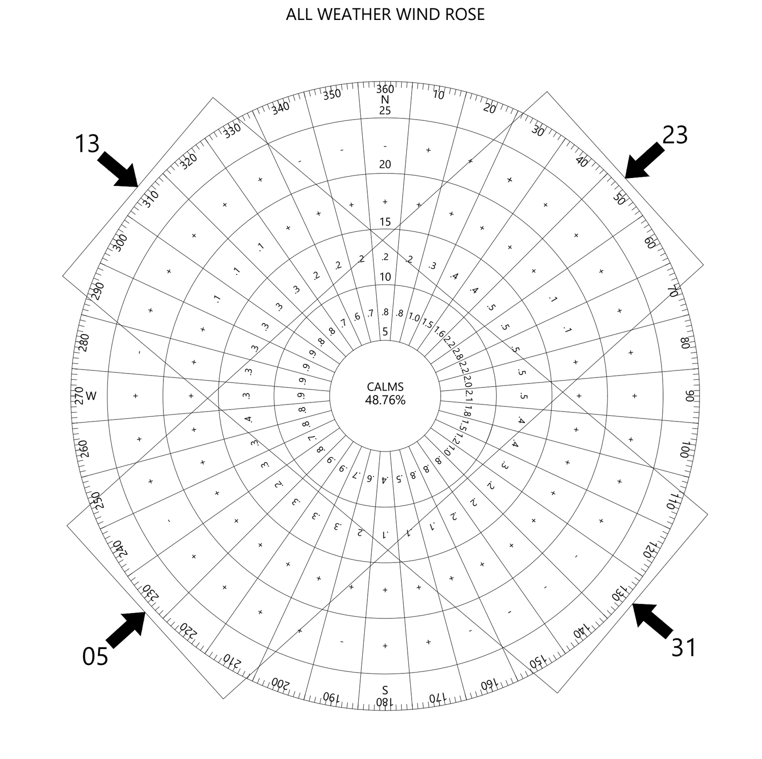


ALL WEATHER WIND DATA TABLE

CROSSWIND COMPONENT	RUNWAY 5/23	RUNWAY 13/31
10.5 KNOTS (12 MPH)	96.68%	95.54%
13 KNOTS (15 MPH)	98.98%	98.77%
15 KNOTS (18 MPH)	99.74%	99.78%
20 KNOTS (23 MPH)	99.96%	99.98%

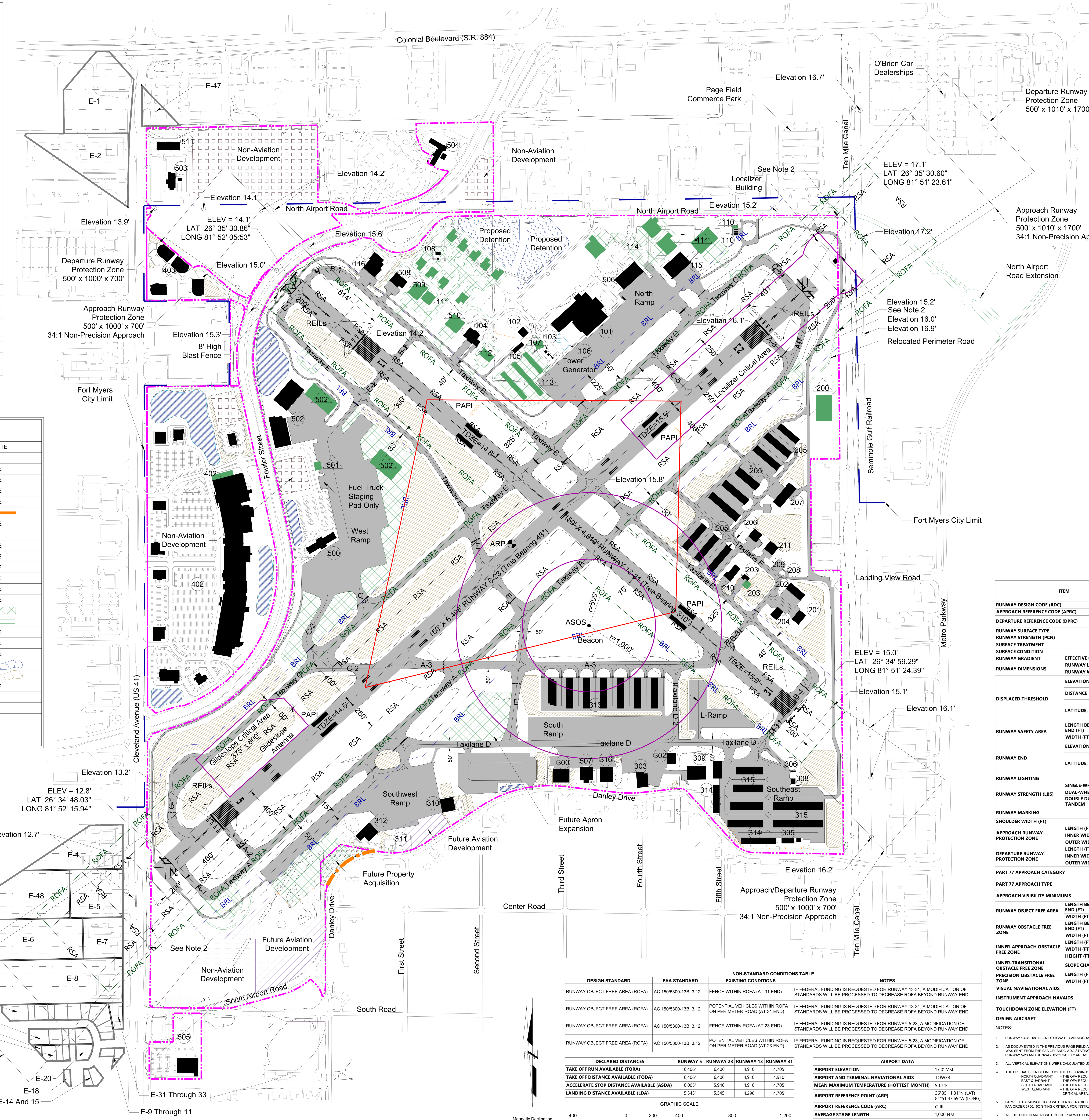
OBSERVATION PERIOD : 2014-2023
TOTAL OBSERVATIONS : 87,506
SOURCE: NATIONAL CLIMATIC DATA CENTER ASHEVILLE, N.C.

