

GENERAL**Operational Hours****ATS Hours:** 1100-0500±**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA INDEX D / CAT 8**Fuel:** Jet A+**PCN:** RWY 06/24: 65/F/A/W/T**Operation****Traffic Notes**

APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

Low Level Wind Shear Alert Sysem (LLWAS) in operation.

Preferential RWY

Between 1800-0200± LDG/TKOF RWY 24.

Taxi/Parking

Taxi between ACFT on taxilanes and terminal building prohibited.

Advise ATC if gate is not AVBL.

Taxi into gate requires marshaller.

Above mentioned PROCs not applicable when TWR inoperative.

Terminal: Expect to enter via taxilane G2 of TWY L and G5, exit via taxilane G1, due OBST taxi exactly on ramp taxi CL.

Noise Abatement Procedure

NAP in effect between 1800-0200±. For NAP procedures contact airport manager.

Ramp PROC

ARR should expect to enter the ramp via taxilane G2 or TWY L and G5.

DEP should request taxi instructions at all assigned call spot.

All TFC on the ramp should expect a clockwise flow, with the exception of ACFT positioned on the outside gates at terminals B and D.

Inbound TFC should give way to push-backs.

ACFT required to taxi on ramp taxilane CL due to close proximity of OBST.

ENG runups or cross bleed starts are not allowed at the gate.

ARR

All inbound TFC should not enter the terminal ramp enviroment until gate is AVBL.

Taxi into gate requires guideman due to close proximity of some parking lead-in lines.

All gates: Proceed directly to the gates unless otherwise instructed by ATC.

Advice ATC if gate not AVBL.

DEP

Contact ATC for remote HLDG PSN.

Gate holds and DEP delays must vacate gate to provide space for inbound ACFT. (Not applicable when TWR is CLSD).

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

TYNEE ONE

RWY 06: Track to LENPE, intercept APCH.

RWY 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept RWY 24 APCH.

Arrival Procedure

VFR Traffic Pattern: RWY 06 right-hand circuit.

Visual APCH: To RWY 06 west of Fort Myers Beach have to maintain 3000ft until crossing shoreline 12NM southwest of AD.

Non-standard GP Intercept Position on RWY 06

GP intercepts RWY 06 at *320m / 1050ft* after landing threshold.

Remaining LDG DIST beyond GP is *3338m / 10951ft*.

Warnings

Do not mistake lights on parallel road and parking area NW of RWY 06/24 for RWY and APCH lights.

Open baggage bays within terminal area. Use MNM thrust settings in these areas, specially during single ENG taxi. Cross bleed starts only allowed after reaching the tug release point.

DEPARTURE**Take-off Minima**

RWY		06	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-
RWY		24	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

DEPARTURE**Departure Procedure****Start-up/Push-back**

ACFT must obtain approval from GND prior to push-back from gates B7, B9, C8, C9, D10A.

Advise tug that you have obtained CLR from GND prior to entering TWY G.

Contact GND prior to taxi from commuter ramp gates D9A and D9B.

Gates B7, B9 call GND CTL expect call spot 7.

Gates C8 and C9 call GND CTL expect call spot 4.

Gates D2, D4, D6, D8, D10 proceed to call spot 1.

Gate D10A expect call spot 2.

Gates C2, C4, C6, D1, D3, D5, D7 proceed to call spot 3.

Gates B2, B4, B6, B8, C1, C3, C5, C7 proceed to call spot 5.

Gates B1, B3, B5 proceed to call spot 9.

All outbound traffic REQ taxi instructions.

Clockwise flow on ramp outside gates at concourse B and D.

AIRCROWS: Relay all GND instructions verbatim to your GND crews.

Noise Abatement Procedure: Use distant noise abatement DEP profile.

RSW-KRSW

AFC

AFC

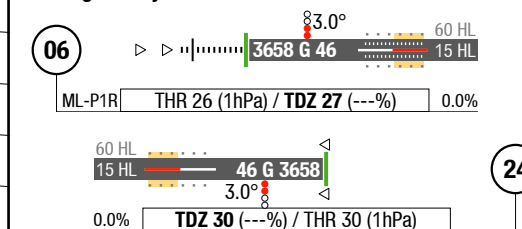
AFC

AFC



ATIS	124.650	ASOS	
Miami Center			134.750 0500-1100z
APP	119.750	060°-240° 1100-0500z	
	126.800	331°-059° 1100-0500z	
	125.150	241°-330° 1100-0500z	
DEP	119.750	060°-240° 1100-0500z	
	126.800	331°-059° 1100-0500z	
	125.150	241°-330° 1100-0500z	
TWR	128.750	1100-0500z	
CTAF	128.750		
Unicom	122.950		
GND	121.900		
DLV	132.075		
CPDLC	DCL		

Landing RWY system:



