Planes, Trains and Automobiles
and
The Orlando Experience™

CFTPG Meeting
February 13, 2014
MCO’s Catchment Area is Florida’s largest and includes 13 million people, over 65% of Florida’s population.

The Greater Orlando Metro Statistical Area is the fastest growing MSA in Florida according to 2010 Census.

MCO’s Catchment Area includes all of Tampa-St. Petersburg and portions of Jacksonville Metro Areas.

Did you know?
Distance from MCO to Major Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Orlando</td>
<td>16 km/ 10 mi</td>
</tr>
<tr>
<td>Daytona Beach</td>
<td>110 km/ 65 mi</td>
</tr>
<tr>
<td>Tampa</td>
<td>137 km/ 85 mi</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>258 km/ 160 mi</td>
</tr>
<tr>
<td>Miami</td>
<td>373 km/ 230 mi</td>
</tr>
<tr>
<td>Tallahassee</td>
<td>421 km/ 260 mi</td>
</tr>
</tbody>
</table>

Drive Time from MCO to:

- Medical City: 10 min
- Orange County Convention: 15 min
- Shopping & Outlets: 10 - 25 min
- Walt Disney World: 30 min
- Universal Orlando Resort: 45 min
- Port Canaveral: 50 min

MCO - At the Crossroads of Florida
To be successful the Airport Master Plan must focus on the Greater Orlando Aviation Authority’s strategic goals:

• Exceed the Expectations of the Traveling Public, with the collaboration of our Airport Partners and the Community
• Foster Economic Development for the Region
• Operate and Maintain Safe and Secure World-Class Facilities
• Act in a Fiscally Responsible Manner
AIRPORT MASTER PLAN UPDATE

20 YEAR PLANNING HORIZON

AVIATION FORECAST
- Passenger Forecast
- Aircraft Forecasting

DEMAND CAPACITY ANALYSIS & FACILITY REQUIREMENTS
- Projected Capacity Impact on Airport Facilities
- Alternatives Development
- Capital Improvement Program (CIP)

AIRPORT LAYOUT PLAN
- Overall Site Plan with Existing and Proposed Future Facilities
PASSENGER ACTIVITY

HISTORIC AND FORECASTED PASSENGER GROWTH

- **DISNEY WORLD OPENS**
- **SEA WORLD OPENS**
- **EPCOT OPENS**
- **UNIVERSAL STUDIOS OPENS**
- **NTC EXPANSION OPENS**
- **AIRSIDES 1&3 AND RAC EXPANSION COMPLETE**
- **FUTURE DISNEY AVATAR OPENS**

**Key Events:**
- **1970:**
- **1982:** AIRSIDES 1&3 AND RAC EXPANSION COMPLETE
- **1989:** DISNEY WORLD OPENS
- **1997:** EPCOT OPENS
- **2001:** UNIVERSAL STUDIOS OPENS
- **2014:** SEA WORLD OPENS
- **2029:** FUTURE DISNEY AVATAR OPENS

**CAGR:**
- Domestic: 2.3%
- International: 5.9%

**NTC CAPACITY 45 MAP**

**Comfortable Zone:**

**Uncomfortable Zone:**

10/02/2013
Levels of Service for OIA were established considering Federal and Industry Guidelines, qualified with The Orlando Experience® standard.