LEGEND

ITEM	EXISTING	ULTIMATE
FENCE		
PAPI		SAME
ASOS		SAME
BEACON		SAME
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY BOUNDARY		
ARP		SAME
BUILDINGS		
PAVEMENT MARKINGS		SAME
THRESHOLD LIGHTS		SAME
RUNWAY END LIGHTS		SAME
RUNWAY SAFETY AREA	RSA RSA	SAME
RUNWAY OBJECT FREE AREA	ROFA ROFA	SAME
RUNWAY VISIBILITY ZONE		SAME
AIRFIELD PAVEMENT		
ROADWAY		
CONTOURS	10	SAME
FORT MYER CITY LIMITS		SAME
NAVAID CRITICAL AREAS		SAME
WET DETENTION		
DRY DETENTION		
DEMOLITION		SAME
LAND USE CATEGORY		
NON-AVIATION SUPPORT DEVELOPMENT		
EXISTING AVIGATION EASEMENTS		
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
PFN GARAGE	102	SAME
CONTROL TOWER	103	107 (1)
FIRE STATION/AIRPORT MAINTENANCE	104	SAME
ELECTRICAL VAULT	105	SAME
PFN CARGO BUILDING	106	DEMO
REMOTE COMMUNICATIONS AIR TO GROUND (RCAG)	108	RELOCATE OFF-SITE
AVIATION FUEL FARM	110	110
DSS HANGAR	115	SAME
NORTHWEST CABIN CLASS HANGARS	N/A	111
EMS HANGAR	116	SAME
PHASE V T-HANGARS	N/A	113
NORTHEAST CABIN CLASS HANGARS	N/A	114
AIRPORT MAINTENANCE FACILITY	N/A	200
KEYSTONE HANGAR	201	SAME
HANGAR	202	SAME
EAA (EXPERIMENTAL AIRPORT ASSN)	203	203
REALMARK HANGAR	204	SAME
T-HANGARS (ADG-II ONLY)	205	SAME
AIRLEASECO HANGAR	206	SAME
FLYING SEAS HANGAR	207	SAME
RESTROOM/BQ AREA	208	SAME
AIRCRAFT WASH RACK	209	SAME
DEAN HANGAR	210	SAME
KAISER AVIATION HANGAR	211	SAME
HANGAR G	300	SAME
TOMLINSON HANGAR	302	SAME
PARAGON FLIGHT SCHOOL	303	SAME
GENERAL AVIATION CENTER	305	SAME
SELF-SERVE FUEL FARM	306	SAME
SELF SERVICE MAINTENANCE FACILITY	308	SAME
HANGAR D - PARAGON MAINTENANCE	309	SAME
ACI HANGAR	310	SAME
FAA COMMUNICATION OUTLET (RCO)	311	SAME
SWITLIK AVIATION	312	SAME
PHASE IV T-HANGARS	313	SAME
SOUTHEAST HANGARS	314	SAME
SOUTHEAST T-HANGARS	315	SAME
CORPORATE HANGAR (ACCENT STRIPE)	316	SAME
PAGE FIELD COMMONS	402	402
PAGE FIELD MEDICAL FACILITY PH-II, III, IV, V	403	SAME
GA TERMINAL	500	SAME
FIS	N/A	501
MULTI-USE HANGARS	502	502
RACETRAC GAS STATION	503	SAME
JOSEPH H. MESSINA CHILDREN'S CENTER	504	SAME
ALDI GROCERY STORE	505	SAME
ATP FLIGHT SCHOOL	506	SAME
WINGS ON DANLEY HANGAR	507	SAME
JCP LEASING HANGAR	508	SAME
POWER CONSULTING HANGAR	N/A	509
ALESSIO HANGAR	N/A	510
LOU'S TOTAL CAR CARE & FLEET SERVICE	511	SAME

