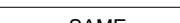
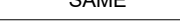
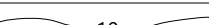
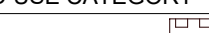
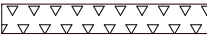


OBSERVATION PERIOD : 2014-2023
TOTAL OBSERVATIONS : 87,506
SOURCE: NATIONAL CLIMATIC DATA CENTER ASHEVILLE, N.C.

LEGEND		
ITEM	EXISTING	ULTIMATE
FENCE		
PAPI		
ASOS		
BEACON		
BUILDING RESTRICTION LINE		
PROPERTY BOUNDARY		
ARP		
BUILDINGS		
PAVEMENT MARKINGS		
THRESHOLD LIGHTS		
RUNWAY END LIGHTS		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
RUNWAY VISIBILITY ZONE		
AIRFIELD PAVEMENT		
ROADWAY		
CONTOURS		
FORT MYER CITY LIMITS		
NAVAID CRITICAL AREAS		
WET DETENTION		
DRY DETENTION		
DEMOLITION		
LAND USE CATEGORY		
NON-AVIATION SUPPORT DEVELOPMENT		
EXISTING AVIGATION EASEMENTS		
LAND ACQUISITION		
FUTURE AVIATION		

CONSTRUCTION NOTICE REQUIREMENT

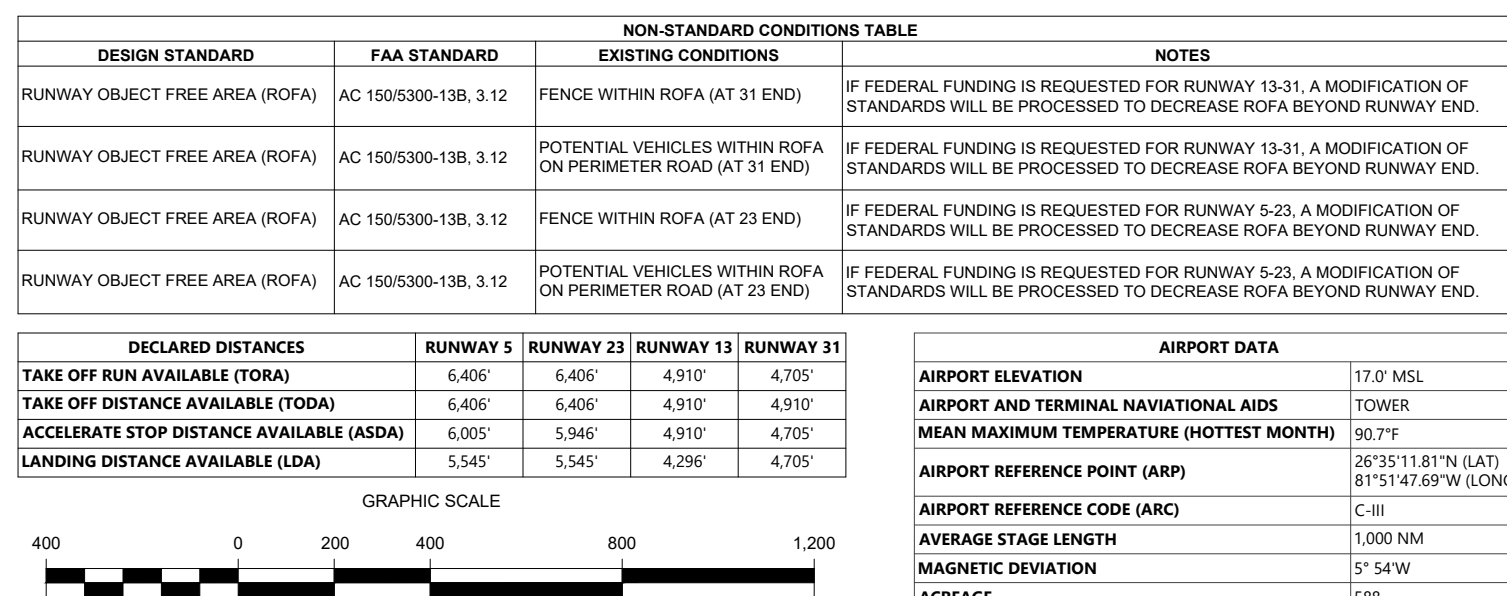
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

Approach 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

Departure Runway
Protection Zone
500' x 1010' x 1700'

