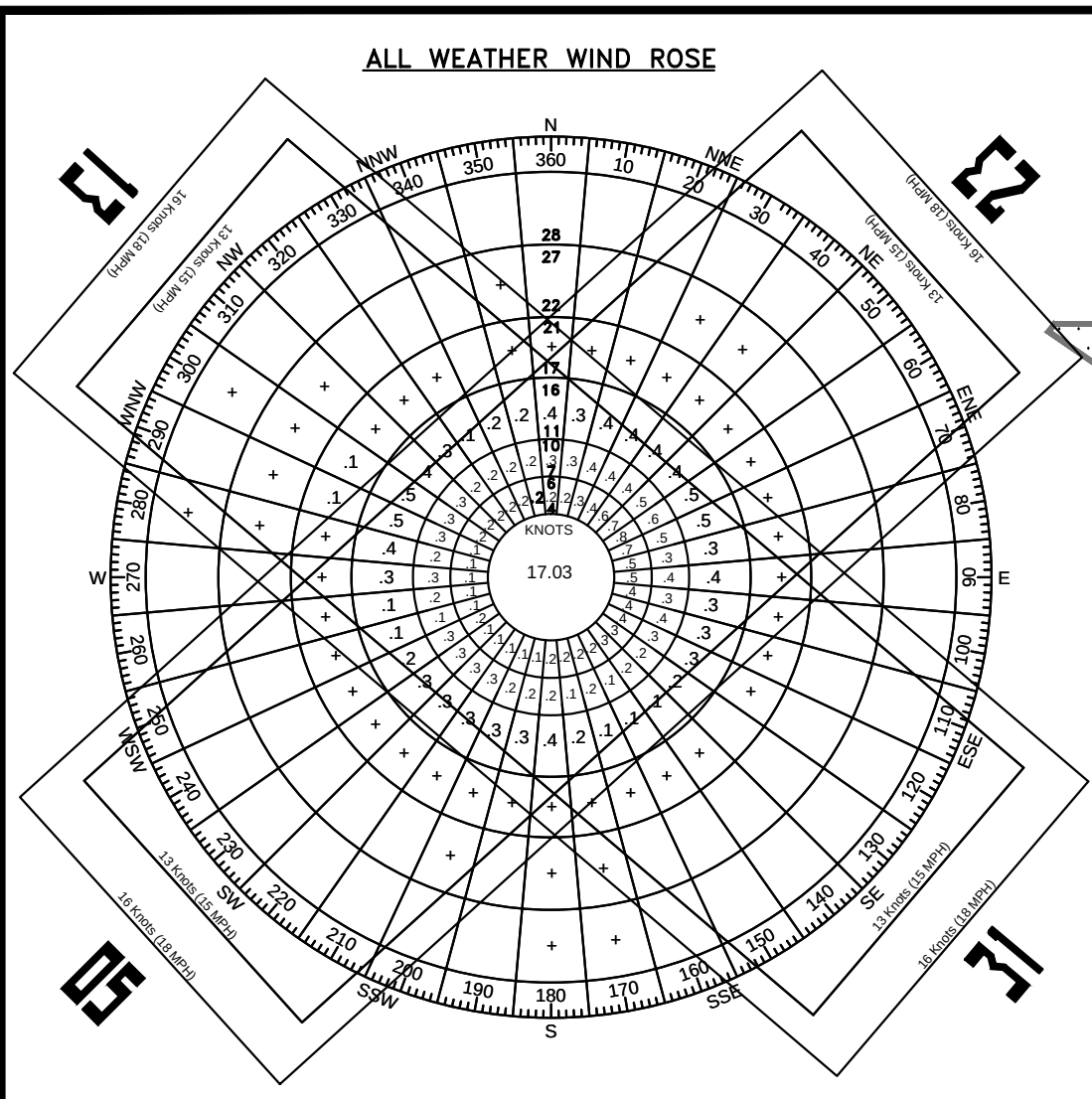




CROSSWIND COMPONENT: 16 KTS. (18 MPH)

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%

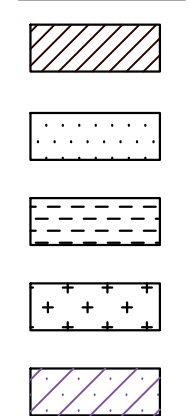
OBSERVATION PERIOD: 1990 - 1995
TOTAL OBSERVATIONS: 50,439
SOURCE: NATIONAL CLIMATIC DATA CENTER
ASHEVILLE, N.C.

