



Direct Dial: (239) 590-4601  
Fax: (239) 590-4688

May 7, 2013

ROBERT W. BALL, A.A.E.  
EXECUTIVE DIRECTOR

BOARD OF  
PORT COMMISSIONERS

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Mr. Paul O'Connor  
Director  
Planning Department  
Lee County Community Development  
1500 Monroe Street, 2<sup>nd</sup> Floor  
Fort Myers, FL 33901

Re: EAR RSW Airport Layout Plan Update

Dear Mr. O'Connor:

The Lee County Port Authority would like to include an update to the Airport Layout Plan (ALP) for Southwest Florida International Airport (RSW), adopted as Lee Plan Map 3(f), in the current Lee Plan amendment cycle as an EAR based amendment. The currently adopted Lee Plan map 3(f) is the approved RSW ALP which was completed as part of the 2004 Airport Master Plan.

The Lee County Port Authority has recently completed a multi-year planning and design analysis for the future parallel runway. As a result of the extensive alternatives analysis undertaken during this program a slight modification to the proposed runway layout and associated facilities as depicted on the 2004 ALP was determined to provide the most flexibility for future and ultimate airport development. These minor design changes were submitted to the FAA and subsequently approved on August 30, 2011.

The Port Authority is requesting to incorporate the recently adopted ALP in the Lee Plan to replace the existing RSW ALP as Lee Plan Map 3(f). A copy of the Summary Report for the RSW ALP Update outlining the modifications that were made and justification for those changes is attached. A reduced copy of the August 30, 2011 FAA approved RSW ALP is also included.

After reviewing this request, please let me know if we could briefly meet to discuss the process for incorporating these changes into the current Lee Plan EAR based amendments.

Sincerely,

LEE COUNTY PORT AUTHORITY

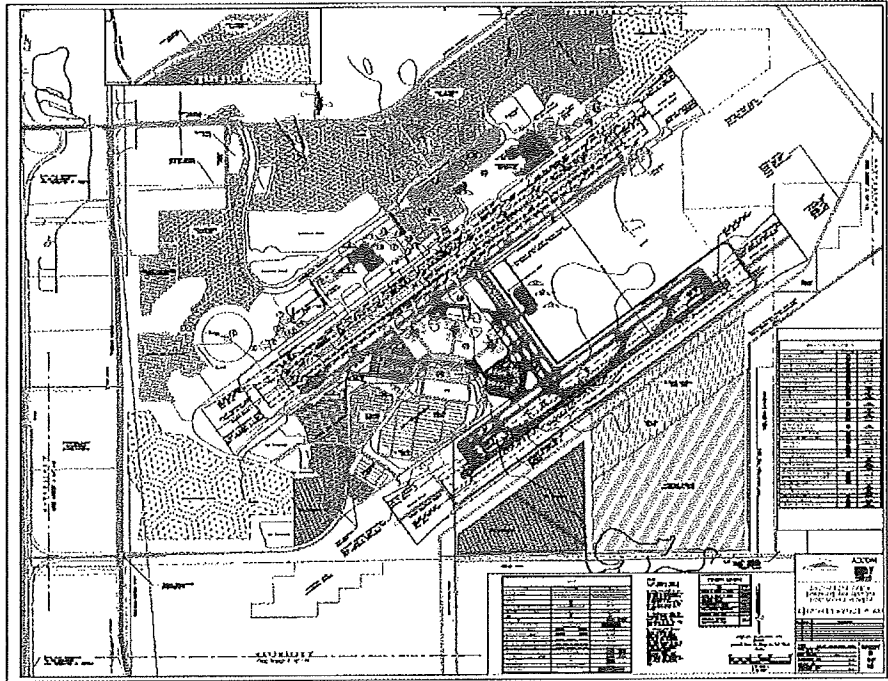
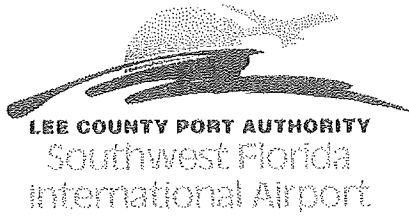
Ellen Lindblad  
Director, Planning & Environmental Compliance

cc: Emily Underhill  
Mark Fisher

Attachments:  
Southwest Florida International Airport Layout Plan Update Summary Report  
FAA Approved RSW ALP dated August 30, 2011

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**Southwest Florida International Airport  
Airport Layout Plan Update**



December 4, 2009



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**AIRPORT LAYOUT PLAN UPDATE  
SUMMARY REPORT  
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (RSW)**

