

Southwest Florida International Airport (Ft. Myers)

IATA/ICAO CODE: RSW/KRSW
 CITY: Fort Myers
 STATE: FL
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 31 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
6/24	12000	-	2.5	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Contact: Josh Philpott, Planning Manager at (239) 590-4618

RSW Noise Abatement Operational Control Element Summary*

Pilot Based Initiatives:

Runway 6 Visual Approach -If aircraft intercept the extended runway centerline over the Gulf of Mexico west of Fort Myers Beach, remain above 3000' if able until crossing the Beach. The intent of this procedure is to reduce aircraft noise over Fort Myers Beach.

Runway 24 Departures -The intent of the Alico 3 SID is for the aircraft to track outbound on the extended runway centerline until the FMY 2.3 DME, and then turn right to a 270 degree heading. Doing so, without aircraft drift and DME inaccuracies, will position the aircraft in the center of a one mile wide corridor zoned on the ground for aircraft over flights.

Runway 6 and Runway 24 Departures -The Lee County Port Authority has elected to request airplane operators to adopt the Distant Noise Abate Departure Profile, if able, in

accordance with FAA Advisory Circular AC 91-53A.

ATC Based Initiatives:

"Keep 'em High" -Turbojet aircraft will normally be kept as high as possible. Runway 6 visual approach arrivals will normally not be issued descent below 5000' until they are over the southern half of Cape Coral. Descent below 3000' will not normally be issued until crossing the FMY localizer.

Informal Runway Use Program - Runway 6 is the preferred runway and the informal runway use program identifies the use of Runway 6 with a five knot tailwind component. If ATC is using Runway 6 with a five knot or less tailwind component and the pilot requests Runway 24, the pilot will be advised that Runway 24 is noise sensitive and then sequenced into the opposite flow of traffic. The Informal Runway Use Program reduces the amount of Runway 24 departures into the densely populated areas located west of the airport.

Visual Approaches -Turbojet powered aircraft will normally be vectored to intercept the extended runway centerline seven miles or more from the end of the runway. This procedure provides a stabilized approach over populated areas.

Runway 6 Departures -ATC Tower will instruct the pilot to contact Departure (approach control) approximately one-half mile from the departure end of the runway. Aircraft will be turned no further west than 350 degrees until they are five miles from the airport.

* While compliance with noise abatement procedures is VOLUNTARY, these procedures shall in no way take precedence over, impede, or affect a safe operational and any instructions issued by ATCT. This summary is not meant to supersede any instruction issued by ATC and should be used for informational purposes only.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

yes

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Lee County Ordinance 94-09, “Airport Rules and Regulations Ordinance.”
Section 6.04

(c) 2. Aircraft engines shall be started or operated only in the places designated for such purposes by the Executive Director. At no time shall engines be run up for test or maintenance purposes, without prior approval from the Executive Director or his/her representative, between 2300 hours (11:00 p.m.) and 0600 hours (6:00 a.m.) local time.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date	Status
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	Implemented	
Sound Insulation (Residences and Public Buildings)	-	none
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	1972	On going. Easements for new construction were acquired and recorded in the past. Though currently existing easements are still in effect, the program to acquire new easements was terminated in 2004 following a court challenge.
Zoning Laws	-	yes
Real Estate/Property Disclosure Laws	-	yes
Acquire Land for Noise Compatibility to date	-	yes
Population within each noise contour level relative to aircraft operations	-	70+: 0 65: 0 60: 0
Airport Noise Contour Overlay Maps	-	yes
Total Cost of Noise Mitigation Programs to Date	-	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	N/A

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)