**TRL 180
TA 18000**

Changes: Completely revised

Effective 13-SEP-2018

06-SEP-2018

RSW-KRSW

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AGC

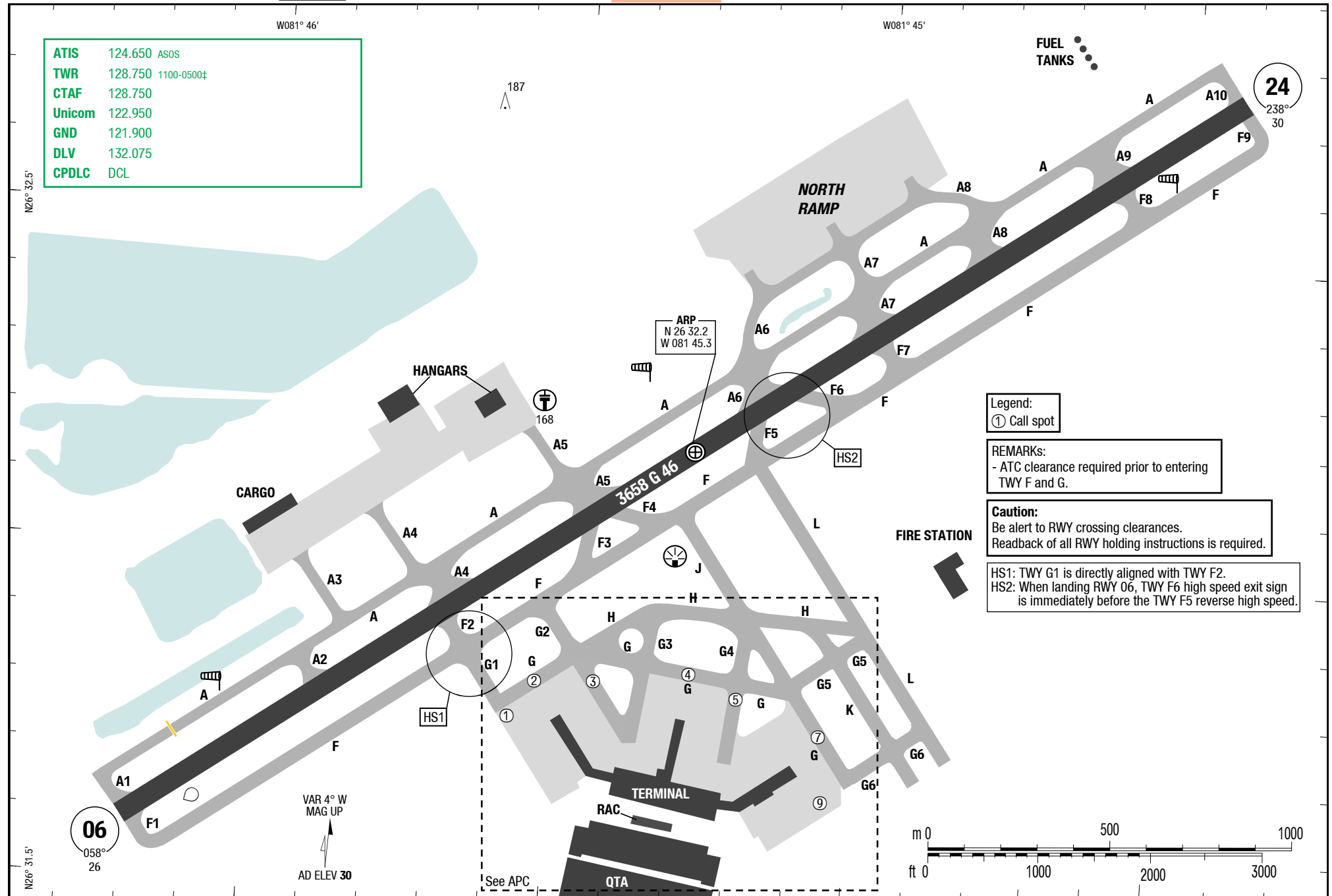
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Southwest Florida Intl Fort Myers United States

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3-20



ATIS	124.650	ASOS
TWR	128.750	1100-0500†
CTAF	128.750	
Unicom	122.950	
GND	121.900	
DLV	132.075	
CPDLC	DCL	

COORDINATES	B1, B2	N26 31.7	W081 45.2
	B3	N26 31.7	W081 45.1
	B4	N26 31.7	W081 45.2
	B5-B9	N26 31.7	W081 45.1
	C1-C3	N26 31.7	W081 45.3
	C4-C9	N26 31.8	W081 45.3
	D1-D3	N26 31.7	W081 45.4
	D4	N26 31.7	W081 45.5
	D5	N26 31.8	W081 45.5
	D6	N26 31.7	W081 45.5
	D7-D10	N26 31.8	W081 45.5

Legend:
(1) Call spot

HS1: TWY G1 is directly aligned with TWY F2.