**Executive Summary**

The Lee County Port Authority (LCPA) has been preparing to implement proposed projects contained within the 2004 Master Plan Update and 2004 approved Airport Layout Plan (ALP) in order to meet the future demand/capacity and facility requirements that will be necessary at RSW. As part of that preparation, the LCPA initiated the New Runway 6R/24L Program in 2007 to enhance the capacity of the existing airfield and provide the necessary facilities to support the new runway. The LCPA has recently completed the multi-year planning and design analysis for New Runway 6R/24L. As a result of the extensive alternatives analysis undertaken during this program, a slight modification to the proposed runway layout and associated facilities as depicted on the 2004 ALP was determined to provide the most flexibility for future and ultimate airport development.

The purpose of this narrative and associated ALP drawings is to provide the FAA with an Updated ALP depicting the runway layout modifications and associated support facilities that differ from the previously approved 2004 documents. The New Runway 6R/24L, Midfield taxiways and apron, a new Air Traffic Control Tower (ATCT) and new Aircraft Rescue and Fire Fighting Facility (ARFF) are the focus of this ALP Update. This is not intended to be a full master plan update, evaluating demand, capacity, land uses, facility requirements, etc. At FAA's request, this effort is merely intended to more accurately reflect the current plans for these four items to maintain FAA grant eligibility.

**1.0 ALP Changes**

The proposed runway configuration, Midfield taxiways and apron, ATCT and ARFF will have no additional development or environmental impacts above those already identified, reviewed, approved and mitigated for on the 2004 ALP layout. It was found in the study process that some of the potential impacts associated with the 2004 ALP layout will be reduced with the revised configuration. In addition, the 1994 Finding of No Significant Impact (FONSI) and subsequent amendments for the Proposed Runway 6R/24L Environmental Assessment (EA) and as revalidated by the FAA in a letter to the LCPA on December 20, 2007, recognizes the footprint and all environmental considerations of the proposed parallel runway as the location and geometrics shown on the 2004 ALP. The proposed layout as depicted on this 2009 ALP Update which includes a full perimeter road and security fence encompassing all airfield pavement, is within the areas previously identified on the 2004 ALP to be impacted. The FAA has concurred in a letter to the LCPA dated March 2009, that the proposed layout and shift of the runway substantially conforms to the 1994 EA/FONSI and no additional environmental analysis is needed.

**1.1 New Parallel Runway 6R/24L**

The proposed runway configuration depicted in this 2009 ALP Update requires an 80-foot shift to the south to increase the runway to runway centerline separation from the location shown on the 2004

ALP. This shift provides RSW with an unconstrained Group V runway and parallel taxiway and full dual parallel taxiway that will meet all foreseeable future and ultimate Group V aircraft demands as well as double-back aircraft taxiing operations as recommended by the FAA. The layout also provides sufficient space for necessary blast deflector fencing, and a perimeter road around the proposed runway and taxiway system to the midfield terminal apron. The 80-foot shift also provides ample area for future Concourse A terminal development.

The 80-foot shift of the proposed Runway 6R/24L to the south does place it closer to the adjacent high voltage transmission lines, but does not present any additional potential conflicts compared to the 2004 ALP. An analysis of the Part 77 airspace surfaces was conducted during the design process and confirmed that no penetrations exist from the FPL power lines that are located on the south side of the runway. In addition an Instrument Landing System (ILS) math modeling study was conducted as part of the design process to determine if Category I ILS operations would be attainable with the proposed runway shift. The study results indicated that Category I ILS operations can be achieved within the acceptable FAA signal interference tolerances with the FPL power lines.

Navigational aids for the new runway include Category I ILS, MALSR, a single RVR site and LLWAS equipment. Lighting components include runway centerline, touchdown zone, edge and threshold lighting, runway signage, taxiway centerline and edge lighting, runway guard lights, taxi guidance signage, wind cones, series circuits, duct systems and grounding.

The perimeter road and access roadway system is similar to that shown on the 2004 ALP. It includes a roadway loop running adjacent to the Airport Operations Area (AOA) perimeter fence and access roads leading to NAVAIDS equipment, the Midfield Terminal Complex (MTC), apron area, and to the ARFF and ATCT facilities.

