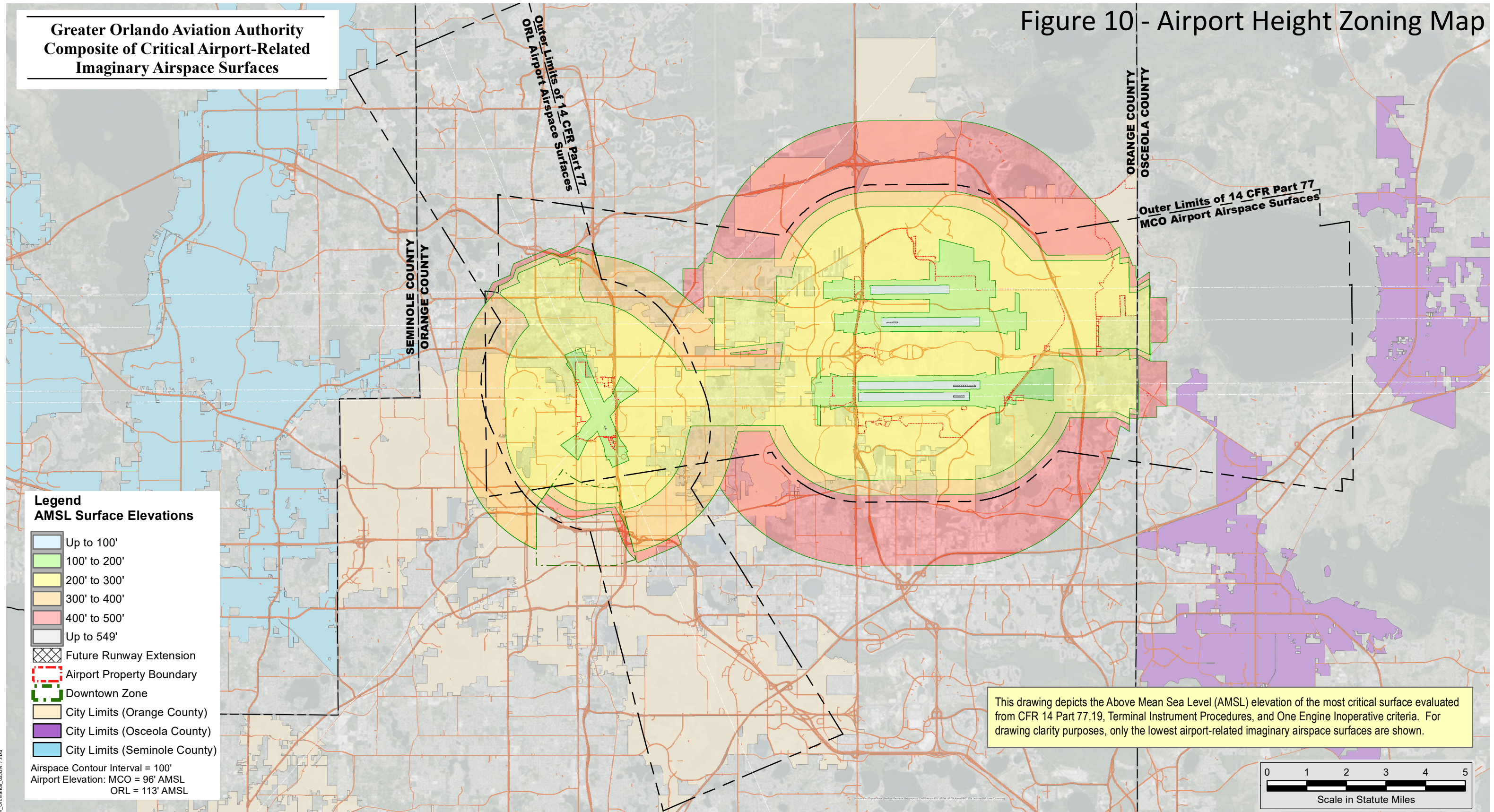


Greater Orlando Aviation Authority
Composite of Critical Airport-Related
Imaginary Airspace Surfaces

Figure 10 - Airport Height Zoning Map

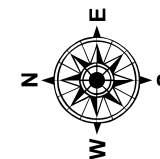


Notes:

1. See Sheets 2 and 3 of this exhibit set for MCO and ORL airspace surfaces modeled, respectively.
2. This Composite Map is intended for informational and conceptual planning purposes only and does not represent actual survey data nor should it be used in the development of an FAA Form 7460-1. The Greater Orlando Aviation Authority (GOAA) does not certify the accuracy or information or title to the properties contained in this plan nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
3. Surface elevations are referenced in feet Above Mean Sea Level (AMSL - NAVD88)

4. This Composite Map does not replace the FAA's 7460-1 review process (see <http://oeaaa.faa.gov>). Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. GOAA reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460-1 process are found to have unexpected impacts to MCO or ORL Airports' safety or efficiency.

5. This map set is to be utilized in conjunction with the Airport Zoning Regulations being adopted pursuant to the Interlocal Agreement between jurisdictions underneath ORL and MCO Part 77 airspace as required by Chapter 333, Florida Statutes. The GOAA will provide said map sets in a GIS layer for use by each individual jurisdiction which will provide greater detail on the exact heights within each zone.



SHEET 1 OF 3
ORLANDO INTERNATIONAL AIRPORT (MCO)
& ORLANDO EXECUTIVE AIRPORT (ORL)

VERSION 1.1

June 2017

Greater Orlando Aviation Authority
Composite of Critical Airport-Related
Imaginary Airspace Surfaces

This drawing depicts the Above Mean Sea Level (AMSL) elevation of the most critical surface evaluated from CFR 14 Part 77.19, Terminal Instrument Procedures, and One Engine Inoperative criteria. For drawing clarity purposes, only the lowest airport-related imaginary airspace surfaces are shown.

