low	X

Transient Storage:

Buoy	
Hangar	X
Tie Downs	X

Airframe:

Major	X
Minor	X

Power Plant:

Major	X
Minor	X

Other Services:

Aerial Surveying		
Air Ambulance	X	
Air Freight		
Aircraft Rental	X	
Aircraft Sales	X	
Avionics	X	
Beaching Gear		
Car Rental	X	
Cargo		
Courtesy Car	X	
Charter	X	
Crop Dusting		
Glider		
Glider Towing		
Instruction	X	
Internet	X	
Lodging	X	**1 mile**
Parachute Jumping Area		
Restaurant	X	**1 mile**
Restrooms	X	
Taxi	X	
Telephone	X	

Facility Name: Page Field **Inspection Date:** 12/12/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	6,406 x 150	Asph	Excellent	MIRL

Comments:

RWY 05
FAR 77 Category PIR.

RWY 23
FAR 77 Category D.

Approach ratio required is RWY 05 50:1 and RWY 23 34:1.
Primary surface required is 1,000 feet wide.
Transitional surface required is 7:1.
Safety area required extends 240 feet beyond each runway end.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	26º 34' 48.03	81º 52' 15.94	Surveyed	0:1	PIR-F	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset
Primary Surface	No		0:1	ROAD	L	15 ft	200 ft	Before Runway End	125 ft L
Runway End	No		1:1	FENCE	L	6 ft	0 ft	Before Runway End	230 ft L
Marked Displaced Threshold	No	459 ft	34:1	BLDG	L	24 ft	350 ft	Before Runway End	255 ft L
Required Displaced Threshold	No	850 ft	50:1	BLDG	L	24 ft	350 ft	Before Runway End	255 ft L

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	26º 35' 30.60	81º 51' 23.61	Surveyed	0:1	PIR-F	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset
Primary Surface	Yes		0:1	RR	L	23 ft	180 ft	Before Runway End	500 ft L
Runway End	Yes		7:1	RR	L	23 ft	180 ft	Before Runway End	500 ft L
Marked Displaced Threshold	Yes	399 ft	25:1	TREES		30 ft	350 ft	Before Runway End	455 ft L
Required Displaced Threshold	Yes	670 ft	34:1	TREES		30 ft	350 ft	Before Runway End	455 ft L

Primary Surface and Safety Area

Object	Latitutude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
FENCE	26º 34' 46.72	81º 52' 17.50	Estimated	500 ft	NW	6 ft	No	No	Yes	2012-ASO-1643-NRA	DNH
RR	26º 35' 28.16	81º 52' 19.91	Estimated	500 ft	SE	23 ft	No	No	No	2015-ASO-14633-OE	DNH
ROAD	26º 34' 50.52	81º 52' 18.44	Estimated	118 ft	NW	15 ft	No	No	Yes	2012-ASO-1643-NRA	DNH
BRUSH	26º 34' 49.61	81º 52' 17.61	Estimated	220 ft	NW	3 ft	No	No	No	2015-ASO-428-OE	DNH

Facility Name: Page Field **Inspection Date:** 12/12/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

BLDG	**26º 34' 49.97**	**81º 52' 20.86**	**Estimated**	**445 ft**	**NW**	**19 ft**	**No**	**No**	**No**	**1998-ASO -4345-OE**	
TREES	**26º 34' 50.08**	**81º 52' 19.91**	**Estimated**	**395 ft**	**NW**	**10 ft**	**No**	**No**	**No**	**ASN: 2013-ASO -559-NR**	**EBO**
BRUSH	**26º 35' 28.29**	**81º 51' 19.08**	**Estimated**	**385 ft**	**SE**	**5 ft**	**No**	**No**	**No**		
TREES	**26º 35' 27.67**	**81º 51' 19.09**	**Estimated**	**500 ft**	**E**	**7 ft**	**No**	**No**	**No**		

Runway ID	Status	Dimension	Surface	Condition	Lights
13/31	**Existing**	**4,910 x 150**	**Asph**	**Excellent**	**MIRL**

Comments:

RWY 13
FAR 77 Category C.

