



## Page Field Association August 13, 2008 meeting

### Attending

Gary Duncan, Geoff Unger, Scott Sheets, Brian Solis, Everett Walter, Judy Bowser, Bob Bowser, Patty Berg, Richard Fabbro, Lou Martelli, Mark Twombly, Len DeNardo, Bob Schultz, Charlie Carroll, Coleen Baker, Don Abbott, Glenn Frith, John Richardson

### Presiding

Glenn Frith - PFA

### Meeting notes

Glenn Frith - PFA

Important dates to remember:

- November 8, 2008  
The Sundowners  
Dinner / Dance - Fundraiser  
at Page Field airport  
[See more information](http://www.pagefieldassociation.org/archive/sdp_11-8-08.pdf)
- November 15, 2008  
Lee County Port Authority  
Page Field Aviation Day - Free aviation event  
at Page Field airport  
[See more information](http://www.pagefieldassociation.org/archive/avday2008.pdf)
- November 22, 2008  
Suncoast Chapter 99s  
Air Race - Fundraiser  
at Labelle airport  
[See more information](http://www.pagefieldassociation.org/archive/99_11-22-08.pdf)
- January 24, 2009  
Lee County American Cancer Society  
Dinner/Dance - Fundraiser  
at Page Field airport  
[See more information](http://www.pagefieldassociation.org/archive/np_7-21-08.pdf)

Don Abbott - PFA

Thanked Port Authority for their efforts in holding fuel prices down at Page Field.

Don has written to the Aircraft Owners and

Pilots Association supporting their efforts in requesting that the FAA increase the weight limit for aircraft in the Light Sport Category.

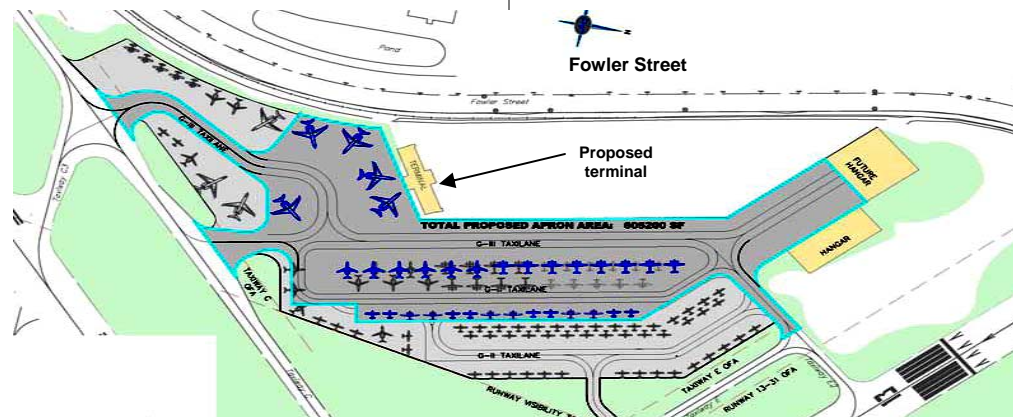
By increasing the weight limit dozens of Standard Category aircraft models could qualify, opening up affordable flying to thousands of people.

An advantage Light Sport pilots have is no medical examination, and few medical requirements.

See Don's letter to AOPA.  
[www.pagefieldassociation.org/archive/da\\_8-18-08.pdf](http://www.pagefieldassociation.org/archive/da_8-18-08.pdf)

See a list of affected aircraft.  
[www.pagefieldassociation.org/archive/eea\\_1sa.pdf](http://www.pagefieldassociation.org/archive/eea_1sa.pdf)

**Coleen Baker - L.C.P.A.**  
The Federal Aviation Administration (FAA) awarded a grant totaling over \$6.1 million to the Lee County Port Authority for the construction of a new aircraft parking apron that will ultimately serve a new terminal building at Page Field General Aviation Airport.



Page Field terminal ramp construction depicted in dark gray

Construction has begun on the aircraft parking area that is more than 600,000 square feet in size. Construction of a new terminal will follow after this project.

Members of the Port Authority staff are working to secure funding for the new terminal. It is too early in the process to make estimates as to when the funding will be available.

**Mark Twombly**

Mary Robertson, a math instructor at Fort Myers High School will be returning as the faculty advisor for the Fort Myers High

School Aviation Club for the 2008/2009 school year.

The FMHS Aviation Club plans to participate in Aviation Day at Page Field this November.

**Bob Schultz - Page Tower**  
Traffic at Page Field is up due to flight training.

Operation totals are about the same as a year ago. The numbers may be off by a few percent due to a different method of counting take-off & landings and over-flights.

**Len DeNardo - EAA Chapter 66**  
More than 40 people attended this month's pancake breakfast. 10 young people were given flights with the EAA Young Eagles program.

**Scott Sheets - L.C.P.A.**  
The hose reel at the self-serve fuel has been repaired.

A North American P51D and a Douglas C54E aircraft will be at Aviation Day this November.

[See more information about the P51D](http://www.dixiewing.org/)

[See more information about the C54E](http://www.spiritoffreedom.org/)

Port Authority is inviting tenants to display their aircraft at Aviation Day.

