



Page Field Association January 12, 2008 meeting

Attending

Glenn Frith, Scott Sheets, Everett Walter, Bob Schultz, Patty Berg, Kaye Tucker, Jim McClain, Brian Solis, Len DeNardo, Ken Shaw, Bill Traum, Don Abbott, Al Lane, Gary Duncan, Bob Bowser, Judy Bowser, Richard Fabbro, John Richardson

Presiding

Glenn Frith - PFA

Meeting notes

Glenn Frith - PFA

Nominations for 2009 PFA officers were called for. Glenn Frith President, Patty Berg Vice-President, John Richardson Secretary, Bob Bowser Treasurer, were nominated.

The nominees were elected by a majority vote of those attending.

Gary Duncan - L.C.P.A.

Updates and revisions to county ordinance 94-09 are nearly finished. The Port Authority will make a presentation about the revisions and updates at a PFA meeting soon.

Lee County Ordinance 94-09 governs the operation and use of Southwest Florida International Airport and Page Field Airport.

From an airport operators standpoint, the Port Authority is opposed to the Transportation Security Administration's request for more regulation of aircraft over 12,500 pounds.

The TSA's proposed rules for added security requirements for aircraft weighing more than 12,500 pounds would require many airport operators including Page Field's to increase security for everyone on the airport, and as a result increase costs for everyone. The rule as proposed doesn't seem to serve a useful purpose.

Bob Schultz - Page Tower

Operation at Page Field are down about 6% for the year of 2008 compared to 2007.

Scott Sheets - L.C.P.A.

The EMS hangar project and the terminal ramp project are on schedule and going well.



A Lockheed C-130 taking on water at Page Field recently

This spray aircraft was in Fort Myers training with the Lee County Mosquito Control District and is attached to the Air Force Reserve's 910th Airlift Wing, located at Youngstown Air Reserve Station, Ohio.

<http://www.youngstown.afrc.af.mil/>

Bob Schultz and Scott Sheets will be guest speakers at the Cub Club meeting on February 10, 2009 at 7 pm at the Training Center at RSW airport. Everyone is welcome to attend.

www.pagefieldassociation.org/archive/cc_2-10-09.pdf

February 1, 2009 The Phase out of 121.5 MHz Beacons for Satellite Distress Alerting

In October 2000 the International Cospas-Sarsat Program, announced at its 25th Council Session held in London, UK that it plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. All mariners, aviators, and individuals using emergency beacons on those frequencies will need to switch to those operating on the newer, more reliable, digital 406 MHz frequency if they want to be detected by satellites.

The decision to stop satellite processing of 121.5 / 243 MHz signals is due to problems in this frequency band which inundate search and rescue authorities with poor accuracy and numerous false alerts, adversely impacting the effectiveness of lifesaving services. Although the 406 MHz beacons cost more at the mo-

ment, they provide search and rescue agencies with more reliable and complete information to do their job more efficiently and effectively. The Cospas-Sarsat Program made the decision to terminate 121.5/243 MHz satellite alerting services, in part, in response to guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies of the United Nations are responsible for regulating the safety on international transits of ships and aircraft, respectively, and handling international standards and plans for maritime and aviation search and rescue. More than 180 nations are members of IMO and ICAO.

NOAA, along with the U.S. Coast Guard, U.S. Air Force, and NASA (the four Federal Agencies who manage, operate, and use the SAR-SAT system) are strongly advising users of 121.5/243 MHz beacons to make the switch to 406. Meanwhile, anyone planning to buy a new distress beacon may wish to take the Cospas-Sarsat decision into account.

<http://www.sarsat.noaa.gov/>



"Poppy" at Page Field

The cannon is used to scare birds away from the airport by making a popping noise similar to a car backfiring.

Page Field Association

President - **Glenn Frith**

Vice-President - **Patty Berg**

Secretary - **John Richardson**

Treasurer - **Bob Bowser**

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