VAR 4° W
MAG UP
AD ELEV 30

Not to scale

RSW-KRSW

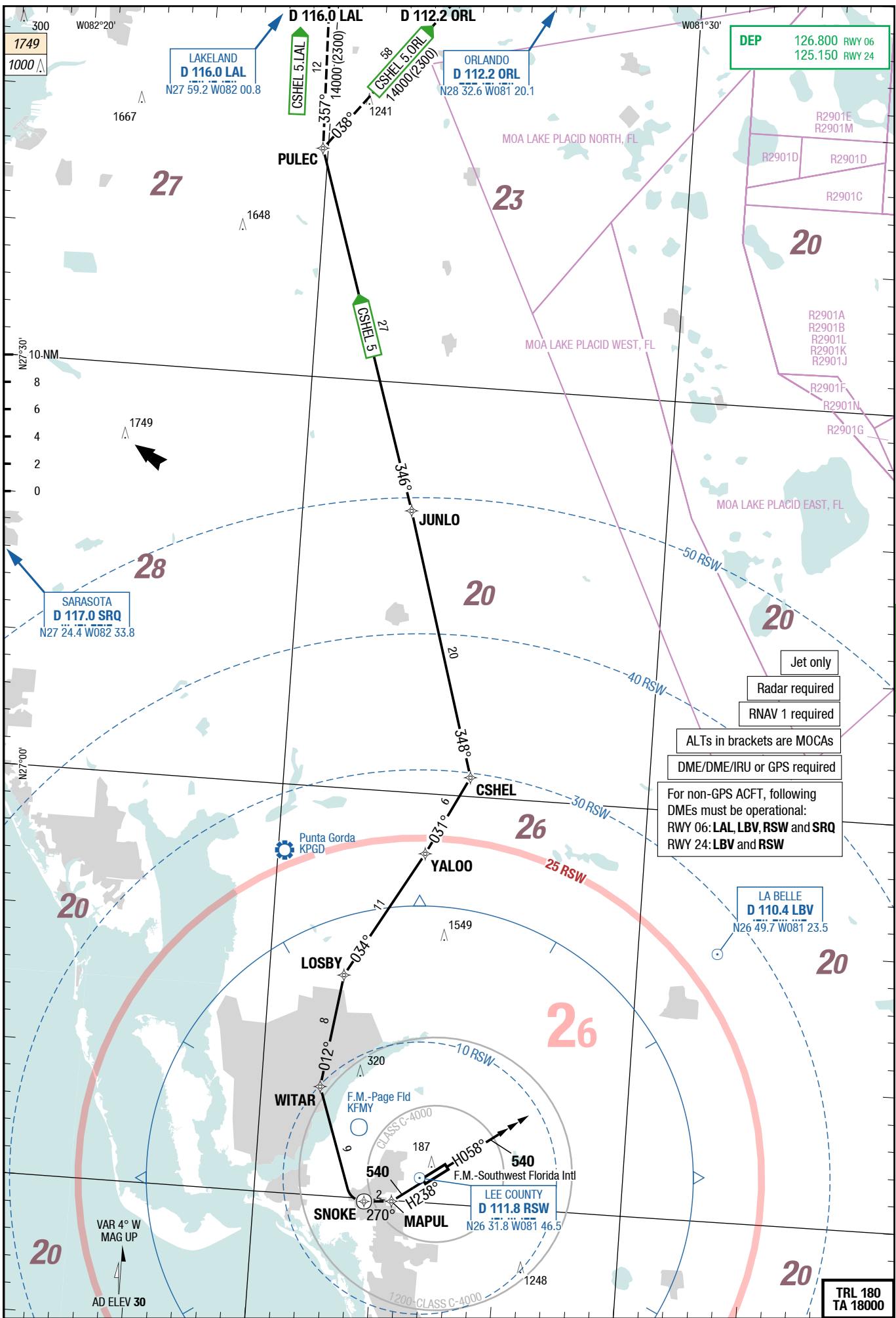
4-10

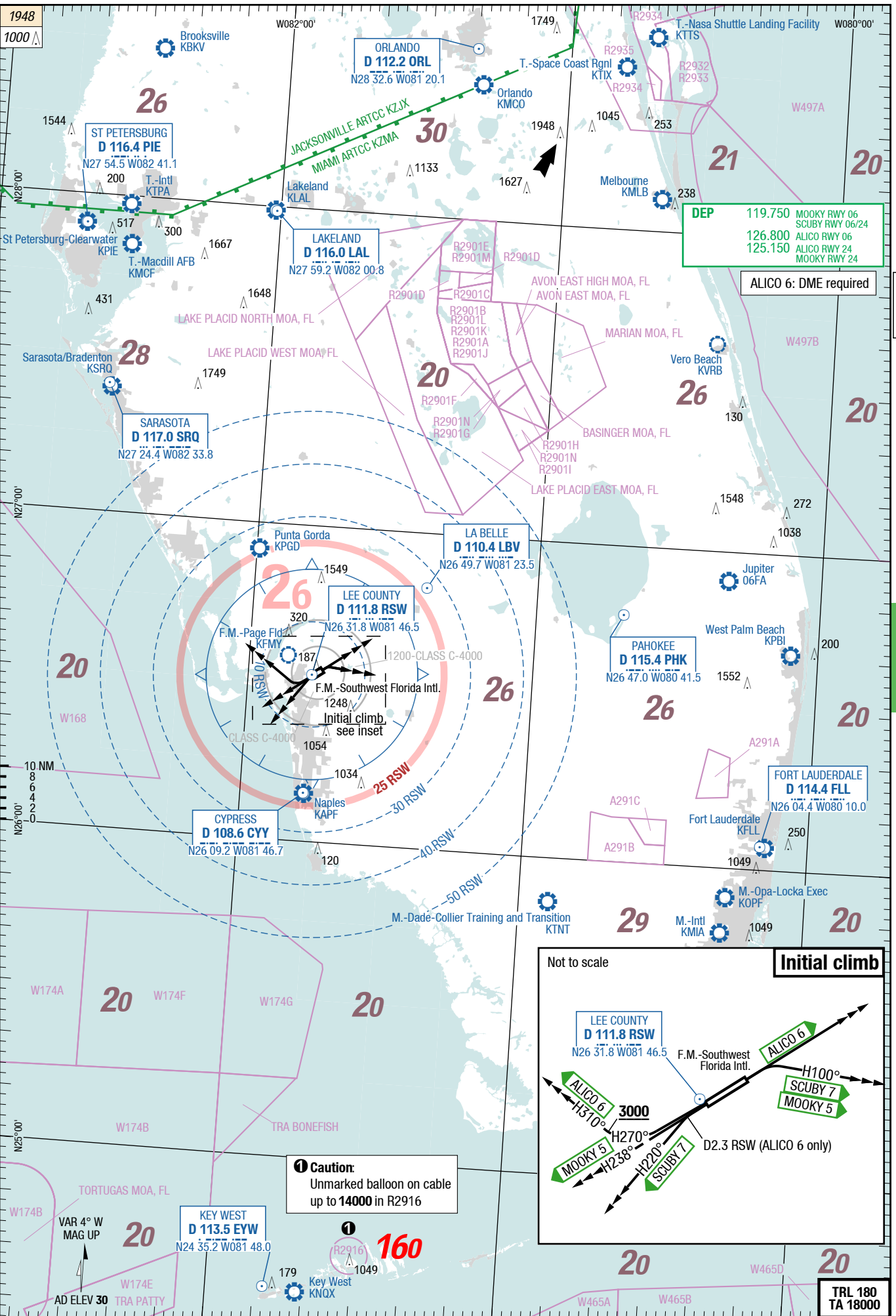
CSHEL 5 RNAV

SID

SID

CSHEL 5 RNAV





RSW-KRSW

5-10

CSHEL 5 RNAV

CSHEL 5

RWYs 06 (058°) / 24 (238°)

	GS	120	150	180	210	240	270
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
CSHEL 5 (Jet only) 8.3% to 540 ①②		initial climb 4000
RWY 06 126.800	at 540 expect vectors direct CSHEL - JUNLO - PULEC	
RWY 24 125.150	at 540 direct MAPUL - SNOKE - WITAR - LOSBY - YALOO - CSHEL - JUNLO - PULEC	
	TRANSITION	
	LAKELAND (LAL) PULEC - LAL	
	ORLANDO (ORL) PULEC - ORL	

① ATC climb gradient.

