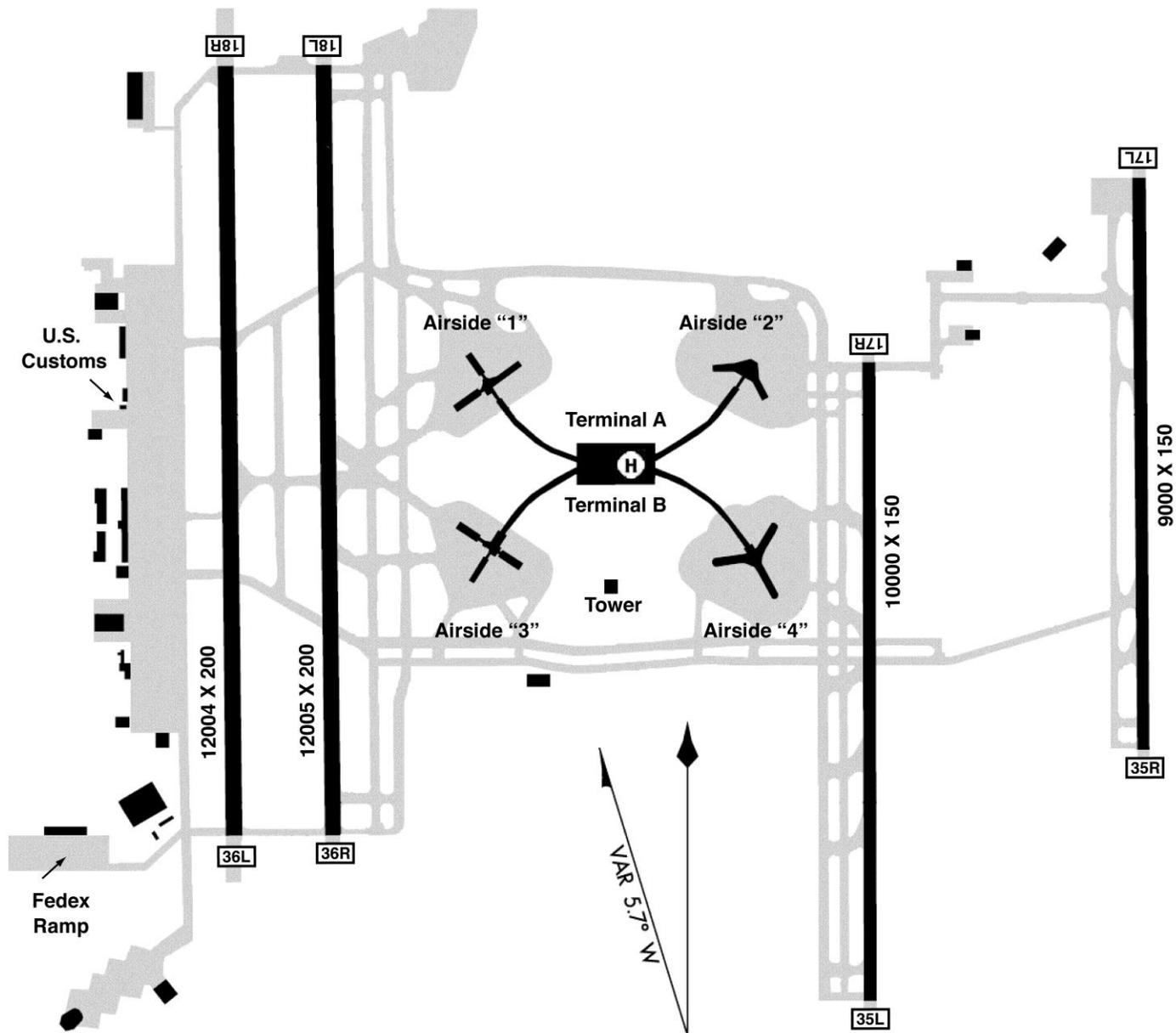


## ORLANDO INTERNATIONAL



*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.*

**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**

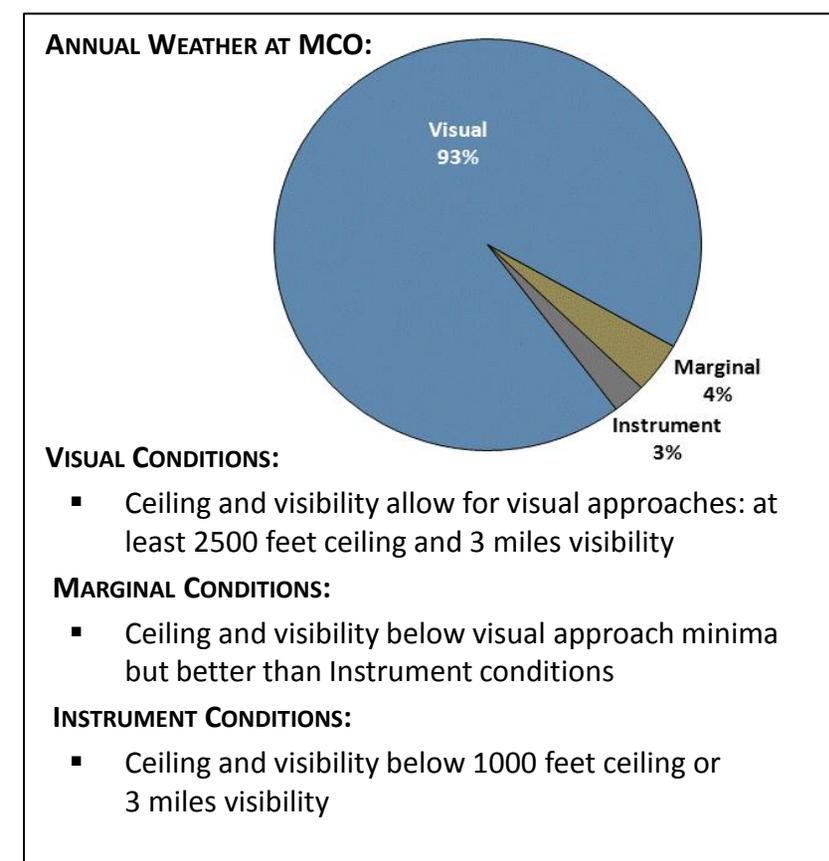
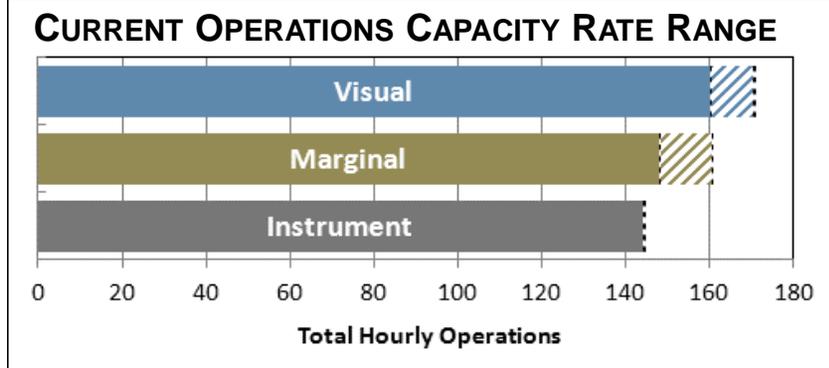
- In 2003 MCO commissioned a new runway, 17L/35R, which is primarily used for arrivals.
- Implementation of Traffic Management Advisor (TMA) helps to improve the flow of arrivals to the runways.