RWY 31
FAR 77 Category C.

Approach ratio required is RWY 13 34:1 and RWY 31 34:1.
Primary surface required is 500 feet wide.
Transitional surface required is 7:1.
Safety area required extends 240 feet beyond each runway end.

Runway 13

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
13	**26º 35' 30.86**	**81º 52' 05.53**	**Surveyed**	**0:1**	**NPI-G**	**P4L**	**Yes**	**No**	**NONE**

Obstruction Data

	Close-in Obstruction	*Displacement Distance*	*Slope*	*Controlling Obstruction*	*Marked/ Lighted*	*Height Above Runway*	*Distance From Runway*	*Direction From Runway End*	*Controlling Offset*
Primary Surface	**No**		**0:1**	**ROAD**	**L**	**15 ft**	**200 ft**	**Before Runway End**	**0 ft Both**
Runway End	**No**		**9:1**	**FENCE**	**L**	**12 ft**	**100 ft**	**Before Runway End**	**0 ft Both**
Marked Displaced Threshold	**No**	**614 ft**	**47:1**	**ROAD**	**L**	**15 ft**	**95 ft**	**Before Runway End**	**250 ft L**
Required Displaced Threshold									

Runway 31

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
31	**26º 34' 59.29**	**81º 51' 24.40**	**Surveyed**	**14:1**	**NPI-G**	**P4R**	**Yes**	**No**	**NONE**

Obstruction Data

	Close-in Obstruction	*Displacement Distance*	*Slope*	*Controlling Obstruction*	*Marked/ Lighted*	*Height Above Runway*	*Distance From Runway*	*Direction From Runway End*	*Controlling Offset*
Primary Surface	**No**		**14:1**	**RR**	**L**	**24 ft**	**545 ft**	**Before Runway End**	**250 ft R**
Runway End	**No**		**34:1**	**PLINE**	**L**	**36 ft**	**1,212 ft**	**Before Runway End**	**260 ft R**
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	*Latitutude*	*Longitude*	*Survey/ Estimate*	*Distance from Centerline*	*Direction from Centerline*	*Height*	*Fixed by Function*	*Frangible*	*Marked*	*Aeronatical Study*	*Determination*
FENCE	**26º 35' 31.53**	**81º 52' 06.39**	**Estimated**	**173 ft**	**SE**	**8 ft**	**No**	**No**	**Yes**	**2007-ASO -5848-OE**	**DNH**

Facility Name: Page Field **Inspection Date:** 12/12/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

FENCE	**26º 35' 31.66**	**81º 52' 06.57**	**Estimated**	**250 ft**	**NE**	**6 ft**	**No**	**No**	**No**	**2012-ASO-1637-NRA**	**DNH**
ROAD	**26º 35' 33.33**	**81º 52' 04.64**	**Estimated**	**240 ft**	**NE**	**15 ft**	**No**	**No**	**No**	**2012-ASO-1636-NRA**	**DNH**
BRUSH	**26º 35' 31.57**	**81º 52' 06.47**	**Estimated**	**215 ft**	**NE**	**3 ft**	**No**	**No**	**No**	**2003-ASO-598-NRA**	**EBO**

Instrument Approach

05/23	*Type*	*A*	*B*	*C*	*D*	*E*
05	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.13 Miles**	**1.13 Miles**	
05	**ILS**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
05	**LOC**	**1.00 Miles**	**1.00 Miles**	**1.38 Miles**	**1.38 Miles**	
05	**LNAV/VNAV**	**0.88 Miles**	**0.88 Miles**	**0.88 Miles**	**0.88 Miles**	
05	**LPV**	**0.75 Miles**	**0.75 Miles**	**0.75 Miles**	**0.75 Miles**	
23	**LNAV/VNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
23	**LPV**	**0.75 Miles**	**0.75 Miles**	**0.75 Miles**	**0.75 Miles**	
23	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.25 Miles**	**1.25 Miles**	
13/31	*Type*	*A*	*B*	*C*	*D*	*E*
13	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.38 Miles**	**1.38 Miles**	
13	**VOR**	**1.00 Miles**	**1.00 Miles**	**1.38 Miles**	**1.38 Miles**	
13	**LNAV/VNAV**	**1.63 Miles**	**1.63 Miles**	**1.63 Miles**	**1.63 Miles**	
13	**LPV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
31	**LNAV/VNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
31	**LPV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**	
31	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.38 Miles**	**1.38 Miles**	