② Expect filed altitude/flight level 10min after departure.

RSW-KRSW

5-20

ALICO 6 / MOOKY 5 / SCUBY 7

ALICO 6 / MOOKY 5 / SCUBY 7

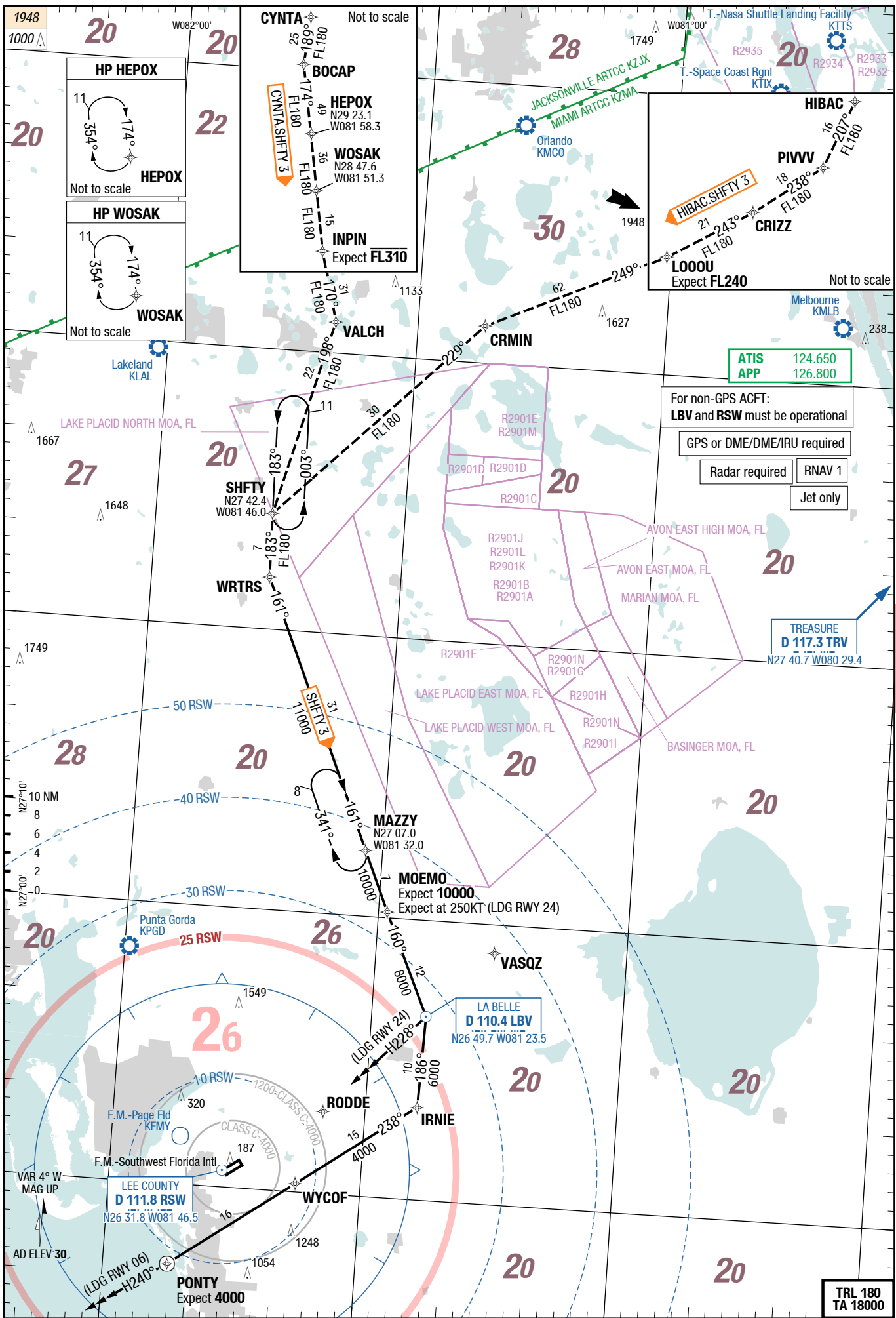
RWYs 06 (058°) / 24 (238°)

DESIGNATOR	ROUTING	ALTITUDES
ALICO 6 ①		initial climb 4000 or assigned lower ALT
RWY 06 126.800	expect radar vectors to join filed route	
RWY 24 125.150	H238° - at D2.3 RSW RT HDG 270° - at MNM 3000 RT HDG 310° - expect radar vectors to assigned route	
MOOKY 5 ①		initial climb 3000 or assigned ALT
RWY 06 119.750	RT HDG 100° - expect radar vectors to join filed route	
RWY 24 125.150	HDG 238° - expect radar vectors to join filed route	
SCUBY 7 119.750 ①		initial climb 3000 or assigned ALT
RWY 06	RT HDG 100° - expect radar vectors to join filed route	
RWY 24	LT HDG 220° - expect radar vectors to join filed route	