## **1.2 Midfield Taxiways and Apron**

The proposed runway and taxiway configuration includes a system of dual Group V crossfield taxiways located east of the terminal area. The crossfield taxiways provide bidirectional taxi flow between the runways and apron areas and allow aircraft at Concourse B to push back from the gates and maneuver around the apron without restrictions. A third crossfield taxiway will be necessary in the future to maintain unrestricted apron and taxiway operations to accommodate the Concourse B headhouse expansion. The present location of the future ARFF and ATCT were shifted from the 2004 ALP to accommodate the future separation standards and reserve the space necessary for the third taxiway. Additional aircraft parking apron is also planned to accommodate overnight, hardstand, and diverted aircraft if no terminal gates are available.

## **1.3 Air Traffic Control Tower (ATCT)**

The location of the ATCT in this ALP Update differs slightly from the location depicted on the 2004 ALP. It is now north of the ARFF facility. An extensive ATCT Line of Sight Analysis and a September 2009 evaluation by the FAA Airport Facilities Terminal Integration Laboratories (AFTIL) resulted in this preferred location now shown on the 2009 ALP Update. In attendance at the September 2009 AFTIL

evaluation were representatives from the LCPA, FAA, AECOM and the RSW Air Traffic Control Tower management staff, including the tower manager. The preferred location considers the full build-out of all airfield pavements and terminal concourses and headhouses, also depicted on this ALP Update. Information regarding the proposed height and profile of the future concourse and headhouse expansions was taken from the July 2007 Terminal Expansion Evaluation Study entitled "RSW Terminal Expansion Plan for Serving 12 Million Annual Passengers", conducted by Hole Montes. The AFTIL evaluation helped determine the proposed location and height (approximately 214 feet from ground surface to top of cab) of the new ATCT that would be acceptable to the RSW tower staff to enable them to still see the tail of a commuter aircraft at the time of full terminal and airfield pavement buildout. Access to the new ATCT site will be provided via a new ARFF/ATCT connecting access road which connects to the existing perimeter roadway.

#### **1.4 Aircraft Rescue Fire Fighting (ARFF) Facility**

As part of the Parallel Runway Program a New Aircraft Rescue and Firefighting Facility (ARFF) study was conducted in 2008 to identify alternative sites for a new ARFF and provide technical analysis to ensure that a preferred site would be able to provide exceptional response to the existing airfield and future Runway 6R/24L. The preferred future ARFF site shown in the 2009 ALP Update was selected because of its proximity to both runways. It is located on the east side of the future cross-field taxiway, midway between the existing and future runways in essentially the same location as shown on the 2004 ALP with the new ARFF facility pushed slightly further to the northeast to allow room for a future crossfield taxiway. Access to the ARFF will be provided via the existing perimeter roadway and a new perpendicular ARFF/ATCT connecting access road.

#### **1.5 2009 Existing Conditions**

In addition to the revised locations of the Parallel Runway 6R/24L components, the ARFF and ATCT there are several facilities that were depicted on the 2004 ALP that have since been constructed. The following facilities were constructed under the Midfield Terminal Project and are shown to exist in this 2009 ALP Update.

- Midfield Terminal Complex and associated apron and taxiways
- Long Term Parking and the Employee Parking Lot
- Parallel Taxiway F and associated connector taxiways
- The North Ramp and demolition of the old terminal building
- Three dry detention areas located west of the future rental car area and non-aviation support areas
- Treeline/Ben Griffin Parkway

## 2.0 ALP Drawing Set

The ALP drawing set graphically depicts the proposed Runway configuration, including the shift of 80 feet, taxiway system configuration, new ARFF and ATCT development areas. In addition to the title sheet, the complete set of drawings (15 sheets) consists of the following:

- Airport Layout Plan
- ALP Data Tables
- Terminal Area Plan
- FAR Part 77 Approach Surfaces
- FAR Part 77 Inner Surfaces
- Runway Protection Zone Plans
- Runway Approach Zone Profiles
- Proposed Land Use Plan
- Property Maps

### 2.1 Airport Layout Plan

The Airport Layout Plan (ALP) (Sheet 2) is the most utilized plan sheet of the drawing set and must be accepted by the FAA for depicted projects to be eligible for Airport Improvement Program (AIP) funding. The plan has been updated in accordance with FAA AC 150/5300-13, *Airport Design* and FAA Southern Region ALP Checklist. In addition to the existing Airport layout, this updated ALP presents a 15-year and beyond program that has been developed to support the projected activity at RSW Airport. The stages of development correspond as follows: Phase I – 2010-2015; Phase II – 2016-2025, and Ultimate – beyond 2025.