NOTE:
1 PENDING FINAL DESIGN OF BUILDING #107.

RUNWAY DATA TABLE

ITEM		RUNWAY 5-23 EXISTING	RUNWAY 5-23 ULTIMATE	RUNWAY 13-31 EXISTING	RUNWAY 13-31 ULTIMATE
RUNWAY DESIGN CODE (RDC)		ADG C-III	ADC C-III/D-III	ADG B-II	SAME
APPROACH REFERENCE CODE (APRC)		D/IV/4000	D/IV/4000	D/II/4000	SAME
DEPARTURE REFERENCE CODE (DPRC)		5 - D/IV 23 - D/V	SAME	3 - B/III 31 - D/II	SAME
RUNWAY SURFACE TYPE		ASPHALT	SAME	ASPHALT	SAME
RUNWAY STRENGTH (PCN)		32/F/A/X/T	SAME	17/F/A/X/T	SAME
SURFACE TREATMENT		GROOVED	SAME	GROOVED	SAME
SURFACE CONDITION		EXCELLENT	SAME	EXCELLENT	SAME
RUNWAY GRADIENT	EFFECTIVE GRADIENT (%)	0.067	SAME	0.018	SAME
RUNWAY DIMENSIONS	RUNWAY LENGTH (FT)	6,406	SAME	4,910	SAME
	RUNWAY WIDTH (FT)	150	SAME	150	SAME
DISPLACED THRESHOLD	ELEVATION (FT)	5 - 13.2 23 - 15.9	SAME	13 - 14.1 31 - N/A	SAME
	DISTANCE (FT)	5 - 460 23 - 401	SAME	13 - 614 31 - N/A	SAME
	LATITUDE, LONGITUDE	5 - 26°34'51.08"N 81°52'12.19"W	SAME	13 - 26°35'26.91"N 81°52'00.38"W	SAME
		23 - 26°35'27.94"N 81°51'26.92"W	SAME	31 - N/A	SAME
RUNWAY SAFETY AREA	LENGTH BEYOND RUNWAY END (FT)	5 - 540 23 - 599	SAME	13 - 95 31 - 300	SAME
	WIDTH (FT)	500	SAME	150	SAME
RUNWAY END	ELEVATION (FT)	5 - 12.8 23 - 17.1	SAME	13 - 14.1 31 - 15.0	SAME
	LATITUDE, LONGITUDE	5 - 26°34'48.03"N 81°52'15.94"W	SAME	13 - 26°35'30.86"N 81°52'05.53"W	SAME
		23 - 26°35'30.60"N 81°51'23.61"W	SAME	31 - 26°34'59.29"N 81°51'24.39"W	SAME
RUNWAY LIGHTING		MIRL	SAME	MIRL	SAME
RUNWAY STRENGTH (LBS)	SINGLE-WHEEL	83,000	SAME	42,500	SAME
	DUAL-WHEEL	126,000	SAME	63,000	SAME
	DOUBLE DUAL-WHEEL TANDEM	350,000	N/A	N/A	N/A
RUNWAY MARKING		5 - PIR 23 - PIR	SAME	13 - NP 31 - NP	SAME
SHOULDER WIDTH (FT)		20	SAME	10	SAME
APPROACH RUNWAY PROTECTION ZONE	LENGTH (FT)	1,700	SAME	1,000	SAME
	INNER WIDTH (FT)	500	SAME	500	SAME
	OUTER WIDTH (FT)	1,010	SAME	700	SAME
DEPARTURE RUNWAY PROTECTION ZONE	LENGTH (FT)	1,700	SAME	1,000	SAME
	INNER WIDTH (FT)	500	SAME	500	SAME
	OUTER WIDTH (FT)	1,010	SAME	700	SAME
PART 77 APPROACH CATEGORY		5 - 50:1 23 - 34:1	SAME	13 - 34:1 31 - 34:1	SAME
PART 77 APPROACH TYPE		5 - PIR 23 - D (NP)	SAME	13 - C (NP) 31 - C (NP)	SAME
APPROACH VISIBILITY MINIMUMS		5 - 1 MILE 23 - 1 MILE	SAME	13 - 1 MILE 31 - 1 MILE	SAME
RUNWAY OBJECT FREE AREA	LENGTH BEYOND RUNWAY END (FT)	5 - 540 23 - 599	SAME	13 - 46 31 - 300	SAME
	WIDTH (FT)	800	SAME	500	SAME
RUNWAY OBSTACLE FREE ZONE	LENGTH BEYOND RUNWAY END (FT)	5 - 200 23 - 200	SAME	13 - 200 31 - 200	SAME
	WIDTH (FT)	400	SAME	250	SAME
INNER-APPROACH OBSTACLE FREE ZONE	LENGTH (FT)	200	SAME	200	SAME
	WIDTH (FT)	400	SAME	400	SAME
	HEIGHT (FT)	150	SAME	150	SAME
INNER-TRANSITIONAL OBSTACLE FREE ZONE	SLOPE CHANGE DISTANCE (FT)	50:1	SAME	50:1	SAME
PRECISION OBSTACLE FREE ZONE	LENGTH (FT)	N/A	N/A	N/A	N/A
	WIDTH (FT)	N/A	N/A	N/A	N/A
VISUAL NAVIGATIONAL AIDS		MIRL, PAPI, REIL	SAME	MIRL, PAPI, REIL	SAME
INSTRUMENT APPROACH NAVAIDS		5 - ILS, ASR, GPS 23 - ASR, GPS	SAME	13 - VOR, ASR, GPS 31 - ASR, GPS	SAME
TOUCHDOWN ZONE ELEVATION (FT)		5 - 14.5 23 - 15.9	SAME	13 - 14.8 31 - 15.0	SAME
DESIGN AIRCRAFT		CL-604	BD-700/G-V	LEAR 35	FALCON 900/2000