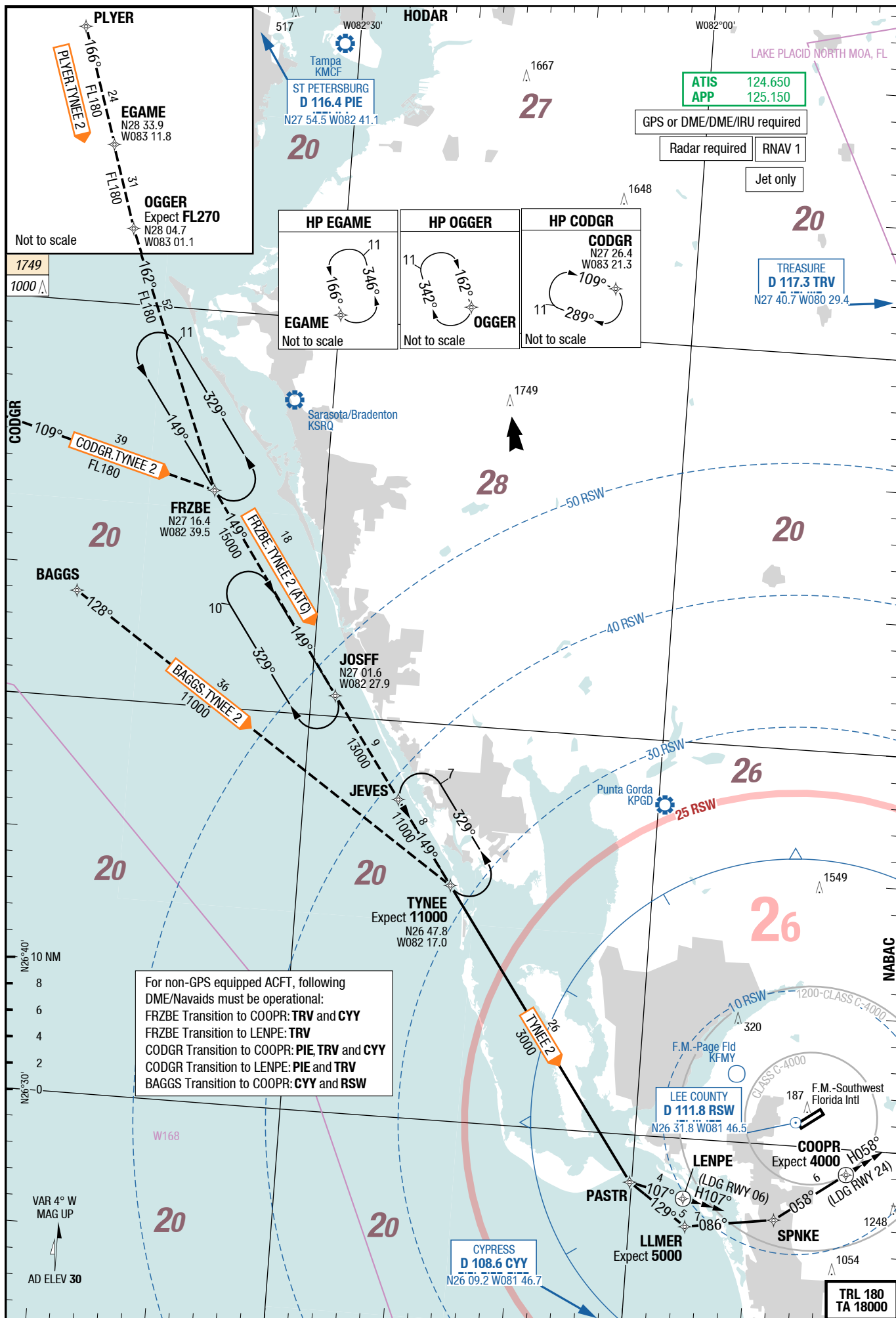
① Expect clearance to filed ALT within 10 MIN after DEP.