E-14



BUILDING VITRIFICATION			
DESCRIPTION	EXISTING	EXISTING	ULTIMATE
PAGE FIELD NORTH	101		SAME
PNF GARAGE	102		SAME
CONTROL TOWER	103		107 (1) (1)
FIRE STATION/AIRPORT MAINTENANCE	104		SAME
ELECTRICAL VAULT	105		SAME
PNF CARGO BUILDING	106		DEMOL
REMOTE COMMUNICATIONS HALL TO GROUND (R/G)	107		RELOCATE OFF-SITE
AVIATION FUEL FARM	110		110
DSS HANGAR	115		SAME
NORTHEAST 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
EEA (EXPERIMENTAL AIRPORT ASSN)	203		203
REALMARK HANGAR	204		SAME
T-HANGARS (ADO-11 ONLY)	205		SAME
FLYING LEASING HANGAR	206		SAME
FLYING LEASING HANGAR	207		SAME
RETROMOD 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 - HANGARS	315		SAME
CORPORATE HANGAR (ACENT STRIPS)	316		SAME
PAGE FIELD (COMMON)	402		402
PAGE FIELD MEDICAL FACILITY PH-II, III, IV, V	403		SAME
GA TERMINAL	N/A	500	SAME
FIS	N/A	501	
MULTI-USE HANGARS	502		SAME
RACETRAC GAS STATION	503		SAME
JOSEPH H. MESSINA CHILDREN'S CENTER	504		SAME
ALDI GROCERY STORE	505		SAME
ALD 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	
LOUIS TOTAL CAR CARE & FLEET SERVICE	511		SAME

NOTE:
 1. PROVIDING FINAL DESIGN OF BUILDING #107.

NOTE:
1 PENDING FINAL DESIGN OF BUILDING #10

		RUNWAY DATA TABLE		RUNWAY 5-23		RUNWAY 13-31	
ITEM		EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY DESIGN CODE (R/C)		AOC	AOC C-HUD-III	AOC B-I	AOC B-I	SAME	SAME
APPROACH REFERENCE CODE (APRC)		D1W/4000	D1W/4000	D1W/4000	D1W/4000	SAME	SAME
DEPARTURE REFERENCE CODE (DPRC)		5 - D1V	SAME	3 - R/II	3 - R/II	SAME	SAME
		13 - D1V	SAME	21 - D1W	21 - D1W	SAME	SAME
RUNWAY SURFACE TYPE		ASPHALT	SAME	ASPHALT	ASPHALT	SAME	SAME
RUNWAY STRENGTH (PCN)		32/FA/T	SAME	17/FA/T	17/FA/T	SAME	SAME
SURFACE TREATMENT		GROVED	SAME	GROVED	GROVED	SAME	SAME
SURFACE CONDITION		EXCELLENT	SAME	EXCELLENT	EXCELLENT	SAME	SAME
RUNWAY GRADIENT		EFFECTIVE GRADIENT (%)	0.067	SAME	0.018	SAME	SAME
RUNWAY DIMENSIONS		RUNWAY LENGTH (FT)	6,406	SAME	4,910	SAME	SAME
		RUNWAY WIDTH (FT)	150	SAME	150	SAME	SAME
		ELEVATION (FT)	5 - 132	SAME	13 - 141	SAME	SAME
			23 - 159	SAME	31 - N/A	SAME	SAME
DISPLACED THRESHOLD		DISTANCE (FT)	5 - 460	SAME	13 - 474	SAME	SAME
			23 - 401	SAME	31 - N/A	SAME	SAME
			5 - 26°34'51.08"N 81°52'12.19"W	SAME	13 - 26°38'36.91"N 81°52'03.38"W	SAME	SAME
			23 - 26°35'27.94"N 81°51'26.32"W	SAME	31 - N/A	SAME	SAME
RUNWAY SAFETY AREA		LENGTH BEYOND RUNWAY END (FT)	5 - 540	SAME	13 - 85	SAME	SAME
		WIDTH (FT)	23 - 999	SAME	150	SAME	SAME
		ELEVATION (FT)	5 - 128	SAME	13 - 141	SAME	SAME
			23 - 171	SAME	31 - 150	SAME	SAME
RUNWAY END		LENGTH BEYOND RUNWAY END (FT)	5 - 26°34'48.03"N 81°51'58.74"W	SAME	13 - 26°38'30.86"N 81°51'05.31"W	SAME	SAME
			23 - 26°35'30.60"N 81°51'23.61"W	SAME	31 - 26°38'59.29"N 81°51'24.93"W	SAME	SAME
RUNWAY LIGHTING		MIRL	SAME	MIRL	SAME	SAME	SAME
		SINGLE-WHEEL	83,000	SAME	42,500	SAME	SAME
		DUAL-WHEEL	126,000	SAME	50,000	SAME	SAME
RUNWAY STRENGTH (LBS)		DOUBLE DUAL-WHEEL TANDEM	150,000	N/A	N/A	N/A	N/A
RUNWAY MARKING		5 - FIR	SAME	13 - NP	SAME	SAME	SAME
		23 - FIR	SAME	31 - NP	SAME	SAME	SAME
SHOULDER WIDTH (FT)		20	SAME	10	SAME	SAME	SAME
APPROACH RUNWAY PROTECTION ZONE		LENGTH (FT)	1,700	SAME	1,000	SAME	SAME
		INNER WIDTH (FT)	500	SAME	500	SAME	SAME
		OUTER WIDTH (FT)	1,010	SAME	700	SAME	SAME
DEPARTURE RUNWAY PROTECTION ZONE		LENGTH (FT)	1,700	SAME	1,000	SAME	SAME
		INNER WIDTH (FT)	500	SAME	500	SAME	SAME
		OUTER WIDTH (FT)	1,010	SAME	700	SAME	SAME
PART 77 APPROACH CATEGORY		5 - S01	SAME	13 - 341	SAME	SAME	SAME
		23 - 341	SAME	31 - 341	SAME	SAME	SAME
PART 77 APPROACH TYPE		5 - FIR	SAME	13 - C (NP)	SAME	SAME	SAME
		23 - D (NP)	SAME	31 - C (NP)	SAME	SAME	SAME
APPROACH VISIBILITY MINIMUMS		5 - 1 MILE	SAME	13 - 1 MILE	SAME	SAME	SAME
		23 - 1 MILE	SAME	31 - 1 MILE	SAME	SAME	SAME
RUNWAY OBJECT FREE AREA		LENGTH BEYOND RUNWAY END (FT)	5 - 540	SAME	13 - 46	SAME	SAME
			23 - 999	SAME	200	SAME	SAME
		WIDTH (FT)	800	SAME	500	SAME	SAME
RUNWAY OBSTACLE FREE ZONE		LENGTH BEYOND RUNWAY END (FT)	5 - 200	SAME	13 - 200	SAME	SAME
			23 - 200	SAME	250	SAME	SAME
		WIDTH (FT)	400	SAME	250	SAME	SAME
INNER-APPROACH OBSTACLE FREE ZONE		LENGTH (FT)	200	SAME	200	SAME	SAME
		WIDTH (FT)	400	SAME	400	SAME	SAME
		HEIGHT (FT)	150	SAME	150	SAME	SAME
INNER-TRANSITIONAL OBSTACLE FREE ZONE		SLOPE CHANGE DISTANCE (FT)	501	SAME	501	SAME	SAME
PRECISION OBSTACLE FREE ZONE		LENGTH (FT)	N/A	N/A	N/A	N/A	N/A
		WIDTH (FT)	N/A	N/A	N/A	N/A	N/A
VISUAL NAVIGATIONAL AIDS		MIRL, PAPI, REIL	SAME	MIRL, PAPI, REIL	SAME	SAME	SAME
INSTRUMENT APPROACH NAVAIDS		5 - ILS, ASR, GPS	SAME	13 - VOR, ASR, GPS	SAME	SAME	SAME
		5 - ILS, GPS	SAME	13 - ILS, GPS	SAME	SAME	SAME
TOUCHDOWN ZONE ELEVATION (FT)		23 - 159	SAME	31 - 150	SAME	SAME	SAME
DESIGN AIRCRAFT		CL-440A	1,640-35	BD-700LV-V	1,640-35	BALCONI 900-2000	

