

Existing Facilities

Orlando Sanford International Airport is served by a number of airside and landside facilities. Four runways serve the airport. Three of these runways are parallel. These runways are Runway 09L/27R (9,600 feet long by 150 feet wide), Runway 09C/27C (3,578 feet long by 75 feet wide), and Runway 09R/27L (6,647 feet long by 75 feet wide). The airport's one intersecting runway, Runway 18/36, is 6,002 feet long and 150 wide. The runways are all asphalt and are generally in good condition. All runways are served by full-length parallel taxiways. The airport also has a terminal to serve commercial passengers and two Fixed Base Operator's (FBO)'s to serve general aviation pilots.

The airport has identified several initiatives as necessary to serve demand in the near term, including the extension of Runway 9L/27R to 11,000 feet, the purchase of two ARFF vehicles, rehabilitation of aprons, , the widening of Taxiway R to 50 feet, and the completion of Taxiway A, parallel to and north of Runway 9L/27R.

A master plan update was completed in January 1995, revised in 1997 and 2001. A new update is underway, with an expected completion in early 2011. Highlights of infrastructure development during the last five years include: a new east extension of the Terminal Ramp, a major extension of Runway 9R/27L with a new ILS serving Runway 9R, an extension of Taxiway L and new Taxiways A and A3, a new North side commercial aviation ramp, a 9,000 foot mill and overlay of Runway 9L/27R as well as Taxiway B1, a new 10,000 square foot general aviation hangar, a new 800 plus space parking garage, a new employee parking Lot E with associated roadway improvements, an expansion of Parking Lot C, and an expansion of Parking Lot B.

Current and Forecast Demand

GENERAL AVIATION

Orlando Sanford International Airport serves the needs of commercial airlines, flight schools, air cargo, and all facets of general aviation. Nine different commercial carriers serve the airport with service to over 40 destinations. This includes both scheduled airline and charter service. The Airports Council International (ACI) ranked Orlando Sanford International Airport as the fastest growing North American airport in 2000, among airports with one million or more annual passengers. Since 1995, the airport has grown from 50,000 passengers to over 1.8 million passengers in 2008, containing a passenger mix of 40 percent international and 60 percent domestic.

The majority of Orlando Sanford's international passengers are UK travelers using Monarch, Thomas Cook, Thomson Airways, flyglobespan, and Icelandair. With connections in Reykjavik, Iceland, Icelandair provides one-stop scheduled service to eight European destinations. Since 2005, Allegiant Air has been providing domestic passengers with non-stop service to over 30 destinations. In 2008, Direct Air also began providing domestic service to two destinations.

The largest plane that uses the airport on a regular basis is the Airbus 330; the current ARC for the airport is D-V. General aviation constitutes a considerable portion of the airport's annual activity and includes flight instruction. The airport currently reports 367 based general aviation aircraft. In late 2009, the airport will begin construction of a 40,000 square foot membrane

hangar, with 8,000 square feet of office and warehouse space. The hangar is designed to accommodate a B-767.

Orlando Sanford International Airport has a dedicated air cargo facility comprised of ramp space and a 40,000 square foot warehouse that is 50 percent occupied. The airport handled over 5,000 tons of air cargo in 2008, all of which is international.

The Delta Connection Academy (DCA), a flight training school, has articulation agreements with the Altamonte Springs, FL campus of Embry-Riddle Aeronautical University, Mountain State University, and University of Phoenix. Formal training agreements exist between DCA and Jacksonville University. The airport is also home to two other flight training schools, Falcon Flight and Avion Flight Academy. Historic and forecast FDOT aviation activity information on file for Orlando Sanford International Airport is as follows:

Orlando Sanford International Airport	200 8	2012	2017	2027
Based Aircraft	367	400	432	502
General Aviation Operations	213,495	303,358	325,196	373,702
Commercial Operations	11,516	14,143	16,960	24,391
Enplanements	914,449	1,240,031	1,560,149	2,469,636

Source: Airport records and FDOT Aviation Office.

COMMUNITY SERVICES

Orlando Sanford International Airport focuses primarily on serving international and domestic passenger traffic. With 70 to 75 flight training aircraft based at the airport, professional pilot flight instruction also plays an important role. According to the airport's master plan, the airport sees itself experiencing significant growth in the coming years. The airport's vision for its future is to provide a first-class airport facility that acts as an alternate to Orlando International and other Florida airports.

Flight training is a significant component of this airport's general aviation activity. Roughly 45 percent of all annual general aviation operations are related to flight training. The vast majority of these operations are related to the Delta Connection Academy. There are three different businesses located on the airport that provide flight training; these businesses employ over 200 flight instructors. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 90 percent of its annual general aviation operations are business related, including the flight academies. Approximately 90 percent of the airport's based aircraft are owned by local businesses, including the flight academies. The airport also attracts a number of transient or visiting general aviation aircraft, including training flights from Embry-Riddle Aeronautical University. Approximately 20 percent of all visiting general aviation aircraft fall into the business jet category. The airport supports a large business park that is on-airport. There are over 100 tenants in the commerce park with lines of business ranging from automotive bumper repair to residential home truss manufacturing. The commerce park consists of 395 acres, with over 180 acres available for new development. Of the business parks existing buildings, approximately 95 percent are occupied. There is not a significant amount of military activity at the airport.

OTHER AIRPORT CHARACTERISTICS

Orlando Sanford International Airport benefits from a unique blend of local government and private investment that makes for a very customer-focused airport. SFB is operated through a public/private agreement between the Sanford Airport Authority and TBI Airport Management, Inc. TBI Airport Management, Inc. manages both the international and domestic terminals, develops additional air service, and provides ground handling and cargo services. This public/private partnership has created service benefits for SFB airline customers and passengers. Under this cooperative agreement, the airport has undergone tremendous growth to accommodate domestic and international travelers. Part of that growth includes a \$25 million expansion that added a two-story terminal complex of more than 120,000 square feet. The new complex increased SFB's total number of gates from 5 to 12 and caters to new domestic carriers, as well as accommodating international overflow traffic.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Tourism (CS), Intercontinental Service, Domestic Service, and Business/Recreational (charter) services. The airport plans to increase its flight training, recreational, and charter operations along with its domestic and international airline service. Analysis indicates the airport is best suited for International and Domestic Commercial service, providing Recreational/Sport, and Corporate services. The airport has continued to grow its Commercial Services and can be expected to increase Intercontinental Service, Domestic Service, and Tourism (CS) services in the future. It is also expected to continue providing Flight Training, Corporate, Tourism (CA), and Business/Recreational (VLJ and charter) in the future. Despite its relatively high suitability for Recreational/Sport service, the airport is not expected to focus on this service because of the competing demands for other, higher priority, services.

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	X	X
Corporate	X	X
Tourism	X	X
Recreational / Sport	X	X
Business / Recreational	X	X