**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."

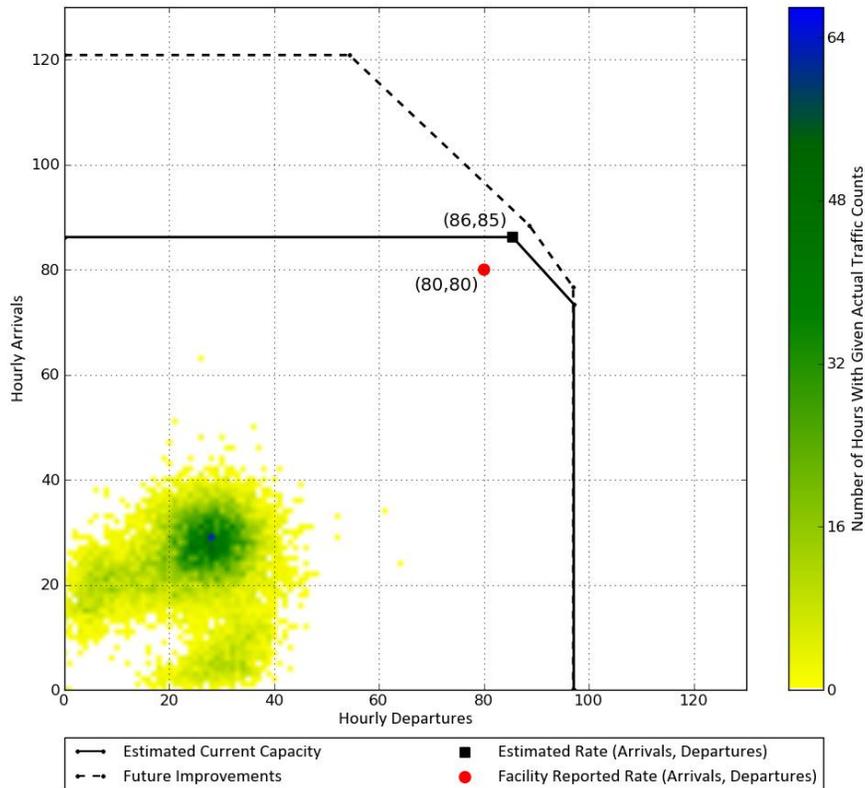
**DATA SOURCES**

- 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.



MCO Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
<b>CURRENT OPERATIONS</b>	17L, 18R	17R, 18L	Visual Approaches, Visual Separation	160	171
<b>FUTURE IMPROVEMENTS</b> Improved Parallel Operations	17L, 17R, 18R	17R, 18L		N/A	177