PHASING PLAN

PAVEMENT	BUILDING	ROADWAY
2015-2025		

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

LAND USE

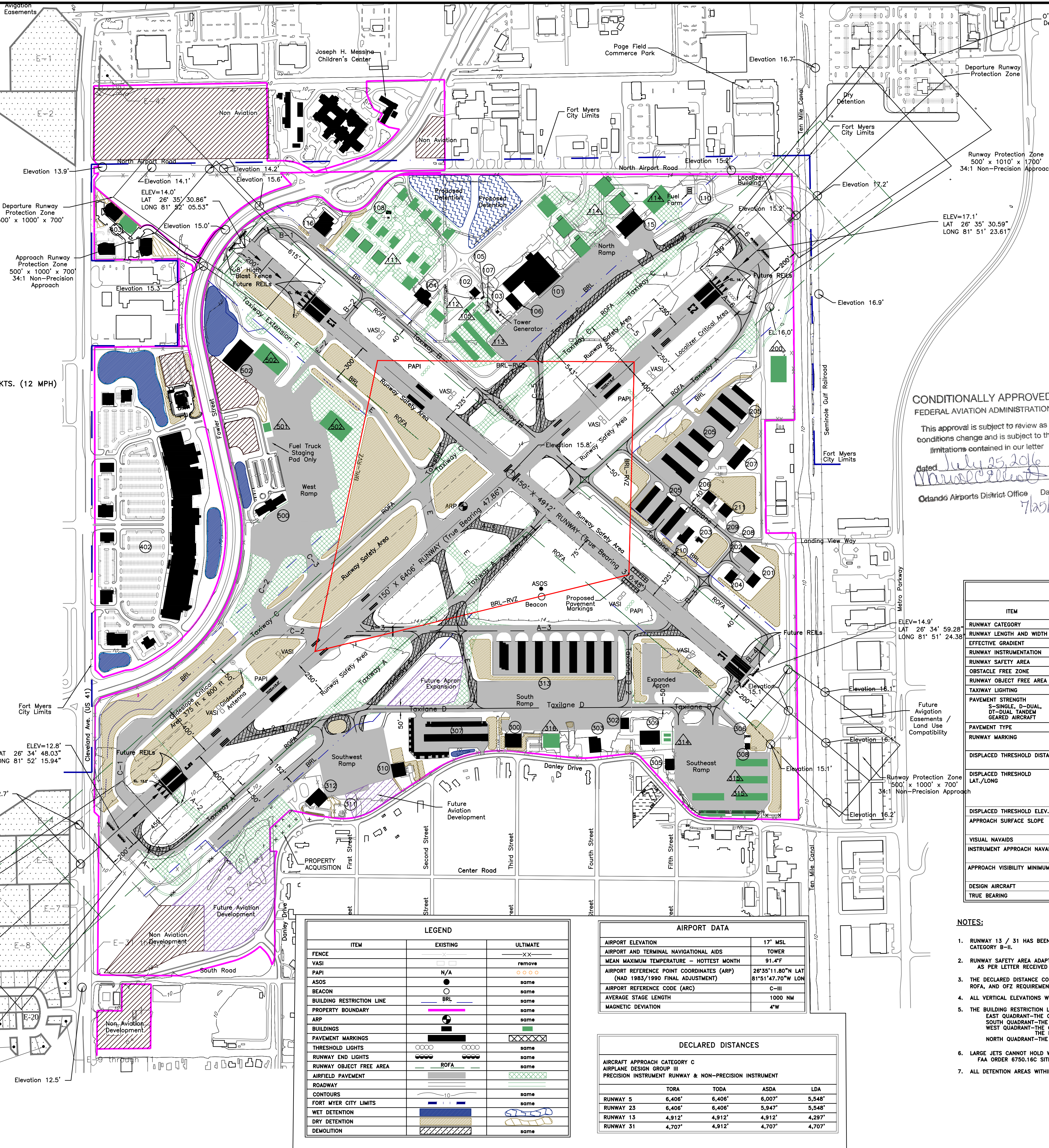


CONSTRUCTION NOTICE REQUIREMENT

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.

