

Existing Facilities

Orlando International Airport has 13,300 acres of land with four north-south parallel runways ranging from 9,000 to 12,005 feet in length. These runways have separations that provide massive long term capacity capable of providing simultaneous triple flow instrument landings and takeoffs. Only four other airports in the U.S. have this capacity enhancer. All runways are served by parallel taxiway systems. The landside passenger terminal is linked to four separate airside buildings with automated people movers that provide long term passenger processing capacity. These buildings provide for a total of ninety five jet and sixteen commuter gates. Of the jet gates, seventy eight are domestic and seventeen are international. Another unique aspect of the landside terminal is it incorporates a hotel with 446 rooms inside the terminal. Contiguous parking garages offer convenient parking for 9,600 vehicles, and all spaces are within easy walking distance of the main terminal. There are also three satellite parking areas served by shuttles. These parking areas are located near the main entrance road about one mile north of the terminal building and on the South Access Road.

The airport has identified several initiatives for serving demand in the near term and long term including site development for a future South Terminal, existing terminal and airside improvements, concessions and security. The airport updated its Master Plan in 2004.

Upcoming projects include airfield and NAVAID projects, existing landside terminal and airside enhancements, and a new South Terminal. Improvements are planned to accommodate the next generation of New Large Aircraft (NLA) like the Airbus A380. When completed, Orlando International Airport will join John F. Kennedy International, Miami International, and Dulles International Airports to be the four primary airports on the east coast capable of handling this new large aircraft.

Current and Forecast Demand

Orlando International Airport is primarily served by domestic and international passenger airlines, charter airlines, air cargo operators and military. While the airport ranks thirteenth in the U.S. and twenty-fourth in the world in total passenger traffic, it is the fourth busiest Origin/Destination (O&D) facility in the U.S. More than sixty airlines operate at the airport of which fifteen are foreign-flag airlines.

At present, the largest plane that uses the airport on a regular basis is the Boeing 747-400. The current Airport Reference Code (ARC) for the airport is Design Group VI. This ARC establishes the design standards for the airport to accommodate the new large aircraft discussed above. General aviation is only a small component of the airport's annual activity.

Orlando International Airport has several dedicated air cargo facilities. The airport's air cargo areas accommodate freight operations for a number of all cargo carriers, including express mail carriers like Federal Express and UPS. Air cargo facilities are concentrated on the west side of the airport in an area known as Orlando Tradeport. All cargo aircraft are handled on the west ramp (Tradeport area) while belly cargo is processed on the landside terminal/airsides ramps.

General aviation, aviation industrial activities, aircraft maintenance, Airport Rescue and Fire Facilities and fuel farm facilities are also located on the west side of the airport in the Tradeport area. Preparing to accommodate future growth opportunities, the Greater Orlando Aviation

Authority is enhancing its working partnerships with passengers, the airlines, and its other tenants by increasing the efficiency of existing facilities and airport operations, while maintaining high levels of passenger service.

Historic and forecast GOAA aviation activity on file for Orlando International Airport is as follows:

Orlando International Airport	2008	2013	2018	2028
Based Aircraft	22	23	23	24
General Aviation Operations	19,754	20,762	21,821	24,104
Commercial Operations	315,026	356,423	403,260	516,207
Enplanements	17,288,480	19,944,984	23,009,679	30,624,169

Source: Greater Orlando Aviation Authority

COMMUNITY SERVICES

Orlando International Airport's primary role in the Florida aviation system is to operate as an O&D commercial service airport with a continuing focus on serving domestic and international passengers, air cargo and express mail. Because of its role within the system of airports, the airport does not encourage flight-training activity of the type that is found at many of the other airports located in the vicinity of Orlando. While the airport could attract Very Light Jet (VLJ) related air taxi operations, airport management is focused on the more crucial role for the airport of continuing enhancements to airfield facilities to meet the growing need for air carrier services including New Large Aircraft (NLA) such as the Airbus A380. The A380 can carry up to 550 passengers with mixed seating, and 800 passengers in an all economy seating configuration. Airport management sees the airport experiencing significant growth in the coming years and has plans for a new South Terminal complex similar to the airside/landside complex that exists today.

The airport's vision for its future is to improve upon its world-class status as a major domestic and international airport for passengers and air cargo alike.

The airport estimates 99 percent of its annual general aviation operations are business related. Likewise, the airport's based aircraft have historically been owned by local businesses and are stored in conventional hangars. The airport also attracts a number of transient or visiting general aviation aircraft. Approximately 90 percent of all visiting general aviation aircraft fall into the business jet category.

The airport supports a large industrial park located on-site. This 1,400 acre industrial park is approximately 30 percent occupied and is located on the west side of the airport. The airport does accommodate some transient military operations, which account for less than two percent of the airport's annual traffic.

Other Airport Characteristics

Approximately 17.6 million passengers were enplaned at MCO in calendar year 2007. The airport is the fourth busiest O&D facility in the United States. The airport has few connecting passengers and approximately 90% of the passengers originate or terminate their flights at MCO.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is one of the largest tourist destinations in the U.S. and will continue to provide for tourism. Also, increases in business, air cargo, international and commercial related services will be planned. The airport has a large amount of land on the east side of the airport that can accommodate significantly increased amounts of aeronautical and non-aeronautical development. Analysis indicates the airport can accommodate increased levels of all five of the Community Airport Services listed below, however, as a major commercial service hub airport, it is unlikely these activities will be aggressively pursued or encouraged.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism	X	X
Business	X	X
Air Cargo	X	X
International	X	X
GENERAL AVIATION AIRPORT ROLE		
Flight Training (Simulator)	X	X
Corporate	X	X
Tourism	X	X
Recreational / Sport		
Business	X	X