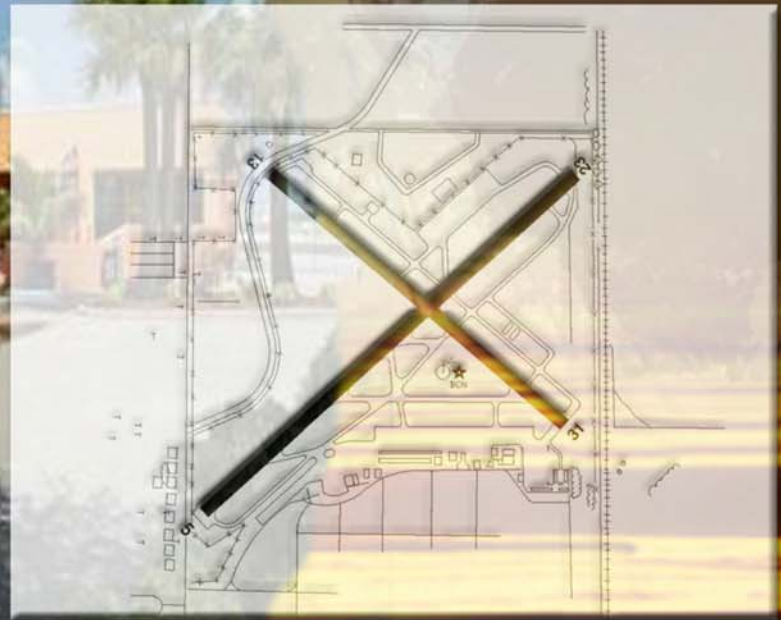


PAGE FIELD



Page Field is located in Lee County along the Gulf Coast of South Florida. The primary highway access to the airport from the north and south is US Route 41 and Interstate 75 to the east. Access from the east is possible via State Routes 80 and 82. Other roads in the vicinity include Colonial Boulevard, Metro Parkway and Daniels Parkway.

AIRPORT LOCATION



Existing Facilities

Page Field General Aviation Airport encompasses 616 acres of land, serves as home base to over 300 aircraft, and boasts annual operations exceeding 80,000. The Airport has a full-service control tower, a precision instrument approach, and an award-winning 6,000 square foot fixed base operation (The Aviation Center) managed by the Lee County Port Authority. Page Field is served by two intersecting runways. These runways are Runway 05/23, which is 6,406 feet long by 150 feet wide, and Runway 13/31, which is 4,912 feet long by 150 feet wide. The runways are asphalt and in good condition. Both runways are served by parallel taxiways. The visual navigational aids on the field consist of a MIRL and VASI system on all four runway ends. Instrument navigational aids on the field consist of an ILS to Runway 5, along with an ASR, NDB, GPS, and VOR for the other three runways. Page Field is also equipped with a rotating beacon and an ASOS.

Of the 300 based aircraft, 200 or 66 percent are stored in T-hangars or conventional bulk hangars and the remainder on paved tie-downs. There are currently a total of 270 tie-downs. In addition to the previously existing 43 T-hangars at the airport, through 2004, 78 T-hangars have been constructed in three separate, phased projects. To accommodate the then existing wait list of over 150, in August 2006, the fourth phase of T-hangar construction of another 68 T-hangars was completed, bringing the T-hangar total to 189. There are presently about 50 on the wait list. Over the last several years, the Port Authority has sponsored the construction of four corporate hangar facilities and an aircraft maintenance, charter, and flight instruction facility. In 2003, a 12,000-square foot, multi-unit storage hangar was built adding a much needed transient and based aircraft storage facility to the airport inventory. In 2005, construction began on two additional corporate hangar sites.

The airport has a self-maintenance area, providing aircraft owners with a specialized area to conduct owner-approved aircraft maintenance. In 2006, this facility was expanded to better meet aircraft maintenance needs. There is also a self-fueling Avgas facility.

The Port Authority has recently overlaid the primary runway and taxiway and all of the airport's aircraft parking aprons. This project restored aging airfield pavements and was completed with funding assistance from the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA). The airport's former air carrier terminal building has also been rehabilitated providing leases for the regional headquarters for the Florida Department of Law Enforcement, offices for the Department of Transportation, Florida Highway Patrol, and State Fire Marshal. Overall, this will contribute over 60,000 square feet of quality office complex and corresponding rental revenues to the airport's development program.