Runway Protection Zone
500' x 1010' x 1700'
50:1 Precision Approach

E-35 through 46
E-26 through 30
E-56
E-22 through 24
E-18
E-14 and 15



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 July 25, 2016.

Orlando Airports District Office Date: 7/25/16

BUILDING INVENTORY		
DESCRIPTION	EXISTING	ULTIMATE
PAGE FIELD NORTH	01	same
PFN GARAGE	02	same
CONTROL TOWER	03	same
FIRE STATION/AIRPORT MAINTENANCE	04	same
ELECTRICAL VAULT	05	same
STORAGE FACILITY	06	same
REMOTE COMMUNICATIONS AIR TO GROUND (RCAG)	08	relocate off site
AVIATION FUEL FARM	10	same
DSS HANGAR	19	same
NORTHWEST CABIN CLASS HANGARS	11	same
EMS HANGAR	12	same
PHASE V T-HANGARS	13	same
NORTHEAST CABIN CLASS HANGARS	14	same
AIRPORT MAINTENANCE FACILITY	20	same
KEYSTONE HANGAR	20	same
SMS CORPORATE HANGAR	20	same
EAA (EXPERIMENTAL AIRCRAFT ASSN.)	20	same
REALMARK HANGAR	20	same
T-HANGARS (ADG-II only)	20	same
AIRLASECO HANGAR	20	same
FLYING SEAS HANGAR	20	same
REST ROOM/BO AREA	20	same
AIRCRAFT WASH RACK	20	same
DEAN HANGAR	20	same
JORGENSEN HANGAR	20	same
HANGAR G	20	same
TOMLINSON AVIONICS	20	same
HANGAR B - PARAGON	20	same
GENERAL AVIATION CENTER	20	same
SELF-SERVE FUEL FARM	20	same
T-HANGARS	20	same
SELF SERVICE MAINTENANCE FACILITY	20	same
HANGAR D	20	same
AGI HANGAR	20	same
FAA COMMUNICATION OUTLET (RCO)	20	same
SWITLIK AVIATION	20	same
PHASE IV T-HANGARS	20	same
GAC TENANT COMPLEX	20	same
SOUTHEAST T-HANGARS	20	same
CORPORATE HANGAR	20	same
PAGE FIELD COMMONS	20	same
PAGE FIELD MEDICAL FACILITY PH-II, III, IV, V	20	same
GA TERMINAL	20	same
FIS	20	same
BULK HANGARS	20	same

ITEM	RUNWAY 5/23		RUNWAY 13/31	
	EXISTING	ULTIMATE	EXISTING	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	8,406' X 400'	SAME	5,012' X 250'	SAME
RUNWAY OBJECT FREE AREA	8,406' X 800'	SAME	5,212' X 500'	SAME
TAXIWAY LIGHTING	MTL	SAME	MTL	SAME
PAVEMENT STRENGTH	125,000# S	SAME	30,000# S	SAME
S-SINGLE, D-DUAL, DT-DUAL TANDEM GEARED AIRCRAFT	155,000# D	SAME	35,000# D	SAME
PAVEMENT TYPE	ASPHALT CONCRETE	SAME	ASPHALT CONCRETE	SAME
RUNWAY MARKING	5 - P	SAME	13 - NP	SAME
DISPLACED THRESHOLD DISTANCE(FT)	23 - NP	SAME	31 - VISUAL	31 - NP
DISPLACED THRESHOLD ELEV. (MSL)	5 - 459'	SAME	13 - 615'	SAME
DISPLACED THRESHOLD LAT./LONG	5 - 28°34'51.079"N 81°52'12.193"W	SAME	13 - 28°35'26.914"N 81°52'00.384"W	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	SAME	13 - 34:1	SAME
VISUAL NAVAIDS	23 - 34:1	SAME	31 - 34:1	SAME
INSTRUMENT APPROACH NAVAIDS	MIRL, VASI	MIRL, PAPI, REIL	MIRL, VASI	MIRL, PAPI, REIL
APPROACH VISIBILITY MINIMUMS	5 - 1 MILE	SAME	13 - 1 MILE	SAME
DESIGN AIRCRAFT	23 - 1 1/4 MILE	SAME	31 - 1 MILE	SAME
TRUE BEARING	048°	228°	130°	310°