RSW-KRSW**5-30****Obstacle Departure****SIDPT**

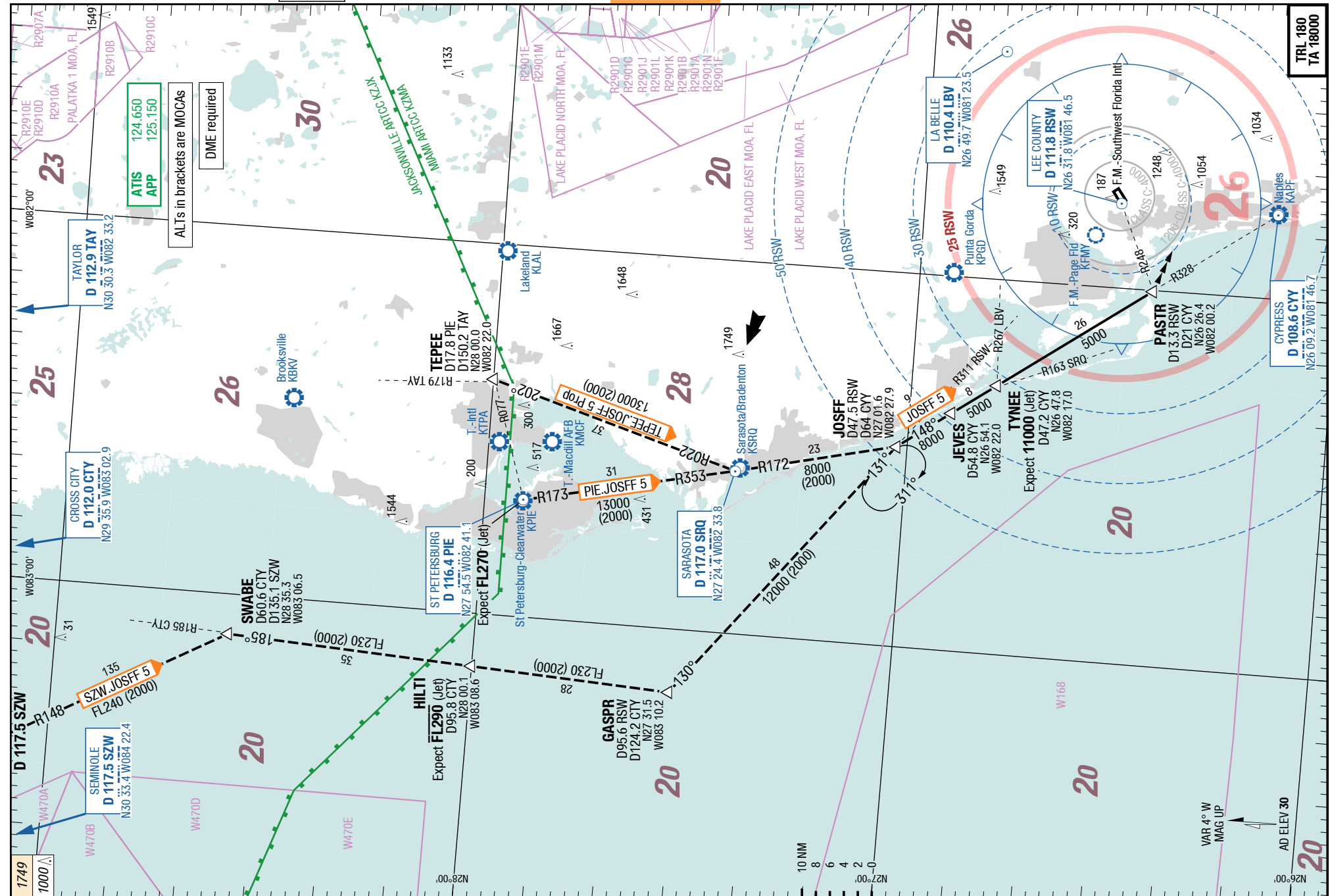
Obstacle Departure	
RWY	Notes
06	Trees beginning 1398ft from DER, 582ft left of centerline, up to 84ft AGL/104ft MSL. Trees beginning 1763ft from DER, 860ft right of centerline, up to 95ft AGL/115ft MSL.
24	Tree 1692ft from DER, 916ft right of centerline, 78ft AGL/98ft MSL.



