

CHAPTER 7

AVIATION ACTIVITY FORECASTS

Current and projected activity levels are a key input into the development of Noise Exposure Maps (NEM) for a FAR Part 150 Study. The current condition scenario is based on analysis of recent actual airport activity which establishes the baseline contours and represents one of the two standard scenarios outlined in an NEM report. The second scenario outlines the contours associated with projected conditions five years into the future.

For the RSW FAR Part 150 Study, a third scenario will also be developed that addresses conditions at the airport in the long term. The long range 2020 DNL contours will be developed and included as part of the Noise Compatibility Program Report (NCP) to assist in addressing off-airport land use controls. This scenario will also allow analysis of the implications of the addition of the new parallel runway and ensure that measures are identified to reduce noise impacts associated with the proposed development.

The existing or baseline conditions are referred to as the 2003 DNL Noise Contours for the purposes of the RSW NEM Report. This scenario corresponds to actual activity at the airport that occurred between July 2002 and June 2003. The five-year scenario, referenced as the 2008 DNL Noise Contours, was based on an interpolated review of activity levels for 2008 as projected in the 2004 Master Plan Update.

A. FORECAST ACTIVITY LEVEL CONSIDERATIONS

The 2004 RSW Master Plan Update included development of short, medium and long term forecasts reflecting the projected activity levels in 2005, 2010, and 2020, respectively. In reviewing these activity levels it was noted that the forecasts were developed and approved by the FAA in August 2001, just prior to the events on September 11, 2001. Following the Master Plan Update, a review of the immediate and short term impacts on passenger activity resulting from the events on September 11th was developed to get a better feel of what effects might be expected over the longer term. In general, the short-term passenger reductions at RSW were considerably less than experienced at a majority of the airports throughout the US. It should also be noted that RSW's passenger activity levels have rebounded considerably since September 2001:

- Enplanements at RSW decreased only 1.5 percent in 2002 as compared to 2001 levels.

- Enplanements decreased only 0.5 percent in 2002 as compared to 2000 levels.
- Monthly activity through June 2003 when projected through the year end based on historical trends indicate that 2003 activity will likely exceed 2002 enplanement levels by more than 10 percent.
- Projected 2003 enplanements are expected to be only 5 percent lower than the Master Plan forecast and 2 percent higher than the FAA's updated Terminal Activity Forecast (TAF).

Based on this review and a comparison of the Master Plan forecast with the updated TAF, it was concluded that the Master Plan forecast still adequately projects future activity at RSW. However, when reviewing issues specific to fleet mix it was noted some trends projected by the Master Plan have been accelerated. These trends, including the accelerated schedule for retiring certain types of aircraft, are addressed in more detail in Chapter 8. Table 7-1 indicates the breakdown of the 2003, 2008 and 2020 aircraft operations that will be used in this FAR Part 150 Study.

TABLE 7-1
2003, 2008 and 2020 Annual Operations
Southwest Florida International Airport FAR Part 150 Study

Year	Domestic Air Carrier	International Air Carrier	Regional / Commuter	Cargo	General Aviation	Military	Total
2003*	41,578	672	10,864	1,690	18,059	2,796	75,659
2008	52,464	1,643	15,500	1,880	25,280	2,796	99,563
2020	76,200	2,800	22,200	2,360	33,344	2,796	139,700

* 2003 is comprised of the 12 months from July 2002 through June 2003

Source:

Lee County Port Authority and Environmental Science Associates