As previously mentioned, the following projects have been updated in the 2009 ALP:

- New Runway 6R-24L configuration;
- Midfield Taxiways and Apron layout
- New ARFF Station site layout
- New ATCT development area
- Existing facilities shown

Other than the five items listed above, there are no changes from the 2004 ALP.

### 2.2 Terminal Area Plan

The Terminal Area Plan (Sheet 4) provides a more detailed depiction of the physical development associated with the midfield passenger terminal and ground access. It is presented at a larger scale than the ALP so that greater detail of the terminal area improvements can be discerned.



## 2.3 FAR Part 77 Approach and Inner Surfaces

The FAR Part 77 Approach Surfaces (Sheets 5 and 6) graphically depict physical objects that exist in the navigable airspace surrounding Southwest Florida International Airport. The criteria used to define objects that constitute obstructions to the safety of approaching and departing aircraft are contained in FAR Part 77, Objects Affecting Navigable Airspace. To help plan for potential future airport development, ultimate design levels were utilized during the airspace analysis. For existing Runway 6-24, there are no changes from the 2004 ALP. The specific imaginary surfaces, which should be protected from obstructions, include:

**2.3.1 Primary Surface** – A rectangular area symmetrically located about each runway centerline and extending a distance of 200 feet beyond each runway threshold. Width of the Primary Surface is based on the type of approach a particular runway has, while the elevation is the same as that of the runway centerline at all points. The primary surface width for the existing and proposed runways is 1,000 feet.

**2.3.2 Approach Surface** - This surface begins at each end of the Primary Surface (200 feet beyond the runway threshold) and slopes upward at a ratio determined by the runway category and type of approach available to the runway. The width and elevation of the inner end conforms to that of the Primary Surface while approach surface length and width of the outer end are governed by the runway category and approach procedure available. The approach to Runway 6-24 is 50:1 for the inner 10,000 feet and 40:1 for an additional 40,000 feet.

**2.3.3 Transitional Surface** - A sloping area beginning at the sides of the Primary and Approach Surfaces and sloping upward and outward at a ratio of 7:1 until it intersects the Horizontal Surface.

**2.3.4 Horizontal Surface** - A level oval-shaped area situated 150 feet above the airport elevation, extending 5,000 or 10,000 feet outward, depending on the runway category and approach procedure available. The Horizontal Surface for RSW Airport extends outward 10,000 feet.

**2.3.5 Conical Surface** - Extends outward for a distance of 4,000 feet beginning at the outer edge of the Horizontal Surface, and sloping upward at a ratio of 20:1.

**2.3.6 Instrument Departure Surfaces** - This surface is associated with instrument runways and is trapezoidal in shape with an inner width of 1,000 feet, extending 10,200 feet from the departure runway end to a width of 6,466 feet

**2.3.7 One Engine Inoperative Surfaces** - This is the latest surface identified in the most recent version of the Airport Design Advisory Circular. It only applies to departure runway ends supporting air carrier operations. It starts at the end of the runway and slopes upward at 62.5:1.

## **2.4 Runway Protection Zone (RPZ) and Approach Zone Profiles**

Sheets 7, 8, 9, 10, 11, and 12 depict the RPZ's for the existing Runway 6-24 and future Runway 6R-24L. For existing Runway 6-24, there are no changes from the 2004 ALP. In addition, each runway end approaches and identified obstructions are shown in a profile view.

## **2.5 Proposed Land Use Plan (no change from 2004 ALP)**

Sheet 13 was developed to achieve optimal utilization of land uses within the future airport boundary. Sections presented on this plan are color coded to show the various land use patterns on Airport Property. Land uses included on this plan included:

- Airfield Operations
- Airline Terminal
- Airport Support
- Environmental Compatible Land Use buffer
- Non Aviation Development Area
- Potential Future Development Area

## **2.6 Property Maps (no change from 2004 ALP)**

Sheets 14 and 15 are intended to accurately show the airport property line and all current lease boundaries. The Property Maps not only display the existing inventory of property on the airport but also identify those tracts of land that have been recommended for future acquisition. These tracts have been identified for acquisition to allow RSW Airport the ability to ensure its future viability and capability to meet development both during the period covered under this ALP Update as well as beyond the planning horizon of this document.