<table>
<thead>
<tr>
<th>OPERATIONAL SYSTEMS</th>
<th>LEVEL OF SERVICE (LOS) MEASURE FACTOR</th>
<th>LEVEL OF SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. International Gates &amp; FIS</td>
<td>Arrival/Departure Delay Time (Minutes)</td>
<td></td>
</tr>
<tr>
<td>2. Terminal Ramps</td>
<td>Traffic Flow (LOS A-F)</td>
<td></td>
</tr>
<tr>
<td>3. Passenger Security Checkpoints</td>
<td>Processing Time (Minutes)</td>
<td></td>
</tr>
<tr>
<td>4. Parking</td>
<td>Space Availability (Occupancy)</td>
<td></td>
</tr>
<tr>
<td>5. Ticketing</td>
<td>Queue and Transaction Time (Minutes)</td>
<td></td>
</tr>
<tr>
<td>6. Terminal Curbs</td>
<td>Congestion (LOS A-F)</td>
<td></td>
</tr>
<tr>
<td>7. Baggage Handling Systems (BHS)</td>
<td>Bags Processed in 20 Minutes</td>
<td></td>
</tr>
<tr>
<td>8. On-Airport Rent-a-Car (RAC)</td>
<td>Transaction Time (Minutes)</td>
<td></td>
</tr>
<tr>
<td>9. Baggage Claim</td>
<td>Wait Time (Minutes)</td>
<td></td>
</tr>
<tr>
<td>10. Domestic Gates</td>
<td>Arrival/Departure Delay Time (Minutes)</td>
<td></td>
</tr>
<tr>
<td>11. Entering and Exiting Road Weaves</td>
<td>Traffic Flow (LOS A-F)</td>
<td></td>
</tr>
<tr>
<td>12. Terminal Roads</td>
<td>Traffic Flow (LOS A-F)</td>
<td></td>
</tr>
<tr>
<td>13. Airfield</td>
<td>Arrival/Departure Delay Time (Minutes)</td>
<td></td>
</tr>
</tbody>
</table>

**LEVELS OF SERVICE**

- **EXCEEDS EXPECTATION**
- **MEETS EXPECTATION**
- **BELOW EXPECTATION**

**OPERATIONAL SYSTEMS**

- **LEVEL OF SERVICE (LOS)**
- **MEASURE FACTOR**
- **LEVEL OF SERVICE**
  - **HIGH CUSTOMER SATISFACTION**
  - **LOW CUSTOMER SATISFACTION**
ENHANCED TERMINAL CAPACITY

Enhance 4 critical Operational Systems to achieve 45 Million Annual Passengers (MAP) and the finite capacity of the North Terminal Complex (NTC)

1. Landside Terminal Ticket Lobby Expansion and Refurbishment
2. Baggage Handling System (BHS) Upgrade and Improvements
3. Airside 4 CBP and International Gate Expansion
4. South Airport Automated People Mover (APM) Complex
   A. Garage Parking Expansion
   B. Ground Transportation Capacity Expansion
   C. Roads, Ramps and Curbs Capacity

These Projects provide transitional period for incremental phasing of the Intermodal Complex and Phase I of the South Terminal Complex (STC)
Major Elements of $1.1 Billion CIP for FY 2013-2018

<table>
<thead>
<tr>
<th>Maintain Current Facilities &amp; Capacity</th>
<th>(millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ticket Lobby Expansion</td>
<td>$113</td>
</tr>
<tr>
<td>Baggage System Improvements</td>
<td>148</td>
</tr>
<tr>
<td>Other Terminal Projects</td>
<td>60</td>
</tr>
<tr>
<td>APM Replacements at A/S 1&amp;3</td>
<td>90</td>
</tr>
<tr>
<td>Airfield Projects</td>
<td>76</td>
</tr>
<tr>
<td>Ground Transportation/Other</td>
<td>33</td>
</tr>
</tbody>
</table>

| Support Sustainable Growth             |            |
| South Airport APM Complex              | 470        |
| Airside 4 Improvements                 | 114        |
| Total                                  | $1,104     |

**CIP Objectives**

- Maintain existing facilities to standards consistent with The Orlando Experience™
- Modify and expand facilities to achieve ultimate North Terminal capacity of 45 MAP
- Improve international processing to accommodate growth
- Develop facilities to generate non-aviation revenue
### FY 2013 – 2018 CIP Estimated Costs & Sources of Funds (thousands)