NOTES:

1. RUNWAY 13-31 HAS BEEN DESIGNATED AN AIRCRAFT DESIGN GROUP CATEGORY B-II.
2. AS DOCUMENTED IN THE PREVIOUS PAGE FIELD AIRPORT MASTER PLAN, A LETTER DATED AUGUST 7, 1989 WAS SENT FROM THE FAA ORLANDO ADO STATING THAT AN ADAPTATION TO STANDARDS APPLIES TO THE RUNWAY 5-23 AND RUNWAY 13-31 SAFETY AREAS.
3. ALL VERTICAL ELEVATIONS WERE CALCULATED USING NAVD 88.
4. THE BRL HAS BEEN DEFINED BY THE FOLLOWING:
   NORTH QUADRANT – THE OFA REQUIRED BY TAXIWAY B, TAXILANE C, AND THE RVZ.
   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.
5. LARGE JETS CANNOT HOLD WITHIN A 600' RADIUS OF THE GLIDESLOPE ANTENNA AS PER FAA ORDER 6750.16C SITING CRITERIA FOR INSTRUMENT LANDING SYSTEMS.
6. ALL DETENTION AREAS WITHIN THE RSA WILL COMPLY WITH FAA GRADING REQUIREMENTS.
7. THE RUNWAY OBJECT FREE AREA (ROFA) LENGTH BEYOND RUNWAY END IS SHORTER THAN THE RSA DUE TO A BLAST FENCE LOCATED AT THE RUNWAY 13 APPROACH END.