U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Received  
9/9/11

Orlando Airports District Office  
5950 Hazeltine National Dr., Suite 400  
Orlando, FL 32822-5003

Phone: (407) 812-6331

Fax: (407) 812-6978

August 31, 2011

Ms. Juliet S. Iglesias  
Lee County Port Authority  
Southwest Florida International Airport  
11000 Terminal Access Road, Ste 8671  
Fort Myers, Florida 33913-8899

XC: Ellen L. (w/ALP)  
AECOM (w/ALP)

Dear Ms. Iglesias:

RE: Southwest Florida International Airport (RSW;) Ft. Myers, Florida  
Conditional Airport Layout Plan Approval

The Federal Aviation Administration (FAA) conditionally approves your Airport Layout Plan (ALP) for Southwest Florida International Airport, dated August 30, 2011. This approval is subject to the condition that the proposed airport development listed below requires environmental processing and may not be undertaken without the FAA's prior written environmental approval.

Any development requiring environmental analysis in accordance with FAA Order 5050.4B.

FAA approval of your ALP means that all existing and proposed airport development shown on the plan meets current FAA Airport Design Standards or a current FAA approved Modification of Airport Design Standards. It also means that we find the proposed airport development shown on the plan useful and efficient. However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

Please be aware that you are required to notify this office at least 60 days prior to the start of construction of any facilities on the airport. Also, this conditional ALP approval does not constitute airspace approval for aircraft parking aprons or structures. Prior to the start of construction of these facilities, you must submit proper notification to our office and receive FAA airspace approval. Furthermore, the design and location of any stormwater retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/5200-33, "Hazardous Wildlife Attractants on or Near Airports", and must be approved on the ALP prior to construction.

We look forward to working with you in the continued development of your airport.

Sincerely,

A handwritten signature in cursive script that reads "Rebecca R. Henry".

