

Planning Target: How to determine how many additional airline gates are needed?

1. Determine when the new gates will be operational

Tentative Timeline

- Planning/Concept Refinement Complete: March 2022
- Design: July 2022 – December 2023 (18 months)
- Bidding & Contracts: January 2024 - June 2024 (6 months)
- Construction: July 2024 – June 2027 (3 years)
- **New Gates Open: June 2027**

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2. Determine how long the new gate capacity should last before more gates are needed

- Airport industry standard is to plan for 5 to 10 years before more gates need to be added
- An earlier planning target year will result in less gates needed initially, but a sooner need for future gates.

Recommendation: Design for year 2035 gates demand in order to operate 8 years (2027-2035) under capacity before more gates are needed

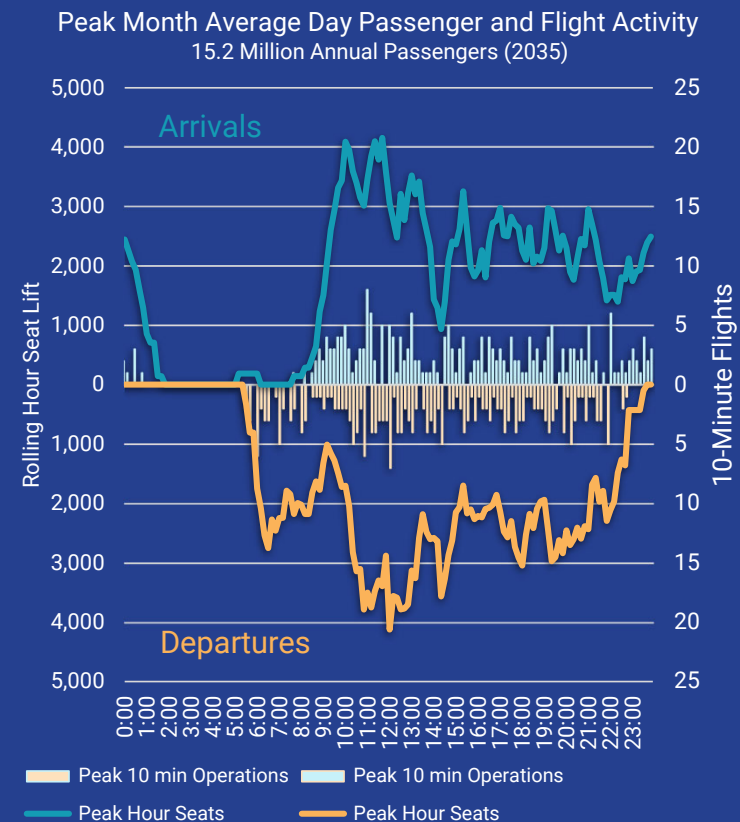


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3. Determine which day of the year facilities are to be designed to accommodate

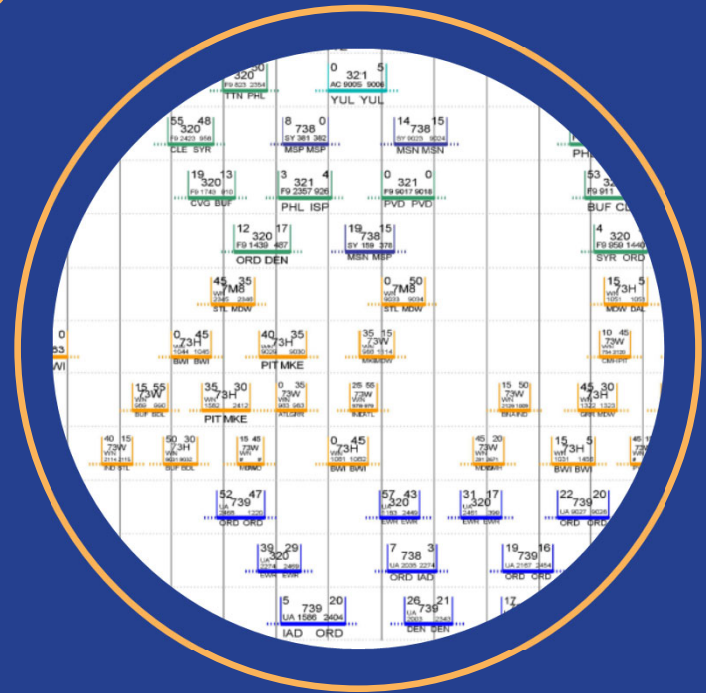
- The **Peak Hour of the Average Day of the Peak Month (PHADPM)** for RSW in the year 2035.
- For RSW, planning facilities to accommodate traffic during the PHADPM would mean for 15 days in March 2035, there would be more aircraft on the ground than available gates. But, for the other 350 days in 2035 (and all days during the 8 years prior), gates would equal or exceed aircraft parking needs.

Recommendation: March 2035 (PHADPM) is recommended for gates planning at RSW



Design Target: Design Day Projected Flight Schedules

- **Design Day Flight Schedule (DDFS)**
 - DDFSs were prepared using historical and future information to project airline flight schedules for the Peak Month (March), Average Day in the year 2035.
- **Considering Different Scenarios that Affect Forecasting**
 - In evaluating different future scenarios of gate operations, the DDFSs were gated to reflect an assumed number of aircraft departures per gate per day, an assumed number of overnight aircraft, an assumed number of Preferential Gates (airlines assigned to a specific gate pursuant to an airline/airport agreement), and an assumed number of Common Use Gates (a gate whereby no specific airline is assigned).
 - Applying these various scenarios of potential future conditions to the DDFSs help the consultant team determine a recommendation with the most future flexibility.



Recommendation: Number of Additional Gates Needed

12

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- Assuming new gates will be operational in 2027, excess capacity is planned for 8 years (until 2035) and is targeted to accommodate March 2035 RSW airline traffic.
- Based on an evaluation of the different forecasting scenarios attempting to accommodate the aircraft parking demands projected for March 2035, the addition of 12 gates is recommended*.

* Next Steps: Refining the Gates Recommendation

- The recommended number of gates could change based on:
 - Financial and funding plans
 - A projection of future aircraft sizes that will use the new gates
 - Layouts and floor plans of gates alternatives

Where to add new gates: Gate Expansion Constraints - Aircraft Clearances

- The existing terminal and future gates expansion need to have the required clearances for aircraft taxi operations
- **Airplane Design Group (ADG)**
(Aircraft Size)
 - ADG V = Large Wide Body (Airbus 330)
 - ADG IV = Midrange (Boeing 757)
 - ADG III = Short Range (Airbus 321; Boeing 737)