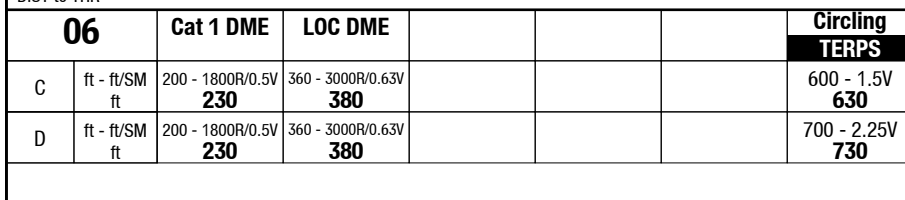
Changes: Completely revised



6-30



ILS or LOC 06



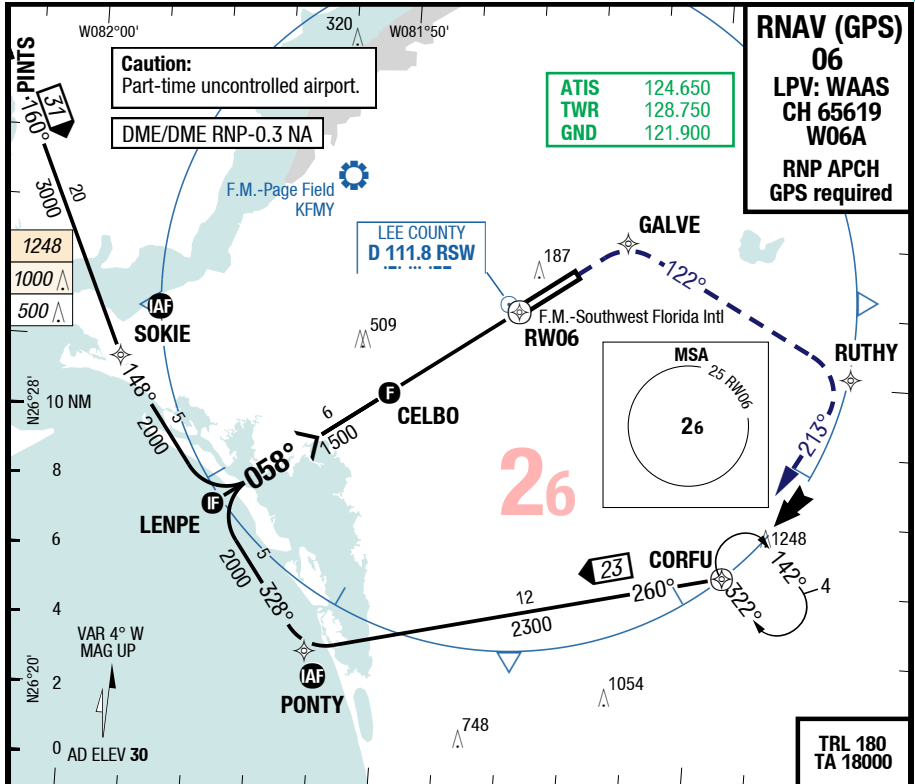
17-MAY-2018

RSW-KRSW

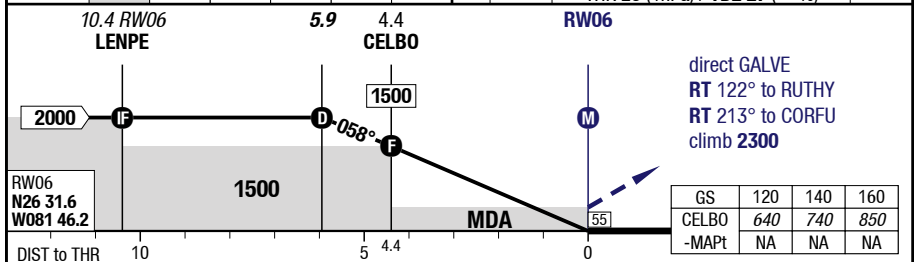
7-30

RNAV (GPS) 06

IAC



3.00° RW06	5.9	5	4	3	2	06	83.0°	60 HL	15 HL
	2000	1700	1380	1050	730	ML-P1R	THR 26 (1hPa) / TDZ 27 (---%)	0.0%	



TERPS	06	RNAV GPS LPV	RNAV GPS LPV APL U/S	RNAV GPS VNAV 1)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM ft	310 - 2400R/0.5V 330	310 - 5000R/1.0V 330	360 - 4000R/0.75V 380	420 - 4000R/0.75V 440	600 - 1.5V 630
D	ft - ft/SM ft	310 - 2400R/0.5V 330	310 - 5000R/1.0V 330	360 - 4000R/0.75V 380	420 - 5000R/1.0V 440	700 - 2.25V 730

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 48°C (118°F)

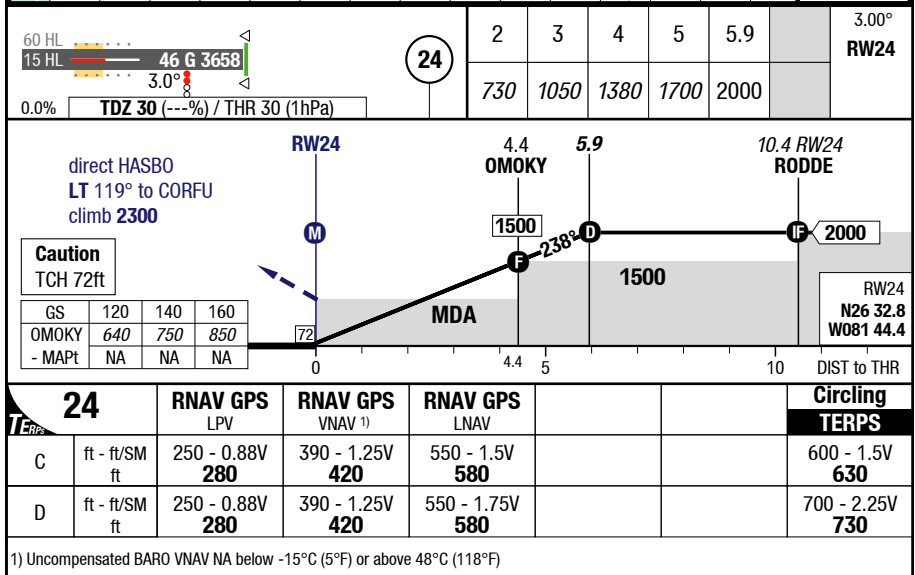
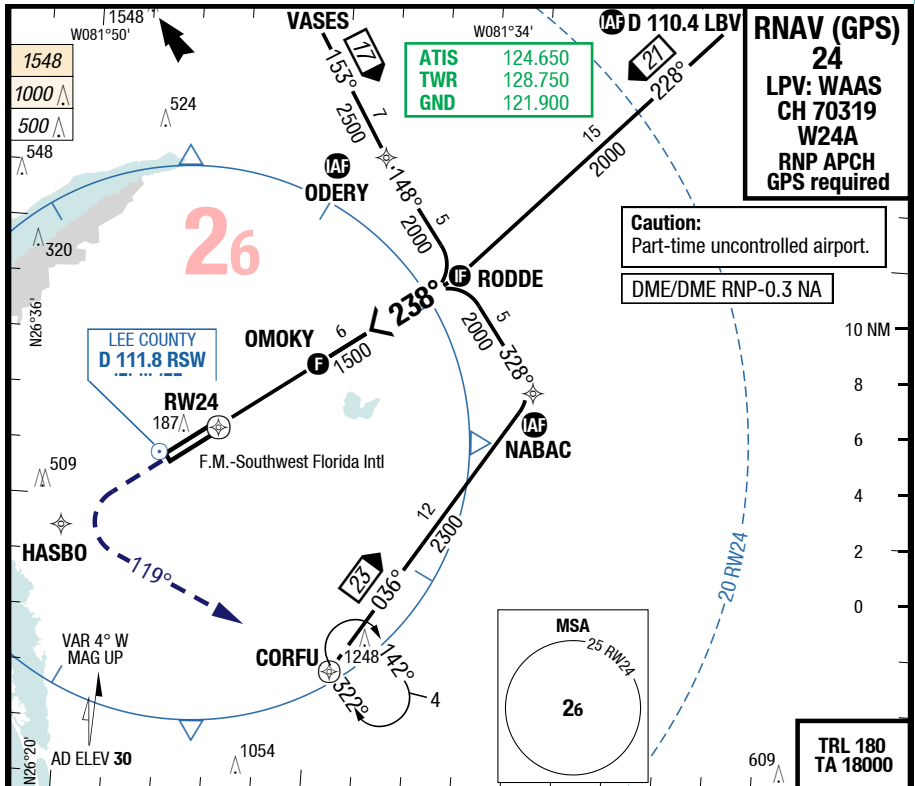
17-MAY-2018