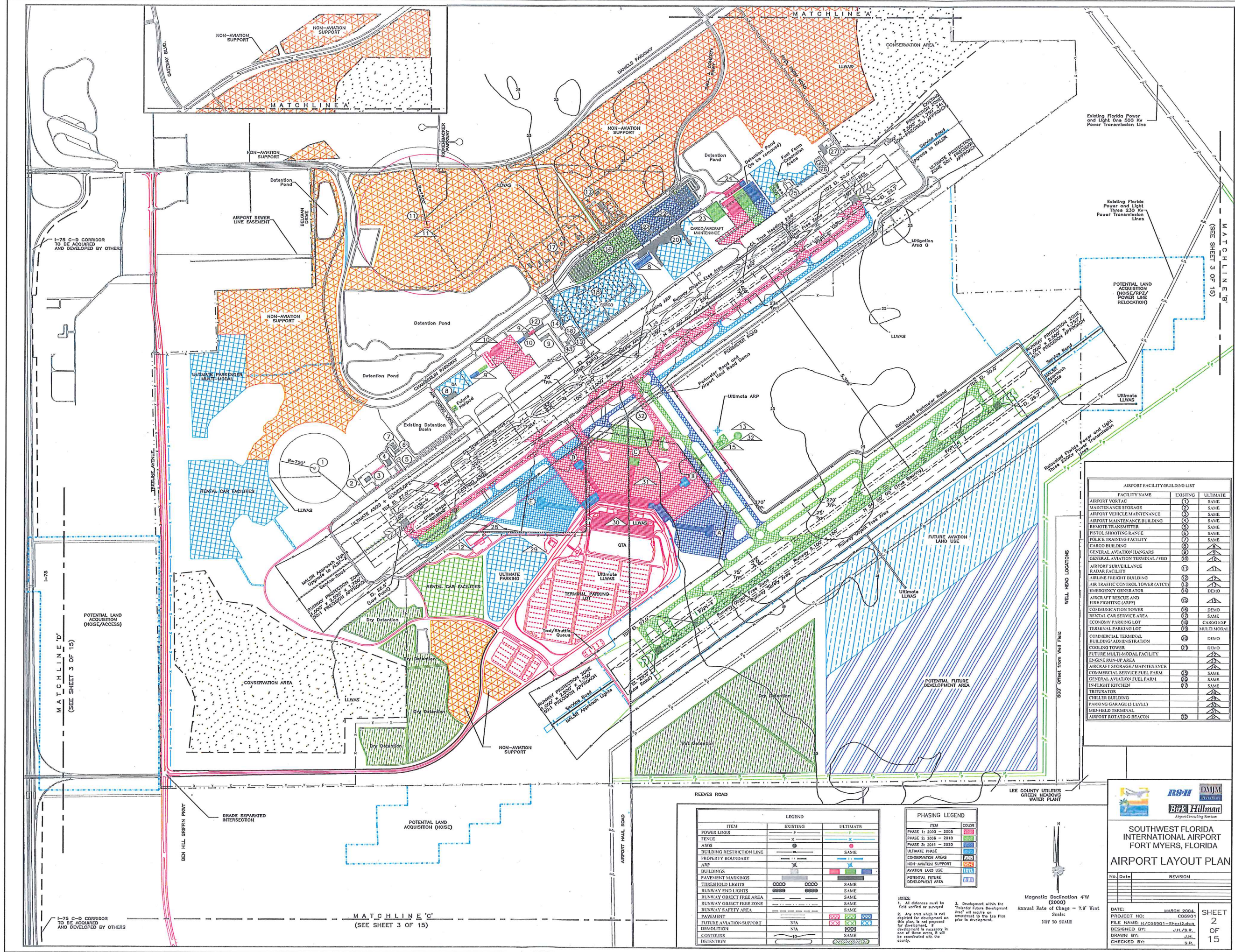
Rebecca R. Henry  
Program Manager

Enclosure

cc:

AJV-E2 (w/3ALPs)  
AJW-E-15C (w/ALP)  
AJW-3742 (w/ALP)  
Courtney Nolan, AJW-E11D (w/ALP)  
ASO-290 (w/ALP)  
FDOT/ 1 w/ALP





AIRPORT FACILITY/BUILDING LIST		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	1	SAME
MAINTENANCE STORAGE	2	SAME
AIRPORT VEHICLE MAINTENANCE	3	SAME
AIRPORT MAINTENANCE BUILDING	4	SAME
REMOTE TRANSMITTER	5	SAME
PISTOL SHOOTING RANGE	6	SAME
POLICE TRAINING FACILITY	7	SAME
CARGO BUILDING	8	6
GENERAL AVIATION HANGARS	9	6
GENERAL AVIATION TERMINAL/FBO	10	10
AIRPORT SERVICE BUILDING	11	11
RADAR FACILITY	12	12
AIRLINE FREIGHT BUILDING	13	13
AIR TRAFFIC CONTROL TOWER (ATCT)	14	14
EMERGENCY GENERATOR	15	DEMO
AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	16	DEMO
COMMUNICATION TOWER	17	DEMO
RENTAL CAR SERVICE AREA	18	SAME
ECONOMY PARKING LOT	19	CARGO EXP
TERMINAL PARKING LOT	20	MULTI-MODAL
COMMERCIAL TERMINAL BUILDING ADMINISTRATION	21	DEMO
COOLING TOWER	22	DEMO
FUTURE MULTI-MODAL FACILITY	23	23
ENGINE RUN-UP AREA	24	24
AIRCRAFT STORAGE/MAINTENANCE	25	SAME
COMMERCIAL SERVICE FUEL FARM	26	SAME
GENERAL AVIATION FUEL FARM	27	SAME
IN-FLIGHT KITCHEN	28	SAME
TRIPTRATOR	29	29
CHILLER BUILDING	30	30
PARKING GARAGE (4 LEVEL)	31	31
MID-FIELD TERMINAL	32	32
AIRPORT ROTATING BEACON	33	33

ITEM	EXISTING	ULTIMATE
POWER LINES	—	—
FENCE	—	—
ASIS	—	—
BUILDING RESTRICTION LINE	—	SAME
PROPERTY BOUNDARY	—	—
ARP	—	—
BUILDINGS	—	—
PAVEMENT MARKINGS	—	—
THRESHOLD LIGHTS	—	SAME
RUNWAY END LIGHTS	—	SAME
RUNWAY OBJECT FREE AREA	—	SAME
RUNWAY SAFETY AREA	—	SAME
PAVEMENT	—	—
FUTURE AVIATION-SUPPORT	N/A	—
DEMOLITION	N/A	—
CONTOURS	—	—
DETENTION	—	—

ITEM	COLOR
PHASE 1: 2005 - 2010	Light Blue
PHASE 2: 2011 - 2015	Light Green
PHASE 3: 2016 - 2020	Light Orange
ULTIMATE PHASE	Light Purple
CONSERVATION AREAS	Light Yellow
NON-AVIATION SUPPORT	Light Cyan
AVIATION LAND USE	Light Blue
POTENTIAL FUTURE DEVELOPMENT AREA	Light Green

NOTES:  
 1. All distances must be field verified or surveyed.  
 2. Any area which is not designated for development on this plan, is not proposed for development. If development is necessary in any of these areas, it shall be coordinated with the county.  
 3. Development within the "Potential Future Development Area" will require an "Aviation Use" permit from the FAA prior to development.