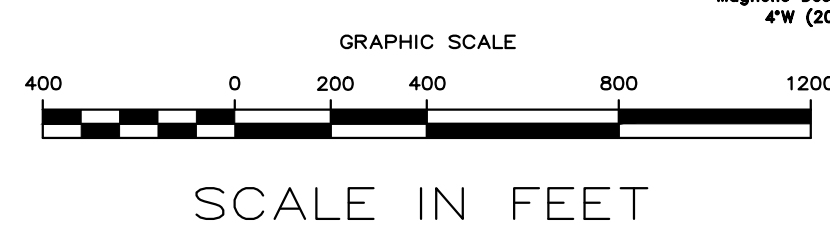
NOTES:

- RUNWAY 13 / 31 HAS BEEN DESIGNATED AN AIRCRAFT DESIGN GROUP CATEGORY B-II.
- RUNWAY SAFETY AREA ADAPTATION TO STANDARDS FOR RUNWAY 5 / 23 APPLIES AS PER LETTER RECEIVED AUGUST 7, 1989 FROM THE FAA ORLANDO ADO.
- THE DECLARED DISTANCE CONCEPT WAS APPLIED TO PROVIDE STANDARD RSA ROFA, AND OFZ REQUIREMENTS FOR RUNWAY 13 / 31.
- ALL VERTICAL ELEVATIONS WERE CALCULATED USING NAVD 88.
- THE BUILDING RESTRICTION LINE (BRL) HAS BEEN DEFINED BY THE FOLLOWING: EAST QUADRANT-THE OFA REQUIRED BY TAXIWAY A, TAXIWAY 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.
- LARGE JETS CANNOT HOLD WITHIN A 600' RADIUS OF THE GLIDESLOPE ANTENNA AS PER FAA ORDER 8750.16C STING CRITERIA FOR INSTRUMENT LANDING SYSTEMS.
- ALL DETENTION AREAS WITHIN THE RSA WILL COMPLY WITH FAA GRADING REQUIREMENTS.

LEGEND		
ITEM	EXISTING	ULTIMATE
FENCE	XX	remove
VASI		remove
PAPI	N/A	same
ASOS		same
BEACON		same
BUILDING RESTRICTION LINE	BRL	same
PROPERTY BOUNDARY		same
APR		same
BUILDINGS		same
PAVEMENT MARKINGS		same
THRESHOLD LIGHTS		same
RUNWAY END LIGHTS		same
RUNWAY OBJECT FREE AREA	ROFA	same
AIRFIELD PAVEMENT		same
ROADWAY		same
CONTOURS		same
FORT MYERS CITY LIMITS		same
WET DETENTION		same
DRY DETENTION		same
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)	26°35'11.80"N LAT 81°51'47.70"W LONG
OAD 1983/1990 FINAL ADJUSTMENT	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'	5,847'	5,548'
RUNWAY 13	4,912'	4,912'	4,912'	4,297'
RUNWAY 31	4,707'	4,912'	4,707'	4,707'



PAGE FIELD AIRPORT MASTER PLAN

Fort Myers, Florida

Airport Layout Plan

NO.	DATE	REVISION
1	11/4/14	Runway 31 Departure RP2 Corrected
2	1/27/15	Updated BaseMap to Incorporate Completed Projects & Various Taxiway Re-designations
3	2/15/15	Runway 5 RP2 Corrected
4	5/21/15	Runway 13 Departure RP2 Corrected
5	11/15/15	Updated Future Taxiway Layouts to meet FAA 5300-13A, Change 1 Standards

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