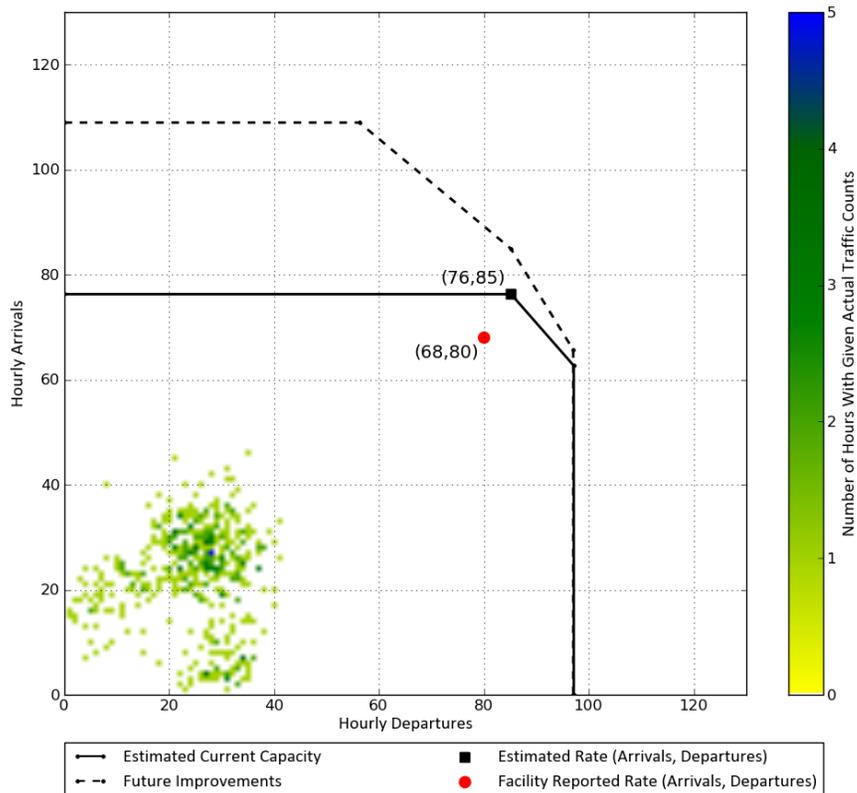
## VISUAL WEATHER CONDITIONS



- 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.

MCO Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
<b>CURRENT OPERATIONS</b>	17L, 18R	17R, 18L	Instrument Approaches, Visual Separation	148	161
<b>FUTURE IMPROVEMENTS</b> Improved Parallel Operations	17L, 17R, 18R	17R, 18L	Triple Simultaneous Instrument Approaches, Visual Separation	N/A	165

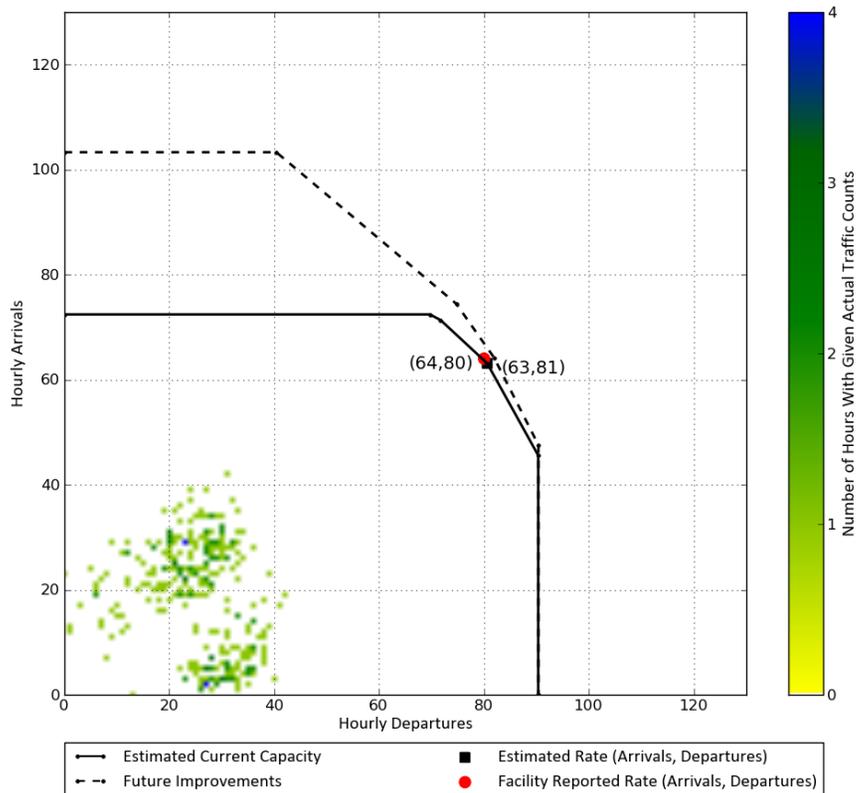
## MARGINAL WEATHER CONDITIONS



- 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.

MCO Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
<b>CURRENT OPERATIONS</b>	17L, 18R	17R, 18L	Instrument Approaches, Radar Separation	144	144
<b>FUTURE IMPROVEMENTS</b> Improved Parallel Operations	17L, 17R, 18R	17R, 18L	Triple Simultaneous Instrument Approaches, Radar Separation	N/A	146

## 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.