Magnetic Declination 4'W (2000)  
 Annual Rate of Change = 7.6' West  
 Scale: 1/8" = 100'

**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT**  
**FORT MYERS, FLORIDA**  
**AIRPORT LAYOUT PLAN**

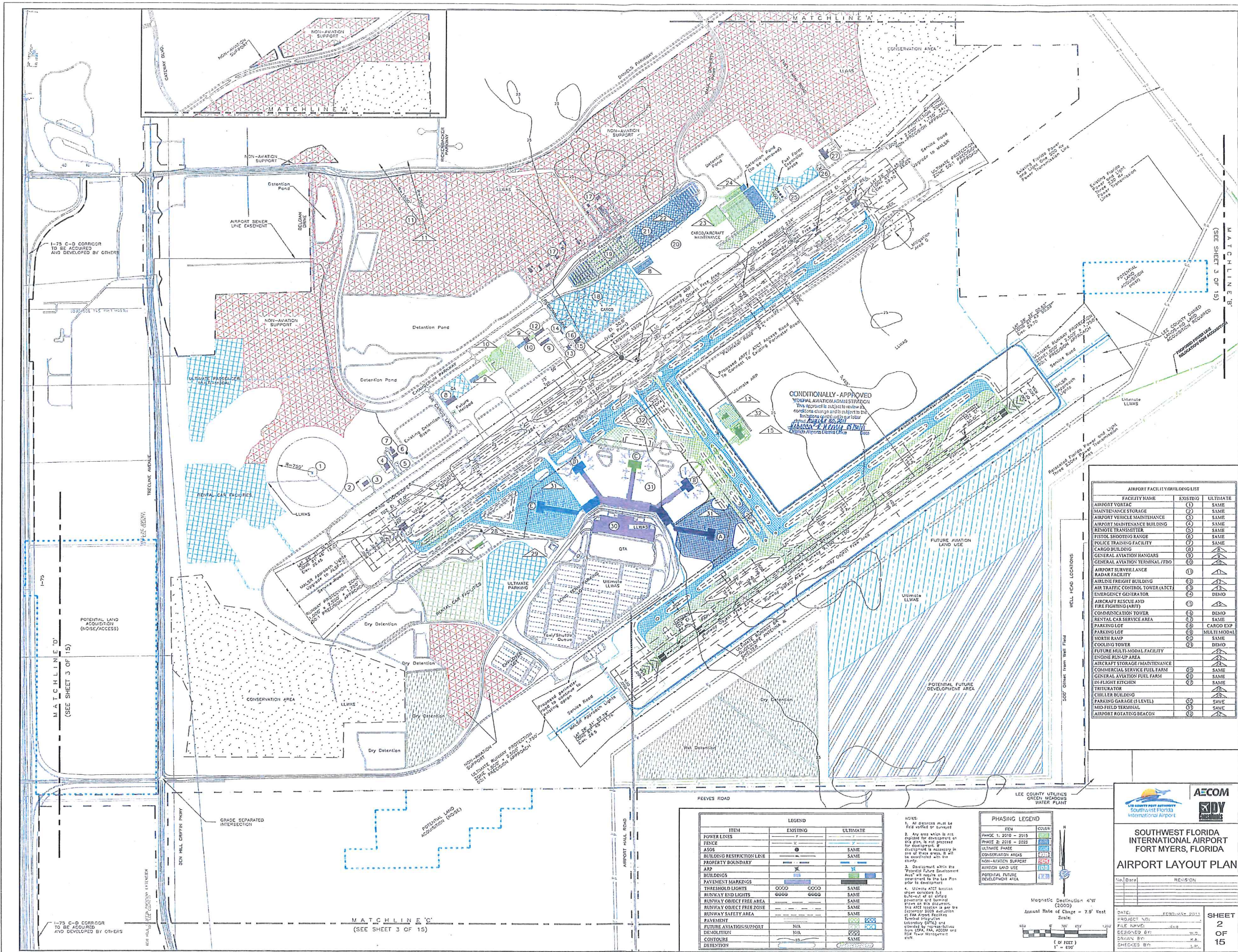
DATE: MARCH 2004  
 PROJECT NO: C06901  
 FILE NAME: N:\C06901-Sheet2.dwg  
 DESIGNED BY: J.H./S.B.  
 DRAWN BY: J.H.  
 CHECKED BY: S.B.