NOTES:

1. RUNWAY 31 HAS BEEN DESIGNATED AN AIRPORT DESIGN CATEGORY B. AS SUCH, AS DOCUMENTED IN THE PREVIOUS PAGE AIRPORT MASTER PLAN, A LETTER DATED AUGUST 7, 1980 WAS SENT FROM THE FAA ORLANDO AREA STATING THAT AN ADDITIONAL TO STANDARD APPLIES TO THE ORLANDO AIRWAY 31-31. EFFECTIVE 10/1/80.

2. ALL VERTICAL ELEVATIONS WERE CALCULATED USING MWD 88.

3. THE BRG HAS BEEN DERIVED AS FOLLOWS:

- NORTH QUADRANT – THE GFA RECALC'D BY TAXWAY V, TAXLANE 8, AND THE RVZ.
- EAST QUADRANT – THE GFA RECALC'D BY TAXWAY A, TAXLANE 8, AND THE RVZ.
- SOUTH QUADRANT – THE GFA RECALC'D BY TAXWAY 31, TAXWAY A, AND THE RVZ.
- WEST QUADRANT – THE GFA RECALC'D BY TAXWAY 31, TAXWAY A, AND THE RVZ.

4. THE BRG HAS BEEN DERIVED USING THE FOLLOWING CRITICAL AREA, THE RVZ, AND THE GFA FOR RUNWAY 31: 33-1.

5. LARGE JETTS CAN'T HOLD WITHIN A 600 RADII OF THE GLEDSIDE ANTENNA AS PER FAA ORD 89-106. SETTING CIRCLES FOR INSTRUMENT LANDING SYSTEMS.

6. ALL DETECTION AREAS WITHIN THE RSA WILL COMPLY WITH FAA GRADING REQUIREMENTS.

7. THE RUNWAY COLD FRIEZE AREA, IDENTICAL BETWEEN RUNWAY END IS SHORTER THAN THE RUNWAY END. THE RUNWAY COLD FRIEZE LOCATED IN THE RUNWAY END.

CONDITIONALLY APPROVED
Federal Aviation Administration

This approval is subject to review and conditions change and is subject to limitations contained in our letter

dated December 12, 2024

Orlando Airports District Office (ORL-ADO)

PAGE FIELD AIRPORT MASTER PLAN
Fort Myers, Florida

Fort Myers, Florida

Airport Layout Plan

[illegible]

DATE: SEPTEMBER 202

PROJECT NO. D204399

DESIGNED BY: _____

DRAWN BY:

CHECKED BY:

SHEET
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OF
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