RSW-KRSW

7-40

RNAV (GPS) 24

IAC



17-MAY-2018

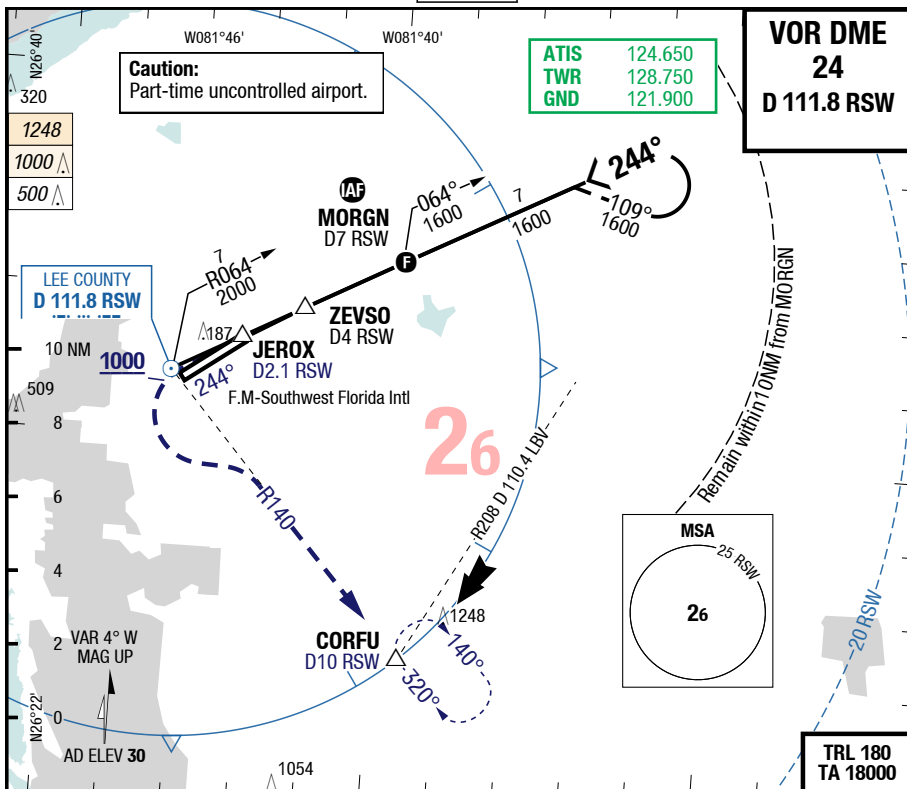
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IAC

RSW-KRSW

7-50

VOR DME 24



17-MAY-2018

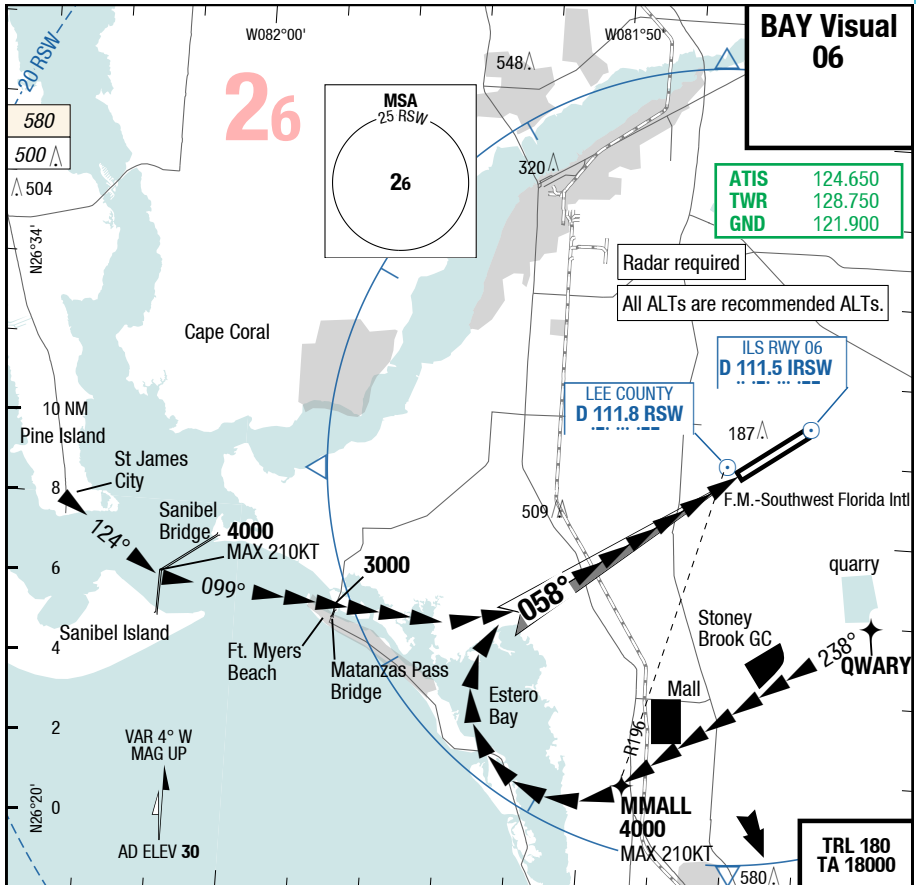
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VAC

RSW-KRSW

7-60

BAY Visual 06



VISUAL

06

83.0°

3658 G 46 60 HL 15 HL

ML-P1R THR 26 (1hPa) / TDZ 27 (---%) 0.0%

From East: Proceed direct to Quarry (over the rock quarry midfield right downwind RWY 06), then direct and abeam the Coconut Point Mall. Turn base over Estero Bay and remain over the bay until turning final.

From West: Proceed direct to Pine Island then proceed to the Sanibel Bridge (HDG 124°), then direct to the Matanzas Pass Bridge (HDG 099°). Remain over the middle of Estero bay until turning final.

06	VISUAL 1)				Circling TERPS
C	ft - ft/SM ft	C 4000 - 5.0V			Not published
D	ft - ft/SM ft	C 4000 - 5.0V			Not published

1) HJ only

Changes: APL, OBST

AMD 1

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