REVISION:

No. Date REVISION

SHEET 2 OF 15





I-75 C-D CORRIDOR TO BE ACQUIRED AND DEVELOPED BY OTHERS

POTENTIAL LAND ACQUISITION (NOISE/ACCESS)

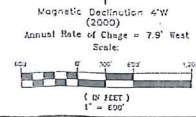
I-75 C-D CORRIDOR TO BE ACQUIRED AND DEVELOPED BY OTHERS

CONDITIONALLY-APPROVED FEDERAL AVIATION ADMINISTRATION  
This approval is subject to review and compliance with all applicable FAA regulations and conditions of approval.

ITEM	EXISTING	ULTIMATE
POWER LINES	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]
ASOS	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE	[Symbol]	[Symbol]
PROPERTY BOUNDARY	[Symbol]	[Symbol]
ARS	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]
PAVEMENT MARKINGS	[Symbol]	[Symbol]
THRESHOLD LIGHTS	[Symbol]	[Symbol]
RUNWAY END LIGHTS	[Symbol]	[Symbol]
RUNWAY OBJECT FREE AREA	[Symbol]	[Symbol]
RUNWAY OBJECT FREE ZONE	[Symbol]	[Symbol]
RUNWAY SAFETY AREA	[Symbol]	[Symbol]
PAVEMENT	[Symbol]	[Symbol]
FUTURE AVIATION SUPPORT	[Symbol]	[Symbol]
DEMOLITION	[Symbol]	[Symbol]
CONTOURS	[Symbol]	[Symbol]
DETENTION	[Symbol]	[Symbol]

NOTES:  
1. All distances must be field verified or surveyed.  
2. Any operation to be developed for development in this area, to be proposed for development, is subject to review and approval by the FAA. It will be coordinated with the county.  
3. Development within the "Potential Future Development Area" will require an approval by the Lee Plan prior to development.  
4. Ultimate ATCT location shown here is a preliminary location. The ATCT location is subject to change based on FAA Airport Facility Development Plan and other FAA requirements.

ITEM	COLOR
PHASE 1: 2010 - 2015	[Color]
PHASE 2: 2015 - 2025	[Color]
ULTIMATE PHASE	[Color]
CONSERVATION AREAS	[Color]
NON-AVIATION SUPPORT	[Color]
POTENTIAL LAND ACQUISITION	[Color]
POTENTIAL FUTURE DEVELOPMENT AREA	[Color]



AIRPORT FACILITY/BUILDING LIST		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VEHICLE MAINTENANCE	(1)	SAME
AIRPORT VEHICLE MAINTENANCE	(2)	SAME
AIRPORT VEHICLE MAINTENANCE	(3)	SAME
AIRPORT MAINTENANCE BUILDING	(4)	SAME
REMOTE TRANSMITTER	(5)	SAME
PISTOL SHOOTING RANGE	(6)	SAME
POLICE TRAINING FACILITY	(7)	SAME
CARGO BUILDING	(8)	SAME
GENERAL AVIATION HANGARS	(9)	SAME
GENERAL AVIATION TERMINAL/FBO	(10)	SAME
AIRPORT SURVEILLANCE RADAR FACILITY	(11)	SAME
AIRLINE FREIGHT BUILDING	(12)	SAME
AIR TRAFFIC CONTROL TOWER (ATCT)	(13)	SAME
EMERGENCY GENERATOR	(14)	DEMO
AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	(15)	SAME
COMMUNICATION TOWER	(16)	DEMO
RENTAL CAR SERVICE AREA	(17)	SAME
PARKING LOT	(18)	CARGO EXP
PARKING LOT	(19)	MULTI-MODAL
NORTH RAMP	(20)	SAME
COOLING TOWER	(21)	DEMO
FUTURE MULTI-MODAL FACILITY	(22)	SAME
ENGINE RUN-UP AREA	(23)	SAME
AIRCRAFT STORAGE/MAINTENANCE	(24)	SAME
COMMERCIAL SERVICE FUEL FARM	(25)	SAME
GENERAL AVIATION FUEL FARM	(26)	SAME
IN-FLIGHT KITCHEN	(27)	SAME
TRITURATOR	(28)	SAME
CHILLER BUILDING	(29)	SAME
PARKING GARAGE (3 LEVEL)	(30)	SAME
MID-FIELD TERMINAL	(31)	SAME
AIRPORT ROTATING BEACON	(32)	SAME

**AECOM**  
**SIDY**

**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT**  
**FORT MYERS, FLORIDA**

**AIRPORT LAYOUT PLAN**

DATE: FEBRUARY 2011  
PROJECT NO.:  
DESIGNED BY: [Signature]  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]

SHEET 2 OF 15