Sponsors and volunteers are being sought for Aviation Day. Contact Scott for details at 936-1443. ( See page two )

Lee County Emergency Medical Services is expected to begin construction of their new hangar at Page Field soon.

**Judy Bowser** - Suncoast Chapter 99s  
Terry Carbonell, a Suncoast Chapter 99s member finished the 2008 Air Race Classic in 26th place recently.

The Suncoast Chapter 99s will be hosting a proficiency air race on November 22, 2008.

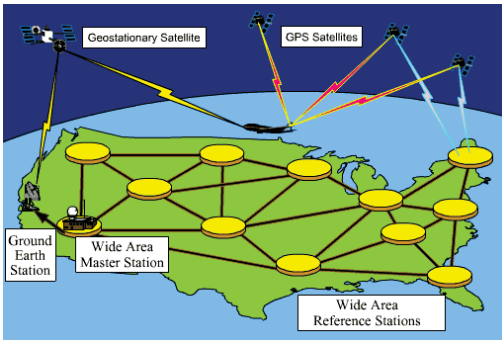
See more information  
[www.pagefieldassociation.org/archive/99\\_11-22-08.pdf](http://www.pagefieldassociation.org/archive/99_11-22-08.pdf)

Don Abbott and his hangar at Page Field were featured in the American Bonanza Society's August 2008 magazine.

See the article  
[www.pagefieldassociation.org/archive/abs\\_8-08.pdf](http://www.pagefieldassociation.org/archive/abs_8-08.pdf)

## WAAS LPVs Exceed ILS Approaches

The Civil Aeronautics Administration, the predecessor to the FAA, commissioned the Instrument Landing System (ILS) in 1945 and there are 1,229 procedures published today.



Since commissioning of the Wide Area Augmentation System (WAAS) five years ago, the FAA will have published over 1,250 Localizer Performance with Vertical Guidance (LPV) approaches as of the September 25, 2008, U.S. Terminal Procedures publication.

An LPV approach combines the advantages of Area Navigation (RNAV) with the precision and vertical guidance of an ILS. The FAA added new ILS service to 13 runway ends last year. The annual WAAS procedure production rate has been 300 since 2006, increasing to 500 in 2009, and will continue at this rate until a WAAS procedure is published for every airport that meets the minimum qualifications for an instrument approach.

This production rate equates to adding 77 WAAS procedures every 56-day production cycle.

Pilots flying WAAS-equipped-aircraft can also descend to the Lateral Navigation Vertical Navigation (LNAV/VNAV) minima on the RNAV (GPS) approach chart. LNAV/VNAV minima were designed for aircraft with barometric vertical navigation systems typically found only in flight management systems. More than 400 RNAV (GPS) procedures have LNAV/VNAV guidance, but do not yet have LPV minima.

What matters to most pilots is not the total numbers, but when the airports they use will receive a WAAS approach. The FAA's National Flight Procedures Office Web page, at <http://avn.faa.gov/index.asp?xml=nfpo/index>, lists the instrument procedure production plan and also has a link for requesting an instrument approach procedure.

General aviation avionics manufacturers were the first to develop WAAS receivers and more than 30,000 have been sold. Business jets, regional airliners, major airliners, and helicopters are now starting to equip as WAAS flight management systems, multimode receivers, and WAAS sensors become available and Supplement Type Certificates (STC) are approved.

Aircraft owners should check with their avionics representatives on equipment availability for their aircraft.

See more information  
[www.faa.gov/](http://www.faa.gov/)

## More Detailed Taxi Instructions Improve Runway Safety

Air traffic controllers are now giving more detailed directions to pilots and airport vehicle operators to improve runway safety by reducing mistakes.

Starting May 19, 2008 controllers must tell pilots and airport vehicle operators the specific route an aircraft or vehicle should follow across the airfield, instead of simply giving them an intended destination point. The new mandatory detailed instructions require controllers to name the specific taxiways the aircraft or vehicle should use at each step along its route.

FAA safety officials developed the new procedure to help eliminate pilot or driver confusion about which route to follow on the airport surface. The more detailed instructions are designed to reduce runway incursions caused by controller, pilot or vehicle driver mistakes.

Safety Risk Management experts from the FAA's Flight Standards, Air Traffic, Airports



and human factors offices evaluated the new procedure, along with pilot associations.

Using a safety management system process to identify possible risks, the panel looked at taxi instructions already in use at several facilities. The group also analyzed several risk factors, such as longer periods of communication between controllers and pilots, and the increased chance of miscommunication. They concluded that the new procedure was safe.

The FAA's Runway Safety Call to Action committee identified the new taxi instructions as one of several procedural changes that could significantly improve runway safety. The Safety Risk Management panel is also reviewing recommendations for changes in takeoff and landing clearance procedures.

See more information  
[www.faa.gov/](http://www.faa.gov/)



A Lockheed Jetstar at Page Field recently

### Page Field Association

President - **Glenn Frith**

Vice-President - **Don Abbott**

Secretary - **John Richardson**

Treasurer - **Bob Bowser**

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