#### TERMINAL

**North Terminal Complex**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>GOAA Grants</th>
<th>PFC Paygo</th>
<th>Prior PFC Bonds</th>
<th>Future PFC Bonds</th>
<th>Prior GARBs</th>
<th>Future GARBs</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Ticket Lobby, Airline Reloc., CUSS/CUPPS, Signage</td>
<td>113,193</td>
<td>8,000</td>
<td>13,193</td>
<td>10,000</td>
<td>-</td>
<td>64,000</td>
<td>-</td>
<td>18,000</td>
</tr>
<tr>
<td>* Baggage Program</td>
<td>116,955</td>
<td>12,500</td>
<td>1,500</td>
<td>25,553</td>
<td>33,100</td>
<td>-</td>
<td>44,302</td>
<td></td>
</tr>
<tr>
<td>* Bag Handling System Improvements</td>
<td>30,851</td>
<td>3,100</td>
<td>709</td>
<td>-</td>
<td>23,632</td>
<td>3,410</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>* Emergency Electrical System Improvements</td>
<td>26,395</td>
<td>12,991</td>
<td>3,229</td>
<td>10,175</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>* Other Terminal</td>
<td>16,709</td>
<td>2,000</td>
<td>1,150</td>
<td>8,542</td>
<td>-</td>
<td>5,017</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>* Other Terminal – Security Check Point Expansion</td>
<td>4,747</td>
<td>-</td>
<td>1,309</td>
<td>-</td>
<td>-</td>
<td>3,438</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>* Closed Circuit Television (CCTV) Improvements</td>
<td>12,000</td>
<td>7,082</td>
<td>1,918</td>
<td>3,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Automated People Mover (APM) A/S 1&amp;3</td>
<td>90,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>90,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$410,849</td>
<td>$45,673</td>
<td>$21,699</td>
<td>$58,578</td>
<td>$56,732</td>
<td>$64,000</td>
<td>$3,410</td>
<td>$160,758</td>
</tr>
</tbody>
</table>

**Airside 4**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>GOAA Grants</th>
<th>PFC Paygo</th>
<th>Prior PFC Bonds</th>
<th>Future PFC Bonds</th>
<th>Prior GARBs</th>
<th>Future GARBs</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>* AS4-FIS Improvements</td>
<td>51,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>10,200</td>
<td></td>
</tr>
<tr>
<td>90s Wing Improvements</td>
<td>28,500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,510</td>
<td>3,990</td>
<td></td>
</tr>
<tr>
<td>Central Plant Improvements &amp; AHU Replacement</td>
<td>31,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>24,800</td>
<td>6,200</td>
<td></td>
</tr>
<tr>
<td>Restroom Improvements</td>
<td>3,500</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3,500</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$114,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>93,610</td>
<td>$20,390</td>
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</tr>
</tbody>
</table>

**AIRFIELD**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>GOAA Grants</th>
<th>PFC Paygo</th>
<th>Prior PFC Bonds</th>
<th>Future PFC Bonds</th>
<th>Prior GARBs</th>
<th>Future GARBs</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Taxiway B1/B2, Taxiway A Widen, Taxiway Bridge</td>
<td>29,188</td>
<td>19,149</td>
<td>1,002</td>
<td>9,037</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>* Runway 18R-36L Rehab</td>
<td>18,303</td>
<td>11,411</td>
<td>-</td>
<td>6,892</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other</td>
<td>28,580</td>
<td>-</td>
<td>-</td>
<td>28,580</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$76,070</td>
<td>$30,560</td>
<td>$1,002</td>
<td>$44,508</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**GROUND TRANSPORTATION**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>GOAA Grants</th>
<th>PFC Paygo</th>
<th>Prior PFC Bonds</th>
<th>Future PFC Bonds</th>
<th>Prior GARBs</th>
<th>Future GARBs</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Cell Lot, Return-to-Terminal Rd &amp; Taxi-Hold Imp.</td>
<td>18,486</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>18,486</td>
</tr>
</tbody>
</table>

**OTHER**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>GOAA Grants</th>
<th>PFC Paygo</th>
<th>Prior PFC Bonds</th>
<th>Future PFC Bonds</th>
<th>Prior GARBs</th>
<th>Future GARBs</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Other Long Term Planning</td>
<td>3,562</td>
<td>2,600</td>
<td>843</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>120</td>
<td>-</td>
</tr>
<tr>
<td>Fiber Infrastructure</td>
<td>11,028</td>
<td>11,028</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$14,591</td>
<td>$2,600</td>
<td>$11,871</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>120</td>
<td>-</td>
</tr>
</tbody>
</table>

