Airport capacity profile estimates were created using a standard set of performance characteristics and do not take into account non-runway constraints, unless otherwise noted. The capacity estimates developed for this report are not intended to replace the results of any detailed analysis that would precede an environmental, investment, or policy decision.

The list of Future Improvements and their expected effects on capacity does not imply FAA commitment to, or approval of, any item on the list.
**MCO**

**Orlando International**

**Definition**
- The capacity profile shows the hourly throughput that an airport is able to sustain during periods of high demand, represented as the range between the model-estimated capacity and the ATC facility reported rate (called rate). Each weather condition has a unique capacity rate range.
- The following charts compare actual hourly traffic with the estimated capacity curves for MCO.

**Recent Capacity Improvements at MCO**
- In 2003 MCO commissioned a new runway, 17L/35R, which is primarily used for arrivals.
- Implementation of Traffic Management Advisor (TMA) helps to improve the flow of arrivals to the runways.

**Future Improvements at MCO**
- *Improved Parallel Runway Operations*: Current spacing of Runway 17R/35L allows for Triple Simultaneous Instrument Approaches, however this procedure has not been implemented yet at MCO. It is unlikely that such approaches would be implemented until required by traffic levels.
- Additional information on these improvements may be found in this report under “Future Operation Assumptions.”

**Data Sources**
- Actual hourly MCO operations, weather and configuration data were obtained from the FAA ASPM database, and represent operational hours from 7am to 11pm local time for all of Fiscal Years 2009 and 2010. Actual configuration usage is determined by multiple operational factors, including weather conditions.
- Facility reported rates were provided by ATC personnel at MCO.
- Model-estimated rates are derived from operational information provided by ATC.

**Current Operations Capacity Rate Range**

**Annual Weather at MCO:**

- **Visual Conditions:** Ceiling and visibility allow for visual approaches: at least 2500 feet ceiling and 3 miles visibility
- **Marginal Conditions:** Ceiling and visibility below visual approach minima but better than Instrument conditions
- **Instrument Conditions:** Ceiling and visibility below 1000 feet ceiling or 3 miles visibility
### MCO Scenario

<table>
<thead>
<tr>
<th>Current Operations</th>
<th>Arrival Runways</th>
<th>Departure Runways</th>
<th>Procedures</th>
<th>Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>17L, 18R</td>
<td>17R, 18L</td>
<td>Visual Approaches, Visual Separation</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>Future Improvements</td>
<td>17L, 17R, 18R</td>
<td>17R, 18L</td>
<td>N/A</td>
<td>177</td>
</tr>
</tbody>
</table>

**Visual Weather Conditions**

- The capacity rate range in Visual conditions is currently 160-171 operations per hour.
- MCO has two primary directional traffic flows. The airport operates in variations of this configuration approximately 59% of the time in Visual weather conditions (totaling 55% annually).
- Peak arrival capacity is estimated to increase as future improvements are implemented.
The capacity rate range in Marginal conditions is currently 148-161 operations per hour.

MCO has two primary directional traffic flows. The airport operates in variations of this configuration approximately 49% of the time in Marginal weather conditions, (totaling 2% annually).

Reduced separation (2.5 NM) between arrivals is authorized for instrument approaches to Runways 17L, 17R, and 18R at MCO.

Peak arrival capacity is estimated to increase as future improvements are implemented.
### Instrument Weather Conditions

- The capacity rate range in Instrument conditions is currently 144 operations per hour.
- MCO has two primary directional traffic flows. The airport operates in variations of this configuration approximately 44% of the time in Instrument weather conditions (totaling 1% annually).
- Reduced separation (2.5 NM) between arrivals is authorized for instrument approaches to Runways 17L, 17R, and 18R at MCO.
- Peak arrival capacity is estimated to increase as future improvements are implemented.

<table>
<thead>
<tr>
<th>MCO Scenario</th>
<th>Arrival Runways</th>
<th>Departure Runways</th>
<th>Procedures</th>
<th>Hourly Rate</th>
<th>ATC Facility Reported</th>
<th>Model-Estimated</th>
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</thead>
<tbody>
<tr>
<td><strong>Current Operations</strong></td>
<td>17L, 18R</td>
<td>17R, 18L</td>
<td>Instrument Approaches, Radar Separation</td>
<td>144</td>
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<tr>
<td><strong>Future Improvements</strong></td>
<td>17L, 17R, 18R</td>
<td>17R, 18L</td>
<td>Triple Simultaneous Instrument Approaches, Radar Separation</td>
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