

# SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

FORT MYERS  
COMMERCIAL SERVICE



## AIRPORT LOCATION

Southwest Florida International Airport is located in Lee County along the Gulf Coast of South Florida, ten miles southeast 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 Southwest Florida International Airport (RSW), replacing the 17-gate original terminal that opened in 1983. It is one of the newest complete airport terminals built in the U.S.

The \$438-million Midfield Terminal Complex included a 798,000-square foot terminal, a new parallel taxiway, additional parking and new roadways. Terminal access road and related new roadways allow I-75 drivers to reach the airport terminal from two existing exits. Easy access to the three-story terminal is available from 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 parking garage, located directly across from the terminal, provides more than 2,500-hourly parking spaces and also houses rental car facilities on the lower level, eliminating the need for rental car shuttles. The 8,800-space Long Term Parking lot and 1,300-space Employee Parking area are served by shuttle buses. In addition, passengers can utilize the airport's convenient Cell Phone Lot, located off Terminal Access Road, for quick pick ups and drops offs.


A state-of-the-art inline Baggage Handling System was added into the design phase of the project, along with additional space at passenger screening checkpoints to accommodate post 9-11 security considerations.

The terminal has 28 gates, and was designed for incremental expansion that provides long-term flexibility, cost efficiencies and the future potential for a total of 65 gates. T-shaped extensions can be added to the three current concourses to provide several more gates a few at a time and there is space for two additional concourses. When needed in the future, two floors can be added to the parking garage structure.

Construction for the new terminal project was funded with grants from the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT); Passenger Facility Charge (PFC); airline rents and fees and other airport revenue, including bonds.

The airport currently has a single runway, Runway 6/24, which is 12,000 feet long and 150 feet wide. This runway is asphalt with HIRL and has a full, 75-foot wide parallel taxiway with centerline lighting. The runway is supported by VASIs, REILS, ILS, RNAV and VOR/DME approaches. 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 2007.

In addition, due to forecasted airport demand, planning for a second runway, to be located south of the new terminal and parallel to Runway 6/24, has also begun. As part of the parallel runway project, construction of a new 28,000-square foot Aircraft Rescue & Fire Fighting (ARFF) Station has recently begun with an estimated 2012 opening. The new ARFF station will be centrally located on the airfield in order to serve both the existing runway and future parallel runway. Another part of the parallel runway project is the relocation and construction of a new FAA Air Traffic Control Tower, planning is underway for this.



A variety of landside facilities exist to serve commercial airline customers, general aviation needs and air cargo activity. The general aviation facility on site 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. Southwest Florida International Airport is also designated as a Foreign Trade Zone.

The Port Authority has obtained planning and zoning approvals for a future hotel site, gas station, and other commercial, office and light industrial growth to provide the airport additional non-aeronautical revenues on land that is not currently developed.

The Lee County Port Authority took an innovative approach in environmental mitigation that helped them secure the permits required for the new terminal project. An off-site Mitigation Park, east of the airport, preserves 7,000 acres of environmentally sensitive land, including the largest freshwater marsh in Lee County. Invasive and exotic vegetation was removed, vacant former farmlands were excavated to create 400-500 acres of wetlands, and other land was modified to return it to its original, native Florida environment. 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 that airports use and as part of the airport's Wildlife Management Program, the Lee County Port Authority utilizes a Border collie to keep birds off the airfield – protecting passengers, planes and birds.

Development of the former terminal site on the north side of the runway and airport property is underway. Skyplex is being marketed to businesses for Maintenance Repair and Overhaul, as well as other aeronautical and non-aeronautical uses.

## **Current and Forecast Demand**

Aviation activity at Southwest Florida International Airport 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 on corporate aircraft), air cargo and military.

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 in the latest RSW Master Plan for 2010 is estimated to be 139,810 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 Airport is as follows:

Southwest Florida International Airport	2009	2014	2019	2029
Based Aircraft	8	9	9	11
General Aviation Operations	10,333	11,521	12,845	15,968
Commercial Operations	72,787	86,031	101,686	142,058
Enplanements	3,668,279	4,441,607	5,377,963	7,884,485

Source: Airport records and FDOT Aviation Office.

### COMMUNITY SERVICES

The primary role of Southwest Florida International Airport is to provide a safe, secure, convenient, comfortable and technologically advanced environment for commercial air transportation in Southwest Florida. As the only commercial airport south of Sarasota and west of Miami, Southwest Florida International Airport serves a 5-county air trade area with nearly 1.1 million residents. With the fourth longest runway in the State (12,000 feet), the airport is a major commercial air transportation center for Southwest Florida with more than 20 air carriers serving more than 43 nonstop markets. Internationally, the airport offers nonstop service to Germany and Canada. .

Along with serving a large geographical area with its own domestic and international flights, Southwest Florida International Airport also accommodates diversions from the Miami and Ft. Lauderdale areas.

FedEx and UPS 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. The airport's FBO primarily serves large corporate jets. Smaller general aviation aircraft typically operate at Page Field. Private Sky, the on-site 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. r.

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 Fort 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 air service markets and maximizing the growth of airport property with non-aeronautical revenues. 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. In order to meet growing surface traffic demand, design began in 2004 to connect the terminal entrance road directly 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 man-made restrictions with the growth of surrounding residential and business areas; plus there are several capacity improvements needed on airport property which lack sufficient funding. The airport is currently reliant on grant money, passenger facility charges, bond funds, lease revenue, concessions, and parking revenues to support airport operations and growth. With an increase in passenger traffic and additional services, the airport expects to support future growth by generating additional revenue through future non-aviation leasehold developments, expanded air service (domestic/international) and continued growth in passengers. Without extensive physical restraints, the airport would ideally like to grow by tapping into Caribbean and South American markets and expanding European destinations.



## 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 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 Web site, [www.flylcpa.com](http://www.flylcpa.com).

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism	X	X
Business	X	X
Air Cargo	X	X
International	X	X

GENERAL AVIATION AIRPORT ROLE		
Flight Training		
Corporate	X	X
Tourism	X	X
Recreational / Sport		
Business / Recreational	X	X