A 40-acre tract of undeveloped airport land was leased for the construction of an upscale shopping complex. The project, named Page Field Commons, occupies unused airport land on the airport's westside that was surplus to aviation needs. Widely successful, this development provides significant non-aeronautical support monies to the airport's capital development program.

The Port Authority identifies several initiatives as necessary to serve levels of demand in the near term, including the continued development of T-hangar storage units, bulk hangars, expanded ramps, a new larger GA terminal facility and remodeling of landside structures. The airport had its most recent master plan completed in September 2002 and updated in 2005.

Current and Forecast Demand

GENERAL AVIATION

Page Field is also a Foreign Trade Zone, and serves the needs of air cargo, corporate operations and all facets of general aviation. The largest airplane that uses the airport on a regular basis is a Falcon 2000. The current Airport Reference Code (ARC) as defined by the FAA Advisory Circular 150/5300 for the airport is C-III.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for the airport is as follows:

Page Field	2005	2010	2015	2025
Based Aircraft	220	248	281	360
General Aviation Operations	87,404	91,862	96,548	106,649
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

In its current role, the airport is a general aviation airport and is designated by the FAA as a reliever for Southwest Florida International Airport. The airport supports recreational activity but does not see itself serving additional recreational or sport aircraft. The airport also accommodates flight training activity and envisions serving increased levels of flight training. The airport accommodates air taxi and charter operations and anticipates serving air taxi operations in the future as well. Page Field could support Very Light Jet (VLJ) related air taxi operations. The future role of the airport is limited by manmade factors, such as residential and commercial developments. The airport works with nearby residential areas to address issues such as aircraft noise. However, the airport does see itself growing significantly in the future. The airport's vision for the future is to continue to offer great service to its customers.

Flight training is a visible component of this airport's general aviation activity. Roughly 25 percent of the airport's annual operations are related to flight training. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 50 percent of its annual general aviation operations are business related. Approximately 70 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include cargo, financial, industrial, and educational related businesses. Approximately 55 percent of all visiting general aviation aircraft fall into the business jet category. While the airport does not have any based military aircraft, it does accommodate transient military operations, although less than one percent of the total annual activities are attributed to military operations.

OTHER AIRPORT CHARACTERISTICS

Page Field started daily mail service in April of 1926. In 1940, it was used as a weather station and in 1942 it was leased to the federal government for use as a military base. In May of 1983, Page Field became the area's general aviation airport when Southwest Florida Regional (now International) Airport was dedicated as the area's commercial airport. In January of 1996, Lee County Port Authority started its renaissance of Page Field by commencing the operation of the FBO after purchasing the existing fixed based operator.

Planning is now underway for an all-new, multi-level, general aviation terminal facility on the airport's west side. The project will provide much-needed expansion of the airport's terminal and itinerant aircraft needs and will include parking ramps, business aircraft storage, and associated taxiway additions. Additional areas have been set aside for aviation and non-aviation development, including an on-airport restaurant. Along with the new terminal facility, a Federal Inspection/Customs building is planned to ensure a high level of service to inbound international activity. As planned, the facility is to be located adjacent to the terminal, providing optimum convenience to airport users.

Commercial and corporate hangar development sites are also in high demand at Page Field. Conceptual plans have been completed to allow for the construction of eight large commercial hangars to be erected on the northeast quadrant of the airport and for sixteen corporate hangars to be constructed on the northwest quadrant of the field. Infrastructure improvements are due to begin in 2006.

To keep pace with forecasts, two major aircraft ramp expansions are planned for Page Field. Both projects will add approximately 15 acres of aircraft tie-downs and storage to the airport inventory. In the summer of 2006, the southeast ramp expansion was completed, and an additional apron was constructed adding 59 additional paved tie-down spots to the airport's existing 220.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Corporate, Recreational/Sport and Business/Recreational (sightseeing, charter, coastal patrol/rescue, medical flights, environmental patrol, and aerial photography) services. The airport plans to expand its flight training, and charter operations. According to the analysis, the airport is best suited to provide Recreational/Sport, Flight Training, and Tourism (CA) services. The analysis indicates that its ability to provide Corporate and Business/Recreational services is less attractive than other services due largely to a relatively low financial index. Additional information about the airport may be obtained through the Page Field website, www.flyfmy.com.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
COMMUNITY AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism	X	X
Recreational / Sport	X	X
Business / Recreational	X	X