Legend
AMSL Surface Elevations

Up to 100'

100' to 200'

200' to 300'

300' to 400'

400' to 500'

Up to 549'

Future Runway Extension

MCO Property Boundary

Airspace Contour Interval = 10' & 100'


Airport Elevation = 96' AMSL

- Notes:
- This Composite Map is intended for informational and conceptual planning purposes only and does not represent actual survey data nor should it be used in the development of a FAA Form 7460-1. The Greater Orlando Aviation Authority (GOAA) does not certify the accuracy or information or title to the properties contained in this plan nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
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 - Surface elevations are referenced in feet Above Mean Sea Level (AMSL - NAVD88)
 - This map set is to be utilized in conjunction with the Airport Zoning Regulations being adopted pursuant to the Interlocal Agreement between jurisdictions underneath ORL and MCO Part 77 airspace as required by Chapter 333, Florida Statutes. The GOAA will provide said map sets in a GIS layer for use by each individual jurisdiction which will provide greater detail on the exact heights within each zone.

COMPOSITE MAP PARAMETERS

SURFACE TYPES	RUNWAYS
CIRCLE-TO-LAND	ALL RUNWAYS
ICAO/AC ONE ENGINE INOP^	ALL RUNWAYS
IFR STND DEPARTURE^	ALL RUNWAYS
ILS APPROACH**	ALL RUNWAYS
ILS CAT II/III MISSED APPROACH#	17L/R, 35L/R, 36R
LOCALIZER APPROACH**	17L/R, 18R, 35L/R, 36R
LNAV APPROACH**	ALL RUNWAYS
LPV APPROACH*	ALL RUNWAYS
MVA (1500')	ALL RUNWAYS
PART 77^	ALL RUNWAYS
VISIBILITY (STRAIGHT-IN)^	ALL RUNWAYS
VNAV APPROACH*	ALL RUNWAYS

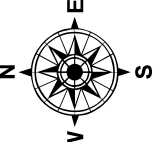
* FINAL, MISSED AND GQS.
** FINAL, MISSED AND 7:1 DRTDOWN.
^ FUTURE SURFACES BASED ON 1500' EXTENSION TO RUNWAY 36L END, 2980' EXTENSION TO RUNWAY 36R END, AND 1500' EXTENSION TO RUNWAY 17R END.
FUTURE CAT II/III PLANNED FOR 17L, 18R, 35R, AND 36L.



SHEET 2 OF 3

ORLANDO INTERNATIONAL AIRPORT (MCO)

VERSION 1.1



June 2017

Figure 10 - Airport Height Zoning Map for OIA

Greater Orlando Aviation Authority
Composite of Critical Airport-Related
Imaginary Airspace Surfaces

This drawing depicts the Above Mean Sea Level (AMSL) elevation of the most critical surface evaluated from CFR 14 Part 77.19, Terminal Instrument Procedures, and One Engine Inoperative criteria. For drawing clarity purposes, only the lowest airport-related imaginary airspace surfaces are shown.

Legend
AMSL Surface Elevations

Up to 100'

100' to 200'

200' to 300'

300' to 400'

400' to 500'

Up to 549'

Future Runway Extension

ORL Property Boundary

Downtown Zone

Airspace Contour Interval = 10' & 100'


Airport Elevation = 113' AMSL

- Notes:
1. This Composite Map is intended for informational and conceptual planning purposes only and does not represent actual survey data nor should it be used in the development of a FAA Form 7460-1. The Greater Orlando Aviation Authority (GOAA) does not certify the accuracy or information or title to the properties contained in this plan nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
 2. This Composite Map does not replace the FAA's 7460-1 review process (see <http://oeaaa.faa.gov>). Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. GOAA reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460-1 process are found to have unexpected impacts to MCO or ORL Airports' safety or efficiency.
 3. Surface elevations are referenced in feet Above Mean Sea Level (AMSL - NAVD88)
 4. This map set is to be utilized in conjunction with the Airport Zoning Regulations being adopted pursuant to the Interlocal Agreement between jurisdictions underneath ORL and MCO Part 77 airspace as required by Chapter 333, Florida Statutes. The GOAA will provide said map sets in a GIS layer for use by each individual jurisdiction which will provide greater detail on the exact heights within each zone.

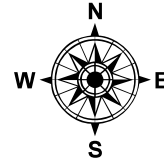
COMPOSITE MAP PARAMETERS

SURFACE TYPES	RUNWAYS
CIRCLE-TO-LAND	ALL RUNWAYS
IFR STND DEPARTURE^	ALL RUNWAYS
ILS APPROACH*^	7, 25
LOCALIZER APPROACH**	7, 25
LNAV APPROACH**	7, 25
LPV APPROACH*	7, 25
MVA (1500')	ALL RUNWAYS
PART 77^	ALL RUNWAYS
VISIBILITY (STRAIGHT-IN)^	ALL RUNWAYS
VNAV APPROACH*	7, 25

* FINAL, MISSED AND GQS.
** FINAL, MISSED AND 7:1 DRIFTDOWN.
^ FUTURE SURFACES BASED ON 500' EXTENSION TO RUNWAY 7
END WITH 500' DISPLACED THRESHOLD.



GREATER ORLANDO
AVIATION AUTHORITY



SHEET 3 OF 3

ORLANDO EXECUTIVE AIRPORT (ORL)

VERSION 1.1

June 2017

Figure 10 - Airport Height Zoning Map for OEA