

# SOUTHWEST FLORIDA INTERNATIONAL

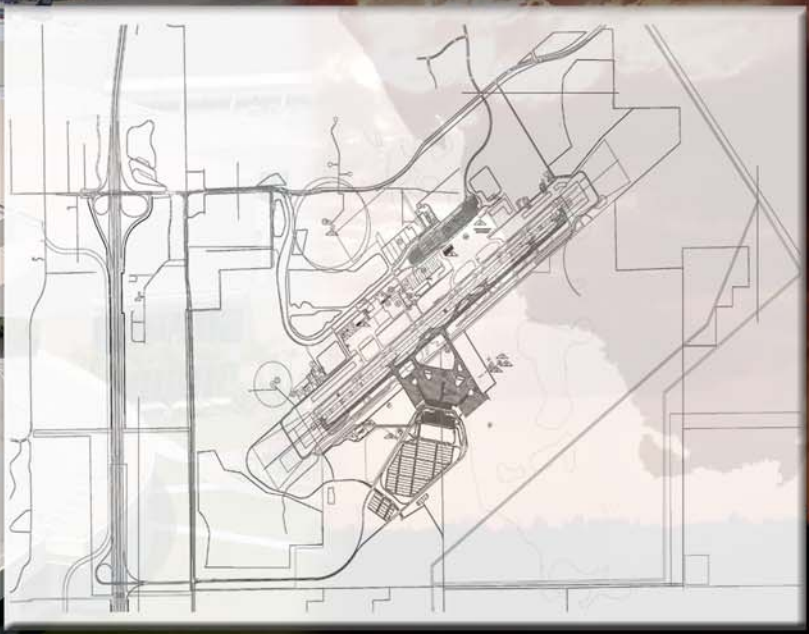


FORT MYERS  
COMMERCIAL SERVICE



## AIRPORT LOCATION

Southwest Florida International Airport is located in Lee County along the Gulf Coast of South Florida, just south of the Fort Myers central business district. The primary highway access to the Airport from the north and south is Interstate 75, and from the east is State Route 80. Other roads in the vicinity include State Route 82 and US Route 41.





## Existing Facilities

A new terminal opened in September 2005 at the Southwest Florida International Airport (RSW), replacing the 17-gate original terminal that opened in 1983. The \$438 million Midfield Terminal Complex includes a 798,000 square foot terminal, a new parallel taxiway, additional parking and related new roadways. The terminal access road and related new project roads allow I-75 drivers to reach the new terminal from two existing interchanges and access to the three-story terminal is by a dual roadway system that allows departing passengers to be dropped off at the upper-level curb and arriving passengers to be picked up on the lower level. The new parking structure, located directly across from the terminal, provides 2,519 hourly parking spaces and also houses rental car facilities, eliminating the need for rental car shuttles. The approximately 9,000-space, long-term parking lot and the 1,300-space employee parking area are served by shuttles. A larger, more complex baggage-handling system was added, along with additional space at passenger-screening checkpoints to accommodate the latest post 9-11 security considerations.

The terminal opened with 28-gates, and an incremental expansion design will provide long-term flexibility, cost efficiencies and the future potential for a total of 65 gates. T-shaped extensions can be added to the three concourses to provide additional gates -- a few at a time or several -- and there is space for two more concourses. In addition, two floors of parking can be added to the parking structure. Lee County Port Authority administration offices relocated to the new air carrier terminal. The Midfield Terminal Complex project is being funded with grants from the Federal Aviation Administration and the Florida Department of Transportation; airline rents and fees, and other airport revenue, including bonds.

Runway 6/24 is currently 12,000 feet long by 150 feet wide. This runway is asphalt with HIRL and a full, 75-foot wide parallel taxiway with centerline lighting. The runway itself has VASIs, REILS, and ILS approach to Runway 6, a DME, VOR, and NDB. Both runways have published non-precision GPS approaches. There is a precision approach to Runway 6 and a non-precision approach to Runway 24. A runway rehabilitation project was completed in March 2006; and in addition, due to forecasted demand, planning for a second runway, to be located south of the new Midfield Terminal and parallel to Runway 6/24, has also begun.

A variety of landside facilities exist to serve commercial airline customers, general aviation needs, and air cargo activity. The recently-expanded general aviation terminal facility provides nearly 30,000 square feet of FBO space, a 40,000 square foot maintenance hangar, expanded vehicle parking, and a 26,180 square foot conventional storage hangar. Air cargo is served by a 24,000 square foot all-cargo carrier facility and a 15,500 square foot airline belly freight building and there are plans for expansion. With the remaining developable land that will be surplus to aviation, the Port Authority is currently seeking planning and zoning approvals for a future hotel site and gas station, and other commercial, office and light industrial development to provide increased revenue streams in the future.