Declared Distances

Runway 05/23	TORA	TODA	ASDA	LDA
05	**6,406**	**6,406**	**6,007**	**5,548**
23	**6,406**	**6,406**	**5,947**	**5,548**
Runway 13/31	TORA	TODA	ASDA	LDA
13	**4,910**	**4,910**	**4,909**	**4,297**
31	**4,705**	**4,910**	**4,667**	**4,667**

Facility Name: Page Field **Inspection Date:** 12/12/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Deficiencies

Inspection Date **12/12/24** Next Inspection **10/31/25**

Mitigated Deficiencies

Rwy End: 05	In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.
	Fence 6 feet tall, 145 feet to 185 feet before the approach end of the runway, 60 feet left to 60 feet right of centerline is located inside the Runway Safety Area of Runway 05/23. Declared distances have been established for Runway 05/23.
Rwy End: 05	In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.
	Runway 05 approach surface ratio is 0:1 due to road 15 feet tall, 200 feet before the approach end of the runway, 125 feet left of centerline. Runway 05 approach surface ratio is 34:1 to the marked displaced threshold due to building 24 feet tall, 350 feet before the approach end of the runway, 255 feet left of centerline. Runway 05 threshold is displaced 459 feet. Building was studied by the FAA under ASN: 2013-ASO-559-NRA and determined that it exceeded but did not constitute a hazard and required the structure to be marked/lighted as a condition of the determination. Flight procedures recognized the building as a 34:1 penetration and has adjusted or raised the minimums accordingly. Departure obstacle procedure notes are published for both Runway 05 and 23 to advise flight crews of the lighted traverse ways and buildings in close proximity to each runway end.
Rwy End: 05	In accordance with Chapter 14-60.007(2)(b)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: width of the primary surface is 1,000 feet.
	Fence 200 feet before to 220 feet after the approach end of Runway 05 and from 500 feet west to 500 feet east of centerline penetrates the primary surface of Runway 05/23. Road 200 feet before to 163 feet after the approach end of Runway 05 and 500 feet to 115 feet west of centerline penetrates the primary surface of Runway 05/23. Building 200 feet before the approach end of Runway 05 and 445 feet west of centerline penetrates the primary surface of Runway 05/23. The road, fence, and buildings were studied by the FAA under ASN: 2012-ASO-1643-NRA, 2015-ASO-4289-OE, and 1998-ASO-4345-OE. The studies determined that they were not a hazard and required the objects to be marked/lighted as a condition of the determinations. Departure obstacle procedure notes are published for both Runway 05 and 23 to advise flight crews of the lighted traverse ways, buildings, and fences in close proximity to each runway end.
Rwy End: 13	In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.
	Fence 12 feet tall, 100 feet before the approach end of the runway, on runway centerline is located inside the Runway Safety Area of Runway 13/31. Road 15 feet tall, 140 feet before the approach end of the runway, on runway centerline is located inside the Runway Safety Area of Runway 13/31. Declared distances have been established for Runway 13/31.
Rwy End: 13	In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.
	Runway 13 approach surface ratio is 0:1 due to road 15 feet tall, 200 feet before the approach end of the runway, on centerline.