NON-STANDARD CONDITIONS TABLE

DESIGN STANDARD	FAA STANDARD	EXISTING CONDITIONS	NOTES
RUNWAY OBJECT FREE AREA (ROFA)	AC 150/5300-13B, 3.12	FENCE WITHIN ROFA (AT 31 END)	IF FEDERAL FUNDING IS REQUESTED FOR RUNWAY 13-31, A MODIFICATION OF STANDARDS WILL BE PROCESSED TO DECREASE ROFA BEYOND RUNWAY END.
RUNWAY OBJECT FREE AREA (ROFA)	AC 150/5300-13B, 3.12	POTENTIAL VEHICLES WITHIN ROFA ON PERIMETER ROAD (AT 31 END)	IF FEDERAL FUNDING IS REQUESTED FOR RUNWAY 13-31, A MODIFICATION OF STANDARDS WILL BE PROCESSED TO DECREASE ROFA BEYOND RUNWAY END.
RUNWAY OBJECT FREE AREA (ROFA)	AC 150/5300-13B, 3.12	FENCE WITHIN ROFA (AT 23 END)	IF FEDERAL FUNDING IS REQUESTED FOR RUNWAY 5-23, A MODIFICATION OF STANDARDS WILL BE PROCESSED TO DECREASE ROFA BEYOND RUNWAY END.
RUNWAY OBJECT FREE AREA (ROFA)	AC 150/5300-13B, 3.12	POTENTIAL VEHICLES WITHIN ROFA ON PERIMETER ROAD (AT 23 END)	IF FEDERAL FUNDING IS REQUESTED FOR RUNWAY 5-23, A MODIFICATION OF STANDARDS WILL BE PROCESSED TO DECREASE ROFA BEYOND RUNWAY END.

DECLARED DISTANCES

DECLARED DISTANCES	RUNWAY 5	RUNWAY 23	RUNWAY 13	RUNWAY 31
TAKE OFF RUN AVAILABLE (TORA)	6,406'	6,406'	4,910'	4,705'
TAKE OFF DISTANCE AVAILABLE (TODA)	6,406'	6,406'	4,910'	4,910'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	6,005'	5,946'	4,910'	4,705'
LANDING DISTANCE AVAILABLE (LDA)	5,545'	5,545'	4,296'	4,705'

GRAPHIC SCALE

400 0 200 400 800 1,200

SCALE IN FEET

AIRPORT DATA

AIRPORT DATA	
AIRPORT ELEVATION	17.0' MSL
AIRPORT AND TERMINAL NAVIATIONAL AIDS	TOWER
MEAN MAXIMUM TEMPERATURE (HOTTEST MONTH)	90.7°F
AIRPORT REFERENCE POINT (ARP)	26°35'11.81"N (LAT) 81°51'47.69"W (LONG)
AIRPORT REFERENCE CODE (ARC)	C-III
AVERAGE STAGE LENGTH	1,000 NM
MAGNETIC DEVIATION	5° 54'W
ACREAGE	588

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 December 12, 2024

Orlando Airports District Office (ORL-ADO)

C ELLIOTT Date: 2024.12.12 10:42:05 -05'00'

LEE COUNTY PORT AUTHORITY
Page Field

RICONDO®

ESA Airports

PAGE FIELD AIRPORT MASTER PLAN
Fort Myers, Florida

Airport Layout Plan

NO.	DATE	REVISION
1	11/15/2015	Runways 5, 13, and 31 Departure Runway Protection Zones (RPZs) corrected; updated basemap to incorporate completed projects; updated future taxiway layouts per FAA Standards.
2	6/6/2020	Relocation of Building #502; updated basemap to incorporate completed projects; updated Declared Distances Table; updated Runway Data Table; updated Runway 13/31 elevation and coordinates; updated/Added linework of #316, #503, #505, #506, #507, and #508; updated roadway linework; updated Runway length to match Survey Data; updated Runway Touchdown Zone Elevation; removed Visual Approach Slope Indicator (VASI); added Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REILs).
3	9/6/2024	Updated linework and hatching for #107, #110, #203, #305, #314, #316, #402, #501, #502, #503, #504, #505, #506, #507, #508, #509, #510, #511; removed #307; updated RPZs; updated boundary of Non-Aviation Areas; updated Runway Data, Declared Distances, Airport Data, and Building Inventory Tables; updated legend to consolidate previous three legends; updated Lot 3 south of Danley Drive to released; updated Wind Rose; added Future Airport Property Boundary based on future property acquisition and ASOS Critical Area; revised Note 2 and added Note 7.

DATE:	SEPTEMBER 2024
PROJECT NO.	D204399
DESIGNED BY:	TS
DRAWN BY:	TS
CHECKED BY:	KD

SHEET 2 OF 10