An innovative approach to environmental mitigation helped the Port Authority secure the permits required for the project. An off-site mitigation park, east of the airport, is preserving 7,000 acres of environmentally sensitive land, including the largest freshwater marsh in Lee County. Existing disturbed areas have been restored and preserved, exotic vegetation has been removed, and new habitat is being created. Vacant former farmlands were excavated to create 400 to 500 acres of wetlands, and other land has been modified to return it to its original, more

natural state. The project not only has restored flow ways for surface water, but has also created an exclusive environment for wildlife preservation. In addition to more conventional means, a border collie is being employed to control wildlife at the airport, as they keep the runway area free from birds and other potential incursions.

## Current and Forecast Demand

### GENERAL AVIATION

Aviation activity at Southwest Florida International focuses on commercial service in a predominantly origination and destination (O&D) market. Total operations are comprised of international, domestic air carriers, regional/commuter, general aviation (focusing in corporate aircraft), air cargo, and military. Each of the six jets, one turbo prop, seven piston aircraft and two based helicopters at the airport are stored in conventional hangars.

The largest plane that operates at the airport on a regular basis is the Airbus 330; the current ARC for the airport is D-V. The ASV for the airport for 2005 is estimated to be approximately 143,220 operations. Due to the annual and daily peaking characteristics at the airport, the ASV will continue to decline until the completion of the planned taxiway and parallel runway projects provide relief.


Historic and forecast FDOT aviation activity information on file for Southwest Florida International is as follows:

Southwest Florida International Airport	2005	2010	2015	2025
Based Aircraft	22	23	25	30
General Aviation Operations	12,510	13,947	15,551	19,331
Commercial Operations	78,448	92,722	109,594	153,106
Enplanements	3,701,665	4,482,030	5,426,909	7,956,243

Source: Airport records and FDOT Aviation Office.

### COMMUNITY SERVICES

The primary roles of the Southwest Florida International Airport are to provide air service to the citizens and visitors of southwest Florida and to serve as an air carrier reliever airport for other large Florida airports in Miami, Ft. Lauderdale and Tampa. As the only air carrier airport south of Sarasota and west of Miami, Southwest Florida International serves nearly 25 percent of the geographic area of Florida. With the third longest runway in the State (12,000 ft.), the airport has a significant role as a major commercial carrier in southwestern Florida. Internationally, the airport offers direct service to Germany and serves a large Canadian market. Along with serving a large geographical area with its own domestic flights, Southwest Florida International also accommodates many diversions from the Miami and Ft. Lauderdale areas. The most common types of aircraft seen are Boeing 737s, 757s, and MD 80s, although Boeing 767s also regularly operate out of the airport. FedEx, UPS, Airborne Express and the United States Postal Service each operate at the airport, providing substantial air cargo service. A large portion of the cargo demand is based on population growth and tourism in the area. Southwest Florida International is ranked in the top 25 nationally for the volume of rental car service for which they are responsible. The airport's FBO primarily serves large corporate jets. Smaller general aviation aircraft typically operate at Page Field. Private Sky, the FBO, is a Part 145 operator that concentrates its work on maintenance and overhaul activities for corporate jets.



Private Sky is not a Part 135 operator. There is no flight training originating from the airport, but flight training activity does occasionally occur.

Roughly 20 percent of based aircraft are owned by local businesses, and more than 80 percent of the airport's annual general aviation operations are business-related. Without a flight training school or a Part 135 license, there are few operations related to flight training and air taxi/charters. Over 90 percent of annual general aviation operations are related to transient, visiting aircraft. Local businesses rely on the airport to serve clients or customers when these people visit the Ft. Myers area. Industrial and office parks adjacent to the airport on the north, south, and west combine to equal 4,400 acres of zoned industrial/commercial property; much of which is not developed at this time.

## **OTHER AIRPORT CHARACTERISTICS**

The future growth of the airport is tied to expanding the commercial service market and maximizing the growth of airport property. There is not a foreseeable increase in levels of flight training or recreational/sport aircraft operations. The airport is likely to serve more businesses in the future, but it does not intend to seek air taxi operations. The airport hopes to grow by tapping into the South American market and expanding the European market. In order to meet growing surface traffic demand, design began in 2004 to carry the newly-opened midfield access road westward to connect directly to I-75 through a collector-distributor roadway system. Although there are environmental factors restricting growth at the airport, environmental compatibility is a priority and has been accounted for in the future role of the airport with its mitigation park and noise compatibility zones. There are manmade restrictions with the growth of surrounding residential and business areas, and obvious financial shortfalls. The airport is currently reliant on grant money to subsidize growth; however, with an increase in passenger traffic and additional services, the airport hopes to relieve itself of financial burden by generating revenue. Without extensive physical restraints, the airport would ideally like to grow into an international market, serving other European destinations and extending commercial service throughout South America.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Business (commercial air service), Tourism (CS) (commercial air service), Air Cargo, Intercontinental, Corporate and Business/Recreational (charter, military) services. The airport plans to expand its Commercial and charter services. The analysis indicates that the airport has the facilities to support nearly all services. It received the highest quotients in Recreational/Sport and Tourism (CA). Because of the commercial airline service at the airport, future Recreational/Sport service is not recommended. Additional information about the airport may be obtained through the Lee County Port Authority's website, [www.flylcpa.com](http://www.flylcpa.com).

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