



**GREATER ORLANDO AVIATION AUTHORITY**

Orlando International Airport  
One Jeff Fuqua Boulevard  
Orlando, Florida 32827-4399

**MEMORANDUM**

TO: Members of the Aviation Authority  
FROM: Stanley J. Thornton  
DATE: October 15, 2014

**ITEM DESCRIPTION**

Recommendation of Adoption of the Airport Master Plan Update and Airport Layout Plan (ALP) for the Orlando International Airport and Approval for Submission to the Federal Aviation Administration (FAA) for Review and Approval

**BACKGROUND**

The Federal Aviation Administration (FAA) requires all airports to conduct periodic updates of their Airport Master Plan. An Airport Master Plan addresses an airport's needed improvements for a 20-year time period. The Airport Master Plan studies and the associated Airport Layout Plans (ALP) for OIA were previously completed and approved by FAA in 1978, 1987, 1996, and 2005. An interim ALP update was submitted to the FAA in 2010. The ALP represents a current and future plan of the airport to guide its phased development. An FAA approved ALP is a prerequisite to the granting of Airport Improvement Program (AIP) grant funds and approval of Passenger Facility Charges (PFC) to implement and support airport development. The FAA recommends that the master plan documents be updated every five years and that the ALP be maintained in a current version.

In the fall of 2011, the Aviation Authority began the update to the 2004 Master Plan. On May 21, 2014 a presentation was provided to the Aviation Authority Board on the Airport Master Plan Update. Specific topics included:

- Passenger Forecast - Projected growth and responses to changes in demand.
- Terminal Capacity - Analysis and recommended improvements to the north terminal capacity as follows; ticket lobby expansion and refurbishment; baggage handling systems improvements and upgrades; Airside 4 international passenger processing and international gate expansion; South Airport Automated People Mover Complex and Intermodal Terminal Facility.
- Airfield Capacity - Traffic demands from 2011 - 2031; stimulation modeling for 2051 traffic demands; and conclusion of simulation modeling with elimination of dual South Cross Field Taxiways which results in the following benefits - eliminates FAA tower line of sight issues; minimizes airfield expansion cost; reduces aircraft noise to the south; and increases available property development.
- Airport Layout Plan (ALP) - The purpose of the ALP is to depict current and future facilities at the airport for coordination with the Federal Aviation Administration. The FAA approves the aviation forecasts and ALP. The ALP is used to determine which projects are eligible for federal funding.
- Capital Improvement Plan (CIP) - The objectives of the Plan include maintaining the Orlando Experience; improving facilities to achieve finite North Terminal Complex capacity of 45 million annual passengers; improving international processing; and generating non-aviation revenue.

- South Airport Complex (STC) - Consistent with the direction from the October 16, 2013, Aviation Authority Board meeting, the demand driven Design and Construction Program for the STC will commence upon reaching 2 trigger points - 40 million annual passengers at the North Terminal Complex and 2 million annual passengers arriving international passengers processed through CBP facilities. Although the STC will be a demand driven phased project it will include; international gates; domestic gates; hotel rooms; concessions; aviation transit oriented development; parking; automated people mover; and rail capacity.

- Next Steps - Three community outreach meetings in June; incorporating input from outreach meetings into a draft for Orlando City Council presentation in July or August; and incorporating input from Orlando City Council into a final draft of the Airport Master Plan Update, seek Board approval, seek Orlando City Council approval, and then submit final draft to FAA for review and comment.

Following the May 21 board presentation, Aviation Authority staff held three public outreach meetings on June 24, 25, and 26 and presented the Master Plan findings to the Orlando City Council during an August 11 workshop. A summary of the outreach meetings and Orlando City Council workshop are attached. Comments from the public outreach meetings and the Orlando City Council workshop have been incorporated into the Master Plan document and ALP.

#### **ISSUES**

Airport operators, such as the Greater Orlando Aviation Authority, and airport sponsors, such as the City of Orlando, are required to maintain a current ALP in accordance with FAA guidelines and federal grant assurance conditions. As the FAA periodically issues updated guidance, airport operators and sponsors are required to address these changes on the ALP in addition to updates resulting from airport planning activities such as updating the airport boundary survey or updating the airport master plan.

An updated OIA Airport Master Plan Study and ALP Set of revision drawings have been completed and are ready for submission to the FAA that include:

- Changes to physical features on the airport resulting from the completion of Aviation Authority and tenant construction projects between 2010 and early 2013.
- Airfield related changes based on updated FAA airport design standard guidelines.
- Future projects identified in the airport's updated Capital Improvement Program (CIP).
- Planned revisions to the future total length of Runway 18L/36R.
- Land use destinations for airport property including East Airfield Development Area, Poitras properties, and Tradeport Area. Final development plans for these areas are subject to further detailed planning. Land Use designations are shown on the ALP for the targeted use of FAA coordination purposes.
- Recent modifications for proposed on-airport rail facilities and connectivity with other planned airport passenger related facilities.

Since these drawings contain security sensitive information, a copy is available for review by board members with the Assistant Secretary.

#### **ALTERNATIVES**

There are no reasonable alternatives under consideration.

#### **FISCAL IMPACT**

There is no funding impact.

#### **RECOMMENDED ACTION**

It is respectfully requested that the Aviation Authority resolve to (1) adopt Airport Master Plan Update and Airport Layout Plan for the Orlando International Airport; (2) request Orlando City Council concurrence with this airport planning documents; (3) request Federal Aviation Administration approval of these airport planning documents; and (4) authorize an Aviation Authority Officer or the Executive Director to approve the final form of this planning document.