Facility Name: Page Field **Inspection Date:** 12/12/2024
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	Runway 13 threshold is displaced 614 feet.
Rwy End: 13	In accordance with Chapter 14-60.007(2)(b)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway.
	Fence 12 feet tall, 127 feet to 75 feet before the approach end of the runway, 173 feet north to 173 feet south of centerline penetrates the primary surface of Runway 13/31. Road 15 feet tall, 200 feet to 100 feet before the approach end the runway, 250 feet north to 250 feet south of centerline penetrates the primary surface of Runway 13/31. The road and fence were studied by the FAA under ASN: 2003-ASO-598-NRA, 2012-ASO-1637-NRA, and 2007-ASO-5848-OE. The studies determined that they were not a hazard and required the objects to be marked/lighted as a condition of the determination. Departure obstacle procedure notes are published for both Runway 13 and 31 to advise flight crews of the lighted traverse ways, buildings, fences, and vegetation in close proximity to each runway end.
Rwy End: 23	In accordance with Chapter 14-60.007(2)(c)1.f., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility equal to ¾ mile: the approach surface ratio is 34:1.
	Runway 23 approach surface ratio is 0:1 due to railroad 23 feet tall, 180 feet before the approach end of the runway, 500 feet left of centerline. Runway 23 approach surface ratio is 25:1 to the marked displaced threshold due to trees 30 feet tall, 350 feet before the approach end of the runway, 455 feet left of centerline. Runway 05 threshold is displaced 399 feet. Maintenance railyard and building was studied by the FAA under ASN: 2015-ASO-14631-OE and determined that it exceeded but was okay and required the structure to be marked/lighted as a condition of the determination. Departure obstacle procedure notes are published for both Runway 05 and 23 to advise flight crews of the lighted traverse ways and buildings in close proximity to each runway end. Additionally, Runway 23 meets obstacle clearance requirements in FAA AC 150/5300-13B for a runway with instrument approaches with visibility minimums 3/4 of a mile or greater.
Rwy End: 23	In accordance with Chapter 14-60.007(2)(b)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway.
	Railroad 200 feet to 180 feet before the approach end of the runway, 500 feet southeast of centerline penetrates the primary surface of Runway 05/23. Railroad and maintenance yard were studied by the FAA under ASN: 2015-ASO-14633-OE and determined that it was not deemed a hazard and required the structure to be marked/lighted as a condition of the determination. Departure obstacle procedure notes are published for both Runway 05 and 23 to advise flight crews of the lighted traverse ways and buildings in close proximity to each runway end.
Rwy End: 31	In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.
	Runway 31 approach surface ratio is 14:1 due to railroad 24 feet tall, 545 feet before the approach end of the runway, 250 feet right of centerline. Runway 31 approach is displaced to the approach end of the runway.

Facility Name: Page Field **Inspection Date:** 12/12/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

License

Effective: **02/01/2025** *Category:* **Public Special** *Limitations:* ☐ *Day Use Only*
Expires: **01/31/2026** ☐ *VFR Use Only*

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.
1. Runway 05/23 is available for precision instrument, non-precision instrument, and visual approaches.
a. Runway 05 is FAR 77 category PIR.
b. Runway 23 is FAR 77 category D.

2. Runway 13/31 is available for non-precision instrument and visual approaches.
a. Runway 13 is FAR 77 category C.
b. Runway 31 is FAR 77 category C.

3. Runway 05 threshold is displaced 459 feet.

4. Runway 13 threshold is displaced 614 feet.

5. Runway 23 threshold is displaced 399 feet.

6. Runway 31 threshold is displaced to the approach end of the runway.

7. Runway 05 TORA-6406 TODA-6406 ASDA-6007 LDA-5548

8. Runway 13 TORA-4910 TODA-4910 ASDA-4909 LDA-4297

9. Runway 23 TORA-6406 TODA-6406 ASDA-5947 LDA-5548

10. Runway 31 TORA-4705 TODA-4910 ASDA-4667 LDA-4667

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.
The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Runway 05 approach surface ratio is 34:1 to the marked displaced threshold due to building 24 feet tall, 350 feet before the approach end of the runway, 255 feet left of centerline, and does not meet the required approach surface ratio of 50:1 for a precision instrument runway.

2. Runway 23 approach surface ratio is 25:1 to the marked displaced threshold due to trees 30 feet tall, 350 feet before the approach end of the runway, 455 feet southeast of centerline, and does not meet the required approach slope ratio of 34:1 for a non-precision instrument runway.

Additional Licensing Remarks: