



Southwest Florida
International Airport(RSW)

RSW Master Plan Update

Presentation #3
August–September 2022





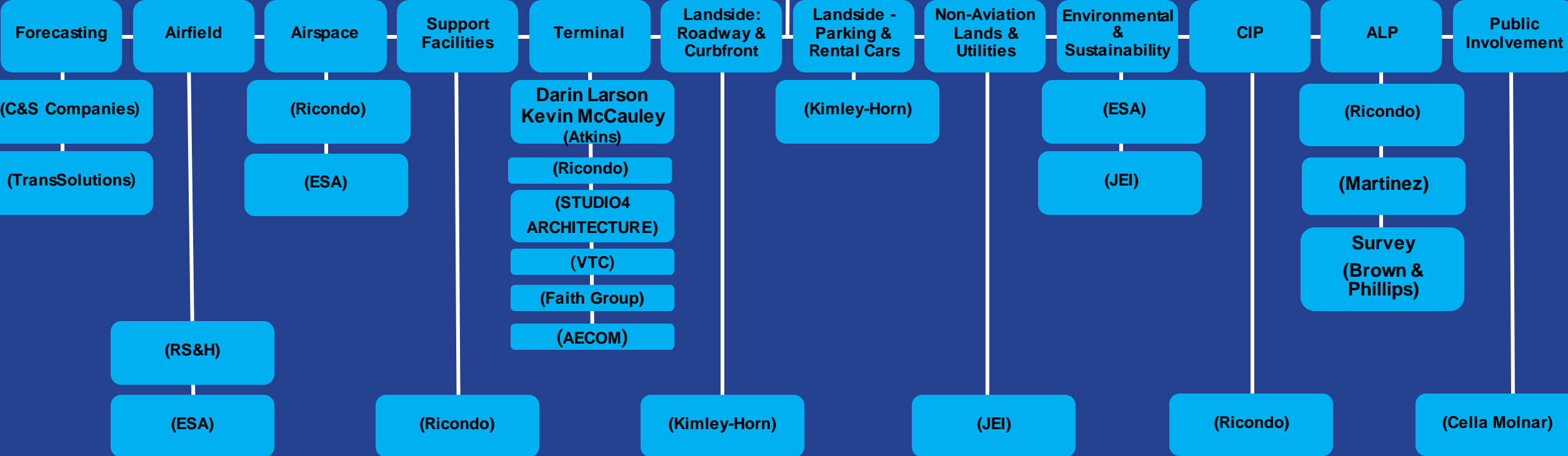
LCPA

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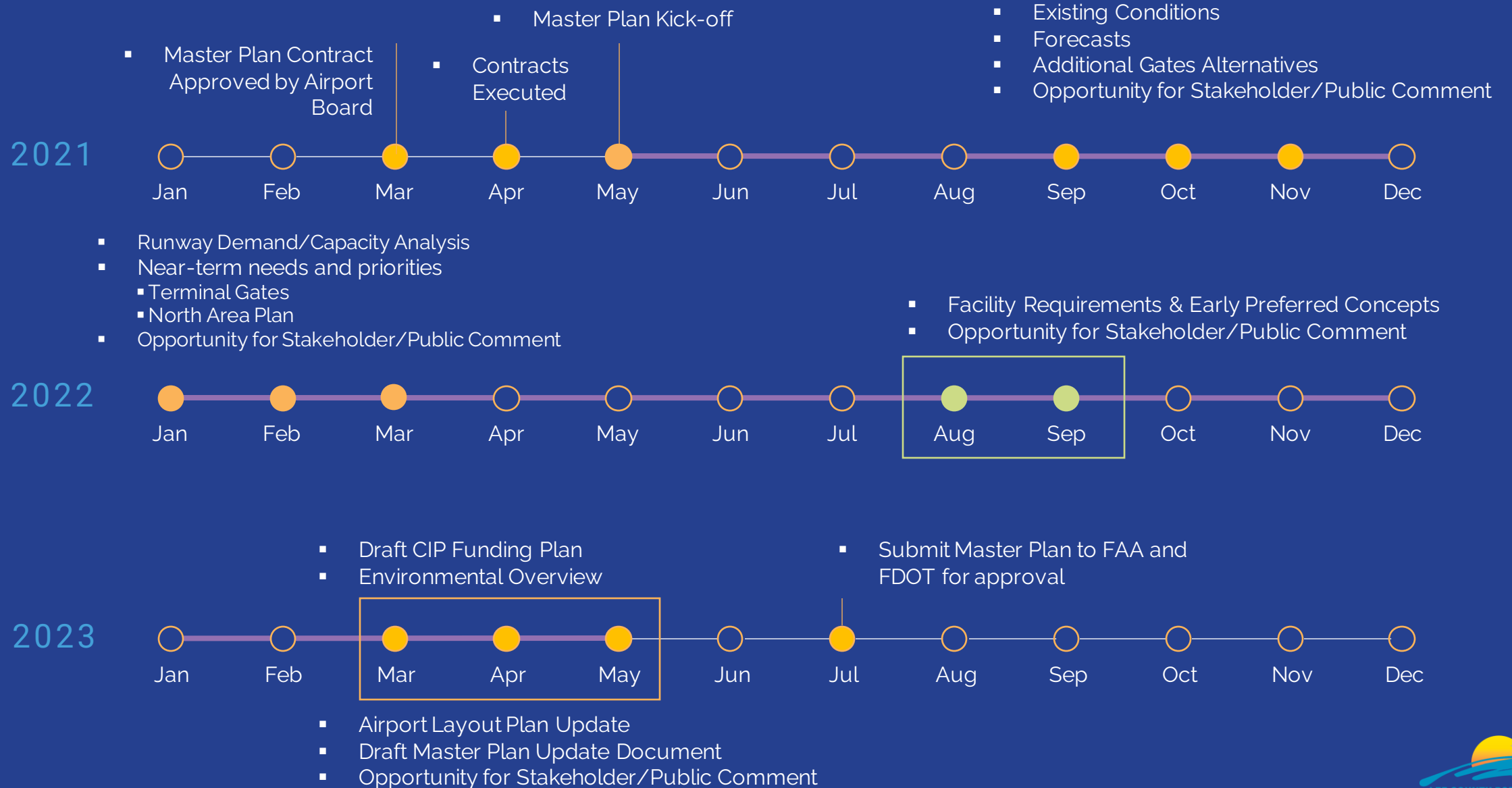
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QA/QC



Two-year Action Plan





Definitions

Enplanements

A departing passenger



Total Passengers

All departing and arriving passengers
(enplanements x 2)



Aircraft Operation

A take-off or a landing



Total Operations

Take-offs + Landings



Forecast of Future Activity

As presented September 2021

| Year | Airline Passenger Enplanements | Total Aircraft Operations |
|------|--------------------------------|---------------------------|
| 2025 | 5,999,546 | 99,128 |
| 2030 | 6,739,935 | 109,747 |
| 2035 | 7,618,025 | 122,340 |
| 2040 | 8,528,457 | 135,401 |

Adjusted Forecast*

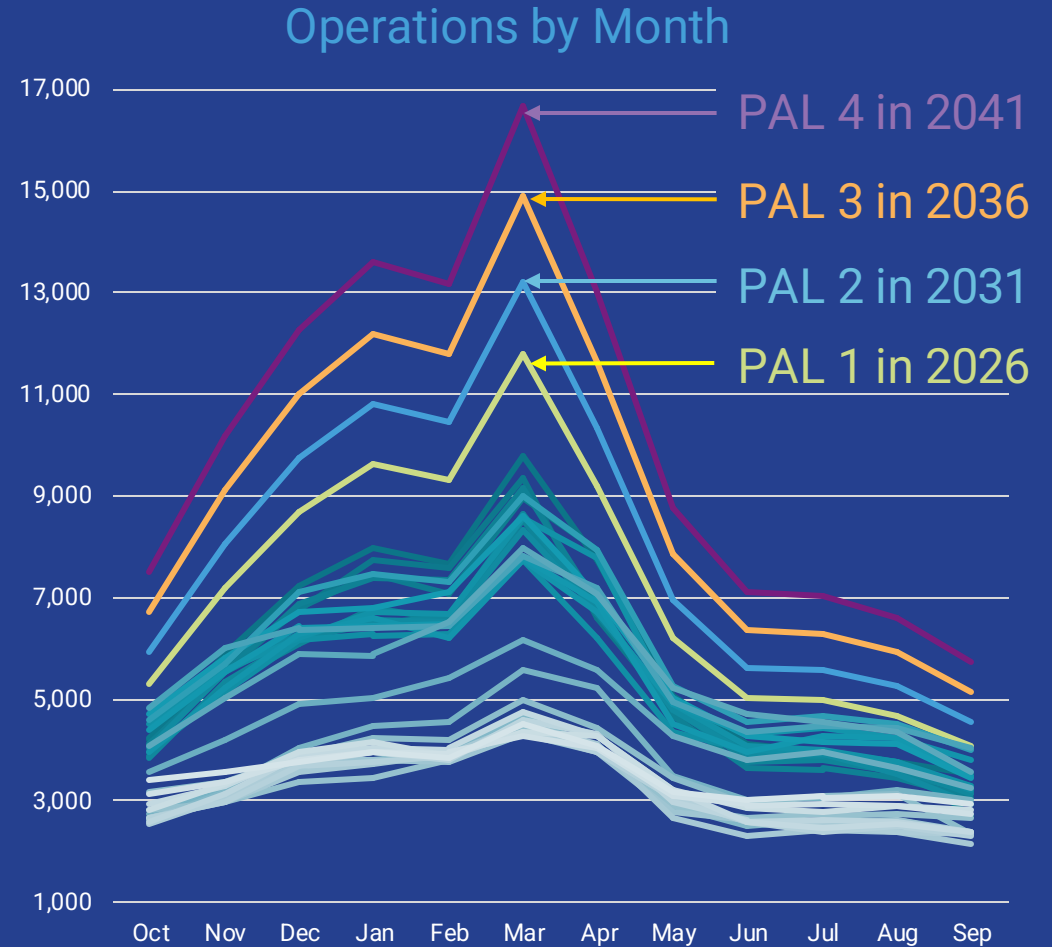
| Year | Airline Passenger Enplanements | Total Aircraft Operations |
|------|--------------------------------|---------------------------|
| 2026 | 6,131,288 | 105,654 |
| 2031 | 6,909,961 | 115,867 |
| 2036 | 7,801,346 | 126,079 |
| 2041 | 8,714,104 | 136,291 |

* Based on FAA comments

Planning Activity Levels (PALs)

Master Plan Forecast

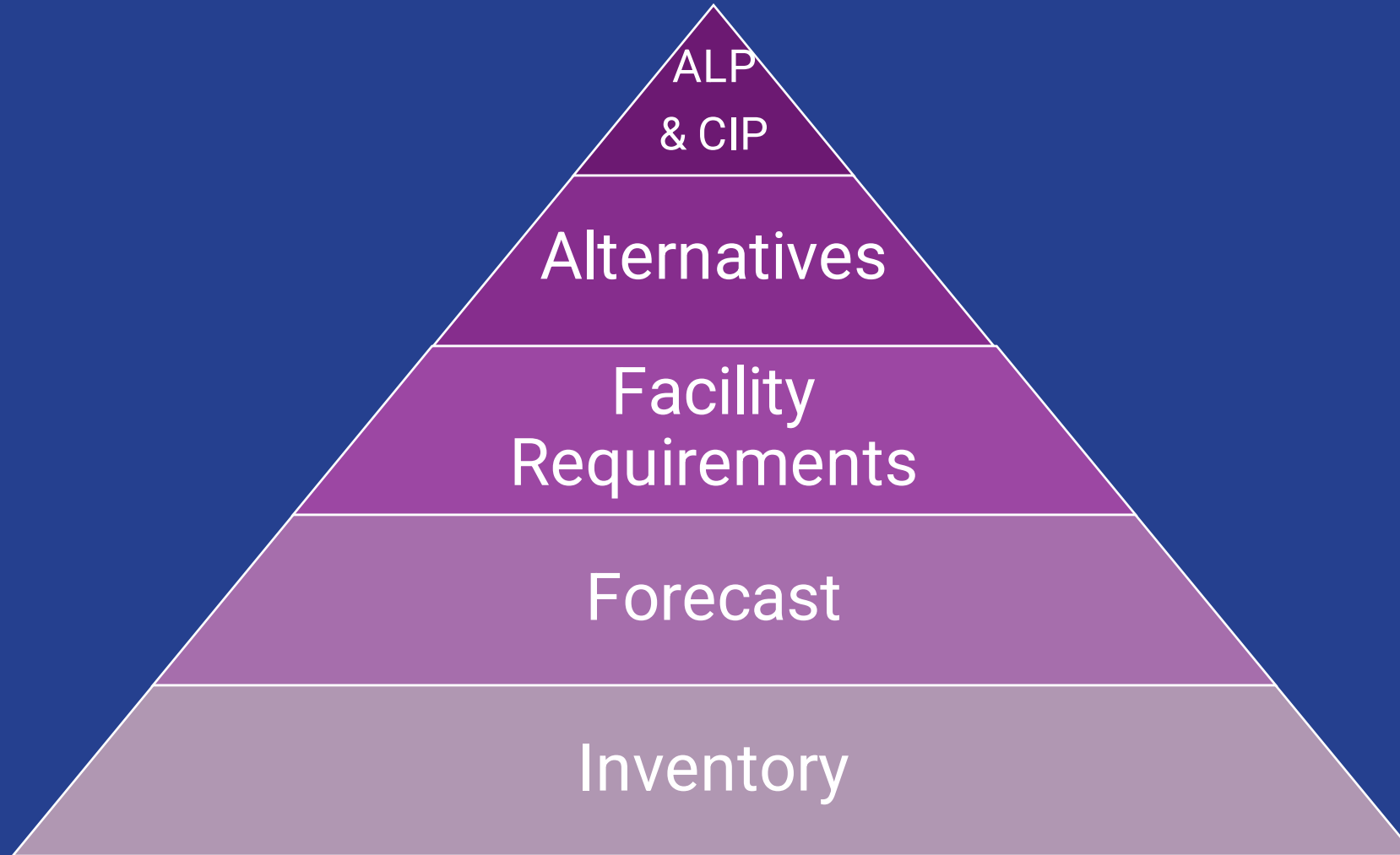
| Year | Airline Passenger Enplanements | Total Aircraft Operations | Planning Activity Levels |
|------|--------------------------------|---------------------------|--------------------------|
| 2026 | 6,131,288 | 105,654 | PAL 1 |
| 2031 | 6,909,961 | 115,867 | PAL 2 |
| 2036 | 7,801,346 | 126,079 | PAL 3 |
| 2041 | 8,714,104 | 136,291 | PAL 4 |



Planning for Peak Month – Average Day – Peak Hour Passenger and Aircraft Activity



Facility Requirements



“Common Sense” Planning Recommendations - Example

| PAL Level - Year | <u>Demand</u> Capacity | Total # Units Required (March) |
|--|---------------------------|--------------------------------------|
| <i>Existing - 2022</i> | <i>2022</i> | <i>500 units</i> |
| PAL 1 - 2026 | Demand | 520 |
| | Capacity | (-20) |
| PAL 2 - 2031 | Demand | 540 |
| | Capacity | (-40) |
| Additional 200 units added 2032 | | |
| PAL 3 - 2036 | Demand | 620 |
| | Capacity | 80 |
| PAL 4 - 2041 | Demand | 700 |
| | Capacity | 0 |

Peak Demand is not accommodated;
Interim improvement too costly for
minor capacity improvement;
Contingency Plans to be
implemented during peak times

Peak Demand is accommodated



Typical Project Timeline

5 Years from project initiation to completion



Previously Discussed Facilities

Timing of Proposed Parallel Runway

- Existing runway 100% capacity estimated to be reached in **2043** (146,053 annual aircraft operations)

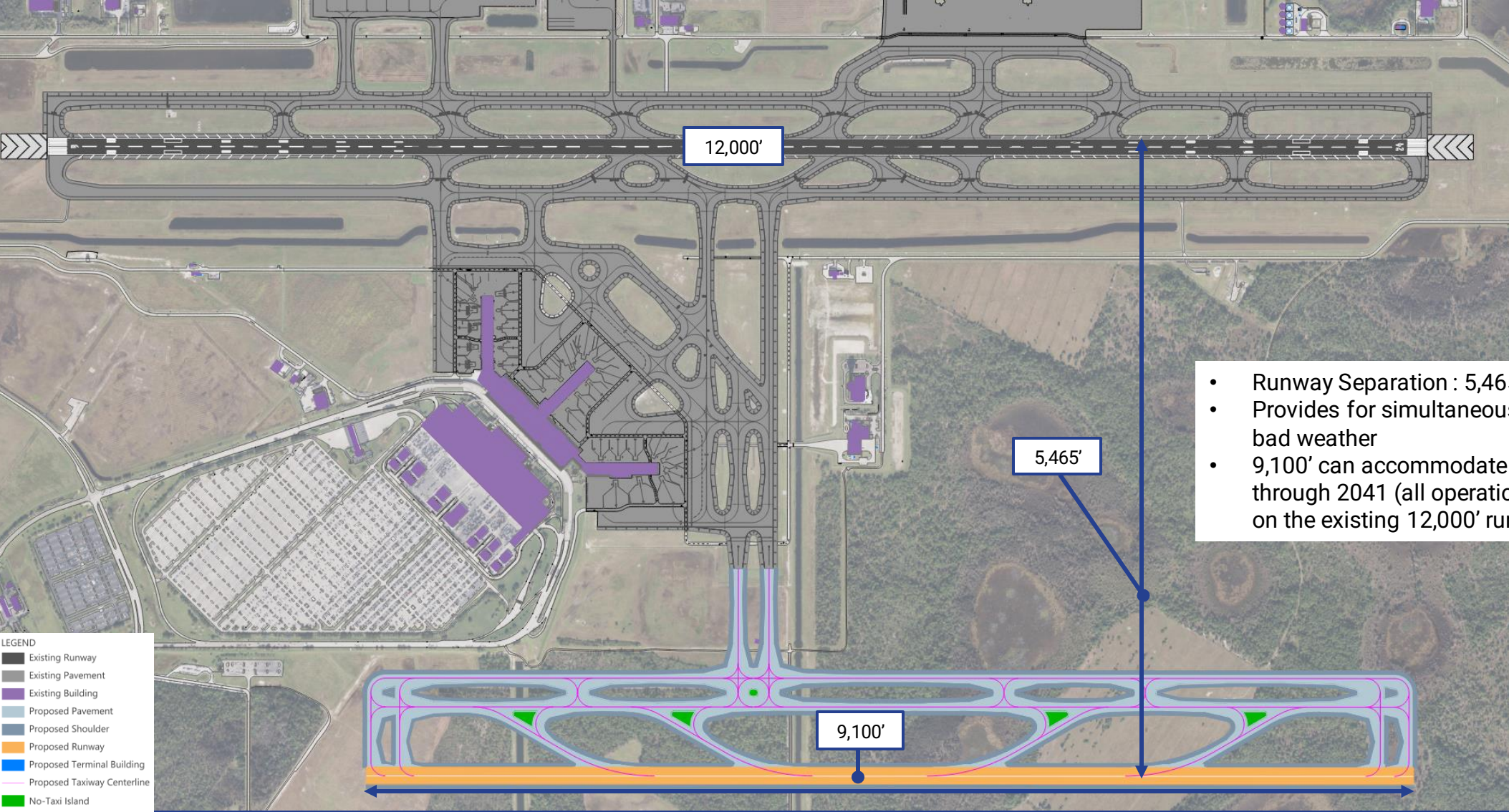
Estimated 5 years to complete



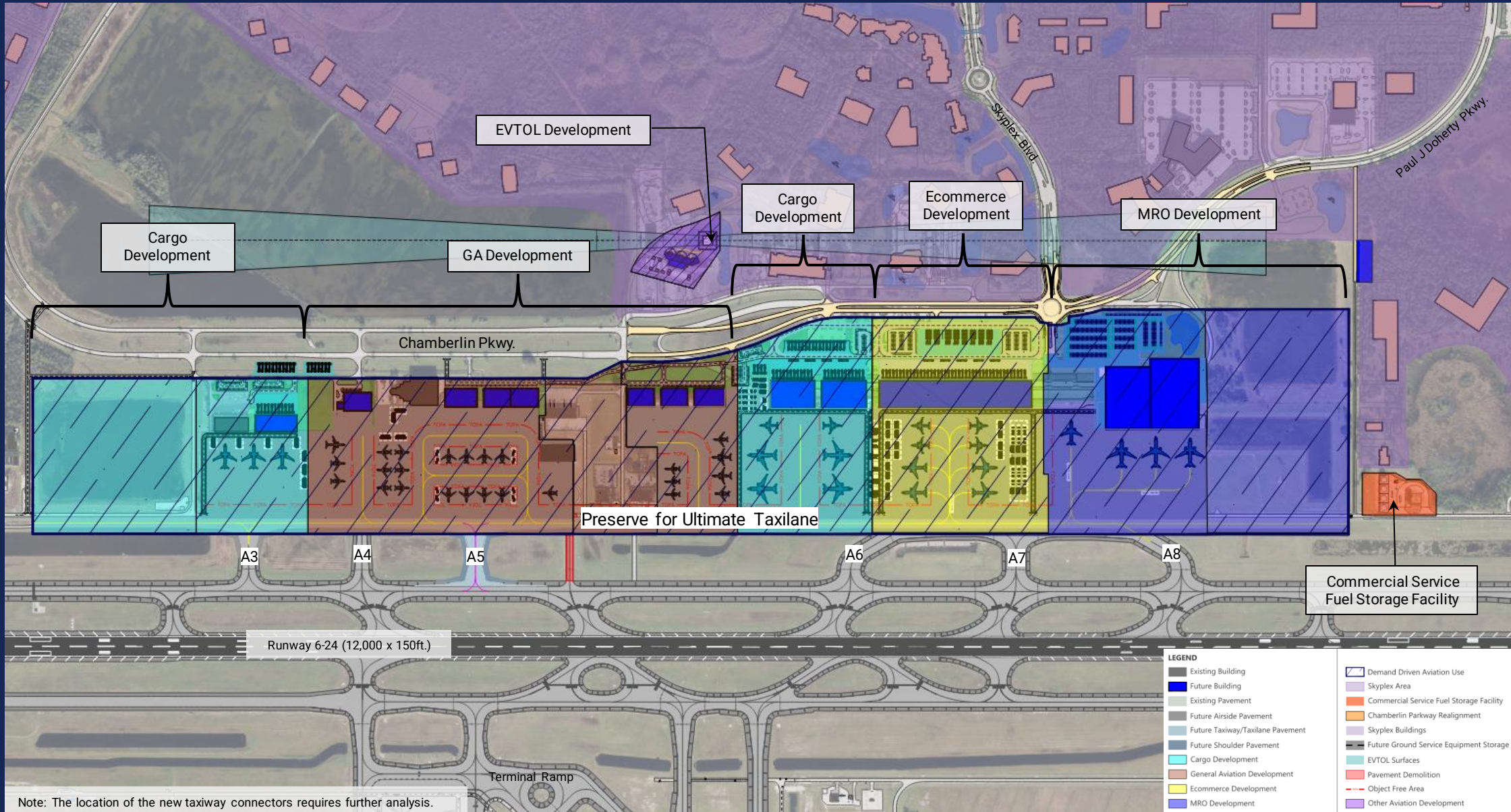
Proposed Parallel Runway

Facility Requirements

- Runway Separation : 5,465'
- Provides for simultaneous instrument landings in bad weather
- 9,100' can accommodate 95% of aircraft operations through 2041 (all operations can be accommodated on the existing 12,000' runway)



North Area Plan - Taxiway System



Note: The location of the new taxiway connectors requires further analysis.

Terminal Airline Gates

Facility Requirements

| PAL Level - Year | <u>Demand</u> Capacity | Total # Gates Required (March) |
|---|---------------------------|--------------------------------------|
| <i>Existing - 2022</i> | <i>2022</i> | <i>27 gates</i> |
| PAL 1 - 2026 | Demand | 32 |
| | Capacity | (-5) |
| 2027 Concourse E (+14 gates) Open | | |
| PAL 2 - 2031 | Demand | 35 |
| | Capacity | +6 |
| PAL 3 - 2036 | Demand | 41 |
| | Capacity | 0 |
| 2037 Concourse E Expansion (+5 gates) Open | | |
| PAL 4 - 2041 | Demand | 45 |
| | Capacity | +1 |

Terminal Airline Gates

Recommendations



Concourse E
Headhouse +5
Gates to Meet
PAL 4
(open 2037)

+14 Gates to Meet PAL 3
(open 2027)

Terminal Airline Gates

Early Concepts



Additional Facility Requirements

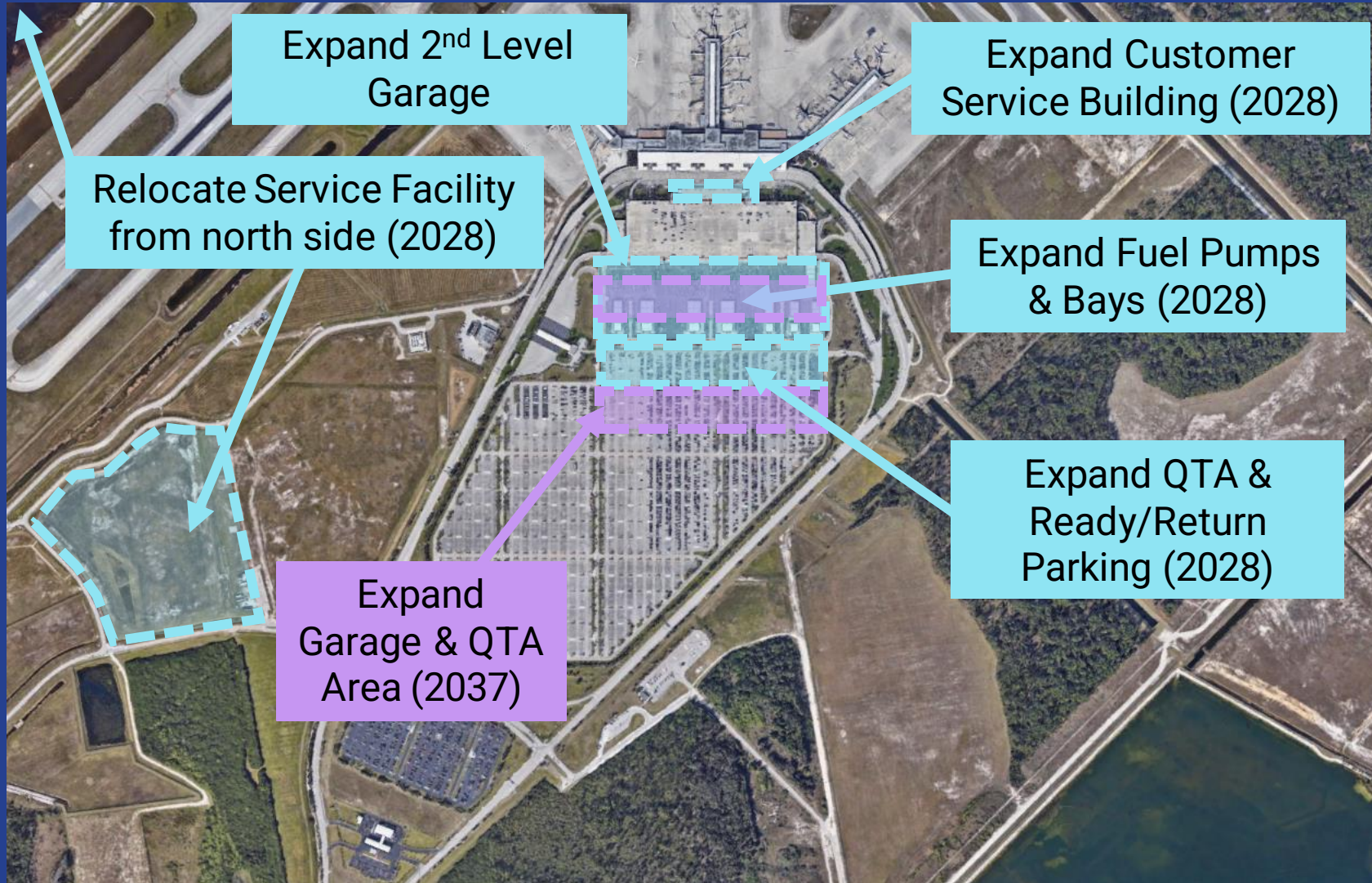
Rental Car Areas

Facility Requirements

| PAL Level - Year | <u>Demand</u> Capacity | Quick Turn Around Spaces | Ready/Return Spaces | Wash Bays | Maintenance Bays | Fueling Positions |
|---|---------------------------|--------------------------------|------------------------|--------------|---------------------|----------------------|
| <i>Existing</i> | -- | 1,300 | 1,200 | 17 | 22 | 68 |
| PAL 1 - 2026 | Demand | 1,540 | 1,890 | 13 | 37 | 81 |
| | Capacity | (-240) | (-690) | +4 | (-15) | (-13) |
| 2028 Rental Car Relocation/Expansion 1 Opens | | | | | | |
| <i>New Totals</i> | | 2,100 | 2,300 | 24 | 45 | 100 |
| PAL 2 - 2031 | Demand | 1,740 | 2,130 | 15 | 41 | 91 |
| | Capacity | +360 | +170 | +9 | +4 | +9 |
| PAL 3 - 2036 | Demand | 1,960 | 2,400 | 17 | 47 | 103 |
| | Capacity | +140 | (-100) | +7 | (-2) | (-3) |
| 2037 Rental Car Relocation/Expansion 2 Opens | | | | | | |
| <i>New Totals</i> | | 2,500 | 2,850 | 24 | 55 | 120 |
| PAL 4 - 2041 | Demand | 2,190 | 2,690 | 19 | 52 | 115 |
| | Capacity | +310 | +160 | +5 | +3 | +5 |

