Chapter 1 Introduction

Southwest Florida International Airport (RSW or the airport) is the gateway to Southwest Florida. The airport is approximately 10 miles southeast of downtown Fort Myers in Lee County and encompasses approximately 6,431 acres. The Lee County Port Authority (LCPA) operates the airport and is governed by the Lee County Board of Port Commissioners. In calendar year (CY) 2019, RSW handled more than 10.2 million passengers. The effects of the COVID-19 pandemic on aviation activity have been substantial, however, Year-to-Date (YTD) enplanements for Fiscal Year (FY) 2021 at RSW suggest the beginning of a strong recovery.

The airport has evolved considerably since it opened in 1983. At the time of the previous Master Plan Update (MPU) in 2004, the commercial terminal and all airport support facilities were accessed via Daniels Parkway, located on the north side of the runway. Today, the airport offers a state-of-the-art passenger terminal, which opened in 2005, direct connection to Interstate 75, a modern Aircraft Rescue & Fire Fighting facility, and a new Airport Traffic Control Tower (ATCT) that is scheduled to open in 2022. This Airport Master Plan Update documents current conditions, coalesces the results of numerous recent technical studies and provides a vision for the airport over the next 20 years. The recommendations presented in this document are focused on maintaining a modern, safe, efficient, reliable and resilient facility to accommodate increased growth in passenger, aircraft and cargo movements.

This document is an update to the March 2004 Master Plan Update It has been prepared in accordance with the criteria and standards identified in Federal Aviation Administration (FAA) Advisory Circulars (AC) 150/5070-6B, Change 2, *Airport Master Plans*; AC 150/5300-13A, Change 1, *Airport Design*; and the Florida Department of Transportation *2020-2021 Guidebook for Airport Master Planning*. This user-friendly document is designed to be concise, clear easy to understand and it summarizes findings from detailed technical studies that are incorporated herein by reference, and are provided in a series of technical appendices. The content of the document generally follows the traditional master plan process and is divided into 10 parts:

1. Introduction
2. Existing Conditions
3. Forecasts and Planning Activity Levels
4. Demand Capacity and Facility Requirements
5. Alternatives Development and Evaluation
6. Environmental Overview
7. Sustainability Strategy and Airport Recycling, Reuse and Waste Reduction
8. Capital Improvement Program (CIP) and Implementation Plan
9. Financial Analysis
10. Airport Layout Plan

1.1 Study Goals

The primary goals for this MPU include the following:

- Create a 20-year development program for the airport to accommodate future passenger demand. Provide the short-term and long-term guidance to successfully satisfy the aviation demand in a financially feasible and responsible manner.
- Identify airside and landside improvements and leverage emerging technologies to optimize economic opportunities and the passenger experience.
- Establish an implementation schedule for financially feasible short, intermediate and long-term airport improvements.
- Identify airport requirements and recommend actions to optimize funding opportunities.
- Ensure short-term recommendation and actions do not preclude long-term planning options.
- Incorporate the interests of the public, airport users and government agencies.
- Be sensitive to the overall environmental characteristics and needs of the area surrounding the airport.

1.2 Key Study Areas and Development Objectives

The Southwest Florida International Airport MPU is a guide for the growth of commercial and general aviation at Southwest Florida International Airport (RSW) and provides clear direction for developing airport facilities to support public access to national and international air transportation systems. Key study areas and development objectives in the development of this MPU include the following:

- Terminal Gate Capacity: Identify a preferred development option to add aircraft gate capacity
- Seasonality: Identify seasonal and peak-hour demand to size future terminal facilities to perform at an acceptable level of service during peak periods

- Passenger Amenities and Facilities: Provide balanced airside and landside facilities to accommodate existing and forecast passenger demand levels at an acceptable level of customer service
- Parking and Rental Car Facilities: Identify potential solutions for addressing capacity deficiencies and operational challenges associated with the parking and rental car facilities
- Non-Aviation Development Opportunities: Identify available land areas to broaden the range of economic activities on-airport property.
- Land Use Strategy for the North Ramp Area: Identify development strategies for the North Ramp area including air cargo and support facility development options, that maximize the use of the property while preserving existing buildings that are in good conditions.
- Parallel Runway Timing: Identify the timing and development trigger for the proposed parallel runway.
- Sustainability and Environmental Considerations: Provide economic and social benefits to the local community through long-term sustainable growth and investment that minimize impacts to the environment.
- Changes in Regulatory Guidance

1.3 Previous Studies

The last Master Plan Update for Southwest Florida International Airport (RSW) was completed in March 2004. As with the current study, the 2004 Master Plan Update provided a comprehensive analysis of the airport needs with the purpose of providing a 20-year outlook for the future development of the airport. The 2004 Master Plan Update was an update to the previous Master Plan conducted in 1992.

The MPU will leverage the findings and recommendations from recent and ongoing studies, analyses, and CIP initiatives that have been conducted for the airport in the past five years. These provide the technical foundation for this update and will be used to supplement, guide or provide background analyses related to certain elements of this MPU (non-exhaustive list):

- Whitepaper on the Timing for a Second Runway at Southwest Florida International Airport, September 24, 2019, TransSolutions
- Rental Car and Parking Sizing Analysis, April, 2019, Kimley Horn and Associates
- Baggage Handling System Assessment, November, 2018, Vic Thompson Company
- Stormwater Management Summary, March 12, 2018, Johnson Engineering Inc.
- Airside Pavement - Pavement Condition Analysis and Recommendation, January, 2018, Kimley Horn and Associates
- Existing Airfield Geometry Evaluation Study, January, 2018, Kimley Horn and Associates
- Existing Parking Facility Capacity Evaluation, December 22, 2017, Kimley Horn and Associates
- Employee Parking Lot Assessment, December, 2017, Kimley Horn and Associates

- Pavement Rehabilitation Evaluation,
  November, 2017, Johnson Engineering Inc.
- Chamberlain Parkway Alignment Study,
  November, 2017, Johnson Engineering Inc.
- Parallel Runway Program Close-out Report,
  August 21, 2017, AECOM
- Checkpoint Analysis - Demand Basis and Planning Assumptions, June 15, 2017, Ricondo & Associates
- Curb Front Roadway Assessment,
  December, 2016, Kimley Horn and Associates
- Engineer's Report for Runway 6R-24L Site Preparation Package, October 28, 2016, AECOM and RS&H