Rental Car Areas

Early Preferred Concepts



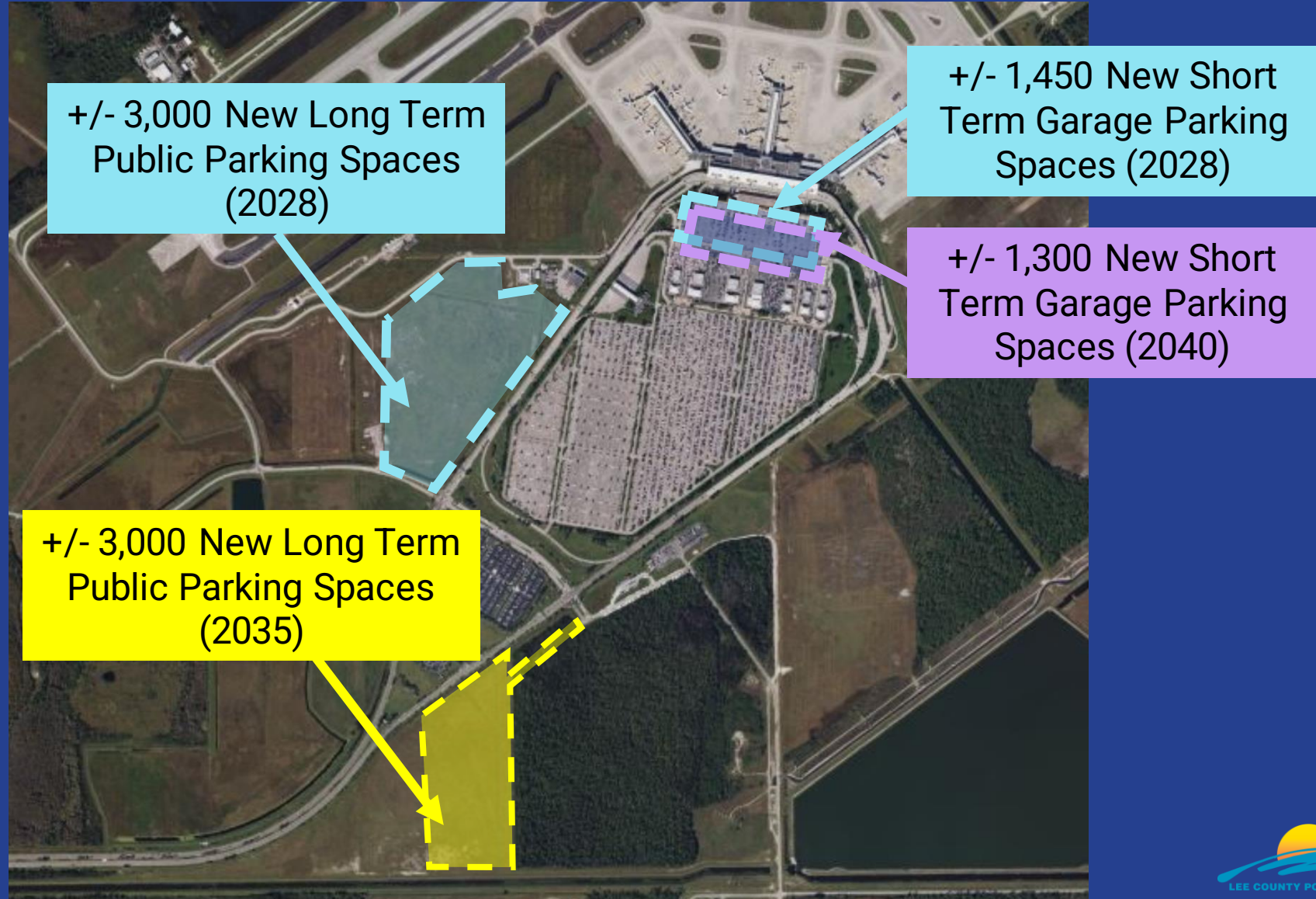
Auto Parking -Short and Long Term – Peak Holidays

Facility Requirements

| PAL Level - Year | <u>Demand Capacity</u> | Short-Term Garage Spaces | Long-Term Surface Spaces |
|--|------------------------|--------------------------|--------------------------|
| <i>Existing</i> | -- | 2,432 | 8,762 |
| PAL 1 - 2026 | Demand | 2,609 | 10,080 |
| | Capacity | (-177) | 1,318 |
| 2028 New Garage Level 4 & Long-Term Lot 1 Opens | | | |
| <i>New Totals</i> | | 3,882 | 11,762 |
| PAL 2 - 2031 | Demand | 2,940 | 11,360 |
| | Capacity | +942 | +402 |
| 2035 New Long-Term Lot 2 Opens | | | |
| <i>New Totals</i> | | 3,882 | 14,762 |
| PAL 3 - 2036 | Demand | 3,319 | 12,826 |
| | Capacity | +563 | +1,936 |
| 2040 New Garage Level 5 Opens | | | |
| <i>New Totals</i> | | 5,182 | 14,362 |
| PAL 4 - 2041 | Demand | 3,708 | 14,326 |
| | Capacity | +1,474 | +36 |

Auto Parking – Short and Long Term

Early Preferred Concepts



Auto Parking – Cell Phone Lot

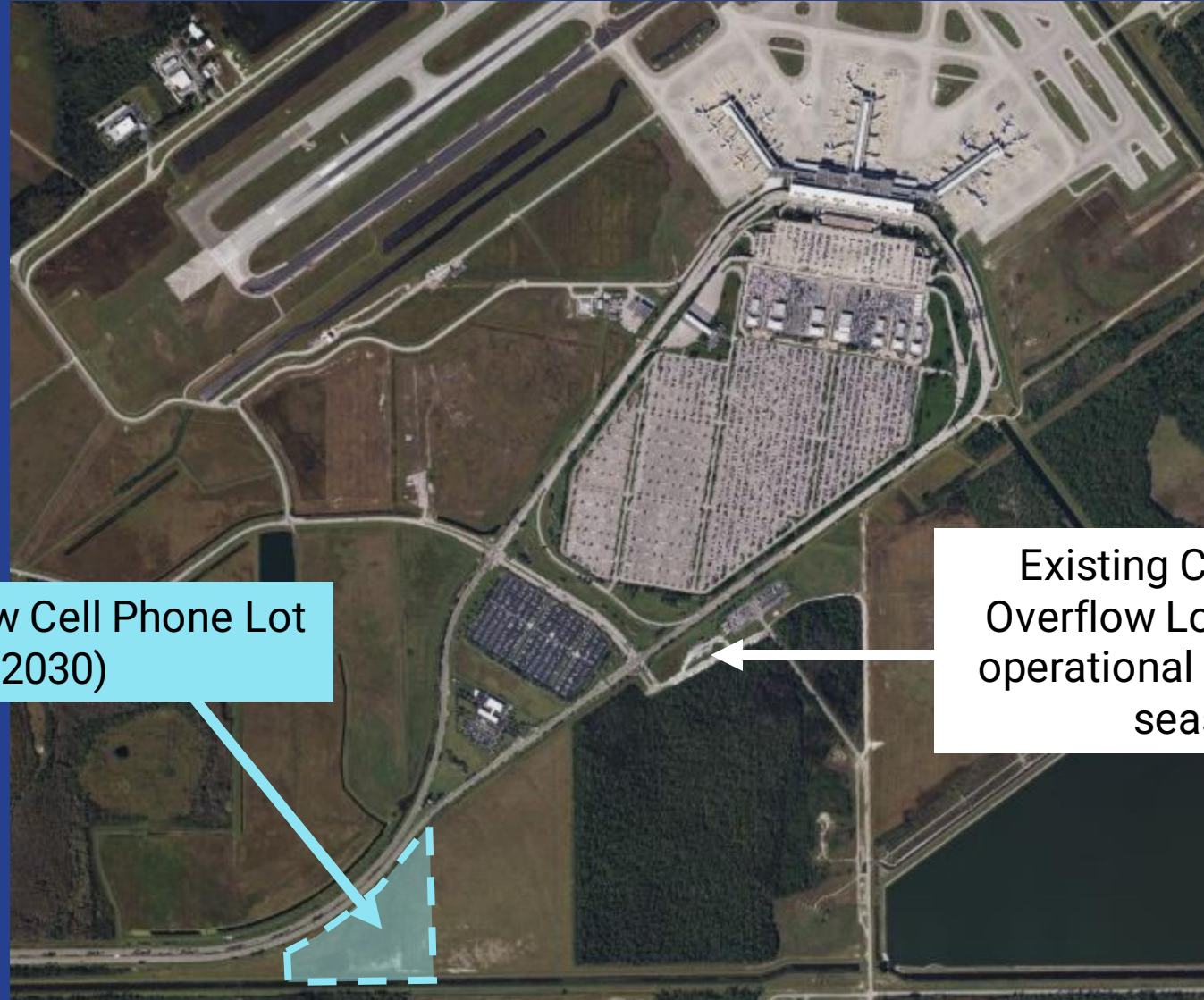
Facility Requirements

| PAL Level - Year | <u>Demand</u> Capacity | Cell Phone Lot Spaces (March) |
|--|---------------------------|-------------------------------------|
| <i>Existing - 2022</i> | - - | <i>165 spaces</i> |
| PAL 1 - 2026 | Demand | 200 |
| | Capacity | (-35) |
| 2030 300 Space New Cell Lot Opens | | |
| <i>New Totals</i> | | 300 |
| PAL 2 - 2031 | Demand | 220 |
| | Capacity | +80 |
| PAL 3 - 2036 | Demand | 250 |
| | Capacity | +50 |
| PAL 4 - 2041 | Demand | 280 |
| | Capacity | +20 |

- Existing Cell Phone Lot spaces consist of 84 permanent marked spaces in the gas station parking lot + 36 marked spaces and 45 unmarked spaces in the peak season overflow cell lot
- 2030 - Existing Cell Phone Lots converted to other parking needs (Uber/Lyft, Gas Station, etc.)

Auto Parking – Cell Phone Lot

Early Preferred Concepts



+/- 300 New Cell Phone Lot
(2030)

Existing Cell Phone
Overflow Lot to remain
operational during peak
season

Auto Parking – Employee Lot

Facility Requirements

| PAL Level - Year | <u>Demand</u> Capacity | Employee Spaces (March) |
|--|---------------------------|-------------------------------|
| <i>Existing - 2022</i> | - - | 1,297 |
| PAL 1 - 2026 | Demand | 1,275 |
| | Capacity | +22 |
| 2030 420 Space New Employee Lot Opens | | |
| <i>New Totals</i> | | 1,717 |
| PAL 2 - 2031 | Demand | 1,408 |
| | Capacity | +309 |
| PAL 3 - 2036 | Demand | 1,555 |
| | Capacity | +162 |
| PAL 4 - 2041 | Demand | 1,717 |
| | Capacity | 0 |

Auto Parking – Employee Lot

Early Preferred Concepts



+/- 420 Employee Spaces (2030)

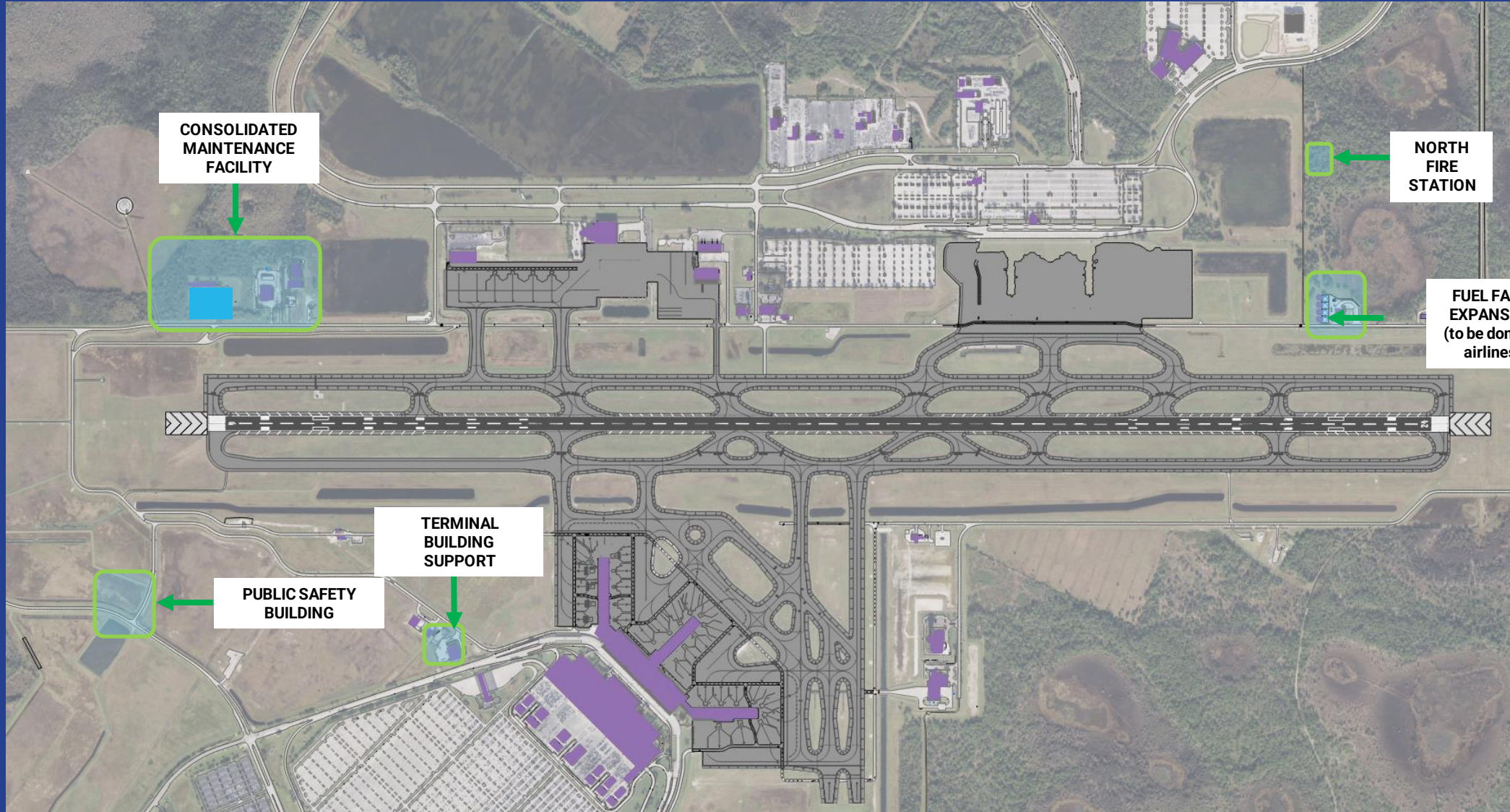
Roadway (Lanes)

Facility Requirements

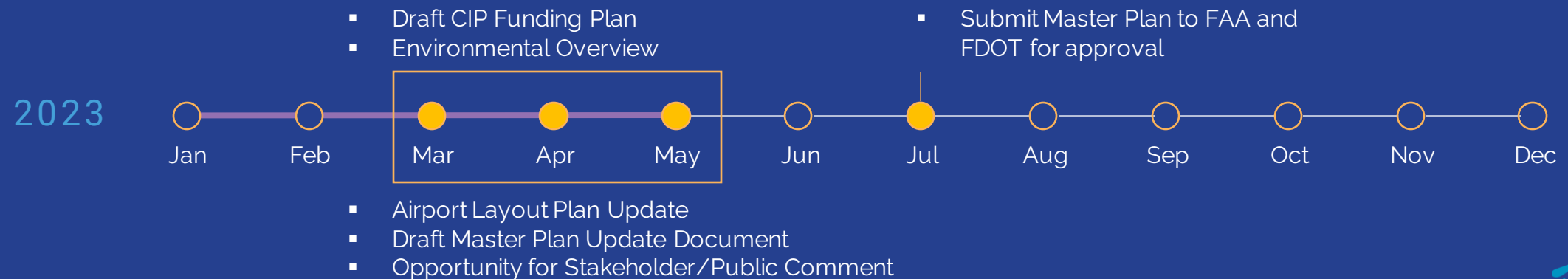
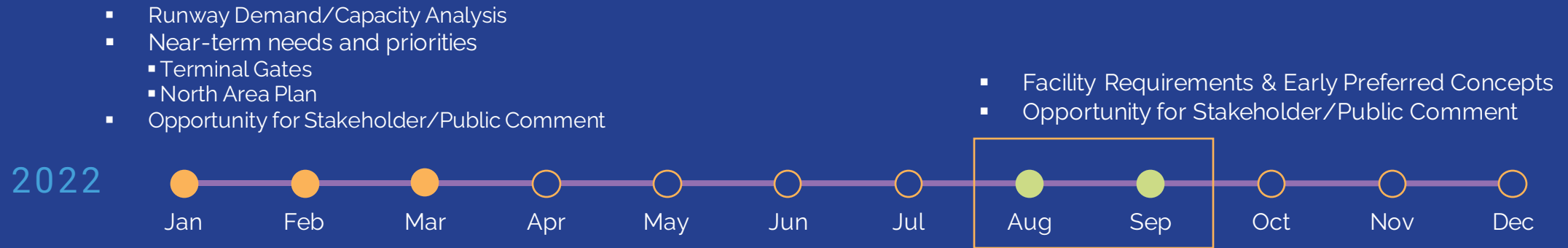
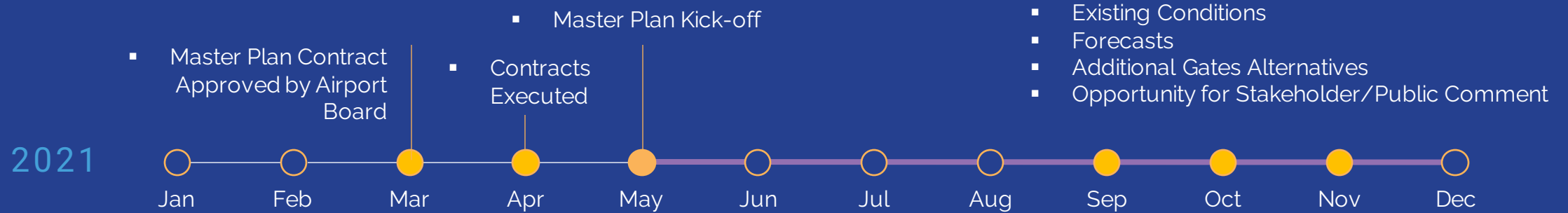
| PAL Level | Year | Terminal Access Road | Air Cargo Lane | Chamberlin Parkway | PJD Parkway | I-75 Direct Connect | Fuel Farm Road |
|---------------------|-------------|--------------------------|-------------------|--------------------|-----------------|---------------------|-------------------|
| Existing | -- | 6 lanes divided | 2 lanes undivided | 4 lanes divided | 4 lanes divided | 4 one-lane ramps | 2 lanes undivided |
| PAL 1 through PAL 4 | 2026 - 2041 | No capacity deficiencies | | | | | |

Support Facilities

Early Preferred Concepts



Two-year Action Plan



Be a part of the process

- For more information and to view the Master Plan Update materials completed to date and to provide comments, please visit:

<https://www.flylcpa.com/masterplan>

- The comment period will begin on Aug. 17
- All comments should be submitted on or before Sept. 2
- All comments will be summarized and presented to the Board of Port Commissioners and FAA/FDOT for consideration

Thank You

For project updates or to provide comments, please visit:

<https://www.flylcpa.com/masterplan>