**SOUTH APM PROGRAM**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>GOAA Grants</th>
<th>PFC Paygo</th>
<th>Prior PFC Bonds</th>
<th>Future PFC Bonds</th>
<th>Prior GARBs</th>
<th>Future GARBs</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intermodal Transit System</td>
<td>181,311</td>
<td>-</td>
<td>9,311</td>
<td>105,000</td>
<td>-</td>
<td>67,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>ITS Station</td>
<td>38,678</td>
<td>-</td>
<td>4,678</td>
<td>-</td>
<td>34,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Parking Facility</td>
<td>172,000</td>
<td>-</td>
<td>43,200</td>
<td>-</td>
<td>-</td>
<td>28,800</td>
<td>100,000</td>
<td></td>
</tr>
<tr>
<td>Roadway Systems</td>
<td>77,866</td>
<td>-</td>
<td>2,900</td>
<td>-</td>
<td>42,000</td>
<td>32,966</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$469,855</td>
<td>-</td>
<td>$60,089</td>
<td>$105,000</td>
<td>-</td>
<td>143,000</td>
<td>$61,766</td>
<td>100,000</td>
</tr>
</tbody>
</table>

**GRAND TOTAL CIP**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Current Estimate</th>
<th>GOAA Grants</th>
<th>PFC Paygo</th>
<th>Prior PFC Bonds</th>
<th>Future PFC Bonds</th>
<th>Prior GARBs</th>
<th>Future GARBs</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>$1,103,851</td>
<td>$78,833</td>
<td>$94,660</td>
<td>$208,086</td>
<td>$56,732</td>
<td>$300,610</td>
<td>$3,530</td>
<td>$242,914</td>
</tr>
</tbody>
</table>

* Project previously approved by the airlines in the Lease & Use Agreement (2008-2013) or by the MII process, totaling: $385,641
TICKET LOBBY LEVEL 3 EXPANSION

- Expand Ticket Hall for Alternate Check-In
- Expand Infrastructure for Future Technology Advancements
- Improve Oversize Baggage Check-In
- Interior Refurbishment for The Orlando Experience®
BAGGAGE HANDLING SYSTEMS

- Complete upgrades & conversion to an “In-Line” Baggage Screening System
- Integrated Security Technology to meet latest TSA Mandates
- 45 MAP Capacity with support from Remote Screening Facility (RSF)
INTERNATIONAL CAPACITY IMPROVEMENTS

AIRSIDE 4
• 4 Additional International Gates at (90’s wing) with Sterile Corridor

• 10,000 s.f. increase of CBP/FIS Primary Processing

• 15% Increase of 2 Bag Claim Units

• Interior Refurbishment for The Orlando Experience®

• New Central Energy Plant
SOUTH AIRPORT APM COMPLEX

NTC Capacity Reliever
- Automated People Mover (APM) System
  - 200,000 s.f. Terminal Facility
  - 2,400 Car Garage
  - Additional Ground Transportation Facility
  - Remote Check-In & Bag Drop
Rail Routes to OIA
ORLANDO, FL. - The Greater Orlando Aviation Authority (GOAA) is announcing an historic agreement with All Aboard Florida to bring intercity passenger rail between Orlando and Miami to Orlando International Airport (MCO). At a public meeting Wednesday, the GOAA Board voted to move forward with a long-planned project to make MCO a true multi-modal facility and the first airport in Florida with a direct rail connection.

“All Aboard Florida’s terminal station at the future Intermodal Facility will allow travelers to seamlessly connect to their end destination, whether it’s by air, bus, commuter rail or car,” said P. Michael Reininger, President and Chief Operating Officer of All Aboard Florida. “This agreement solidifies a strong partnership with GOAA and allows All Aboard Florida to deliver the nation’s first privately owned, operated and maintained intercity passenger rail system by the end of 2015.”
Rail Line Easement Agreement

- Rail corridor enters airport at Narcoossee Road south of SR 528 then parallels Jeff Fuqua Boulevard.
- Corridor traverses the Runway 17L runway protection zone (RPZ) subject to terms of completed FAA settlement agreement.
- Corridor width varies from approximately 39 feet to 143 feet.
SOUTH TERMINAL, APM & INTERMODAL TERMINAL COMPLEX

STC SHORT Animation.m4v

SOUTH AIRPORT APM & INTERMODAL TERMINAL COMPLEX
The commencement of the South Terminal Complex (STC) will be demand driven based on two trigger points:

- 40 Million Annual Passengers (MAP) at the North Terminal Complex (NTC) initiating a Design and Construction Program for the South Terminal Complex Phase I

- 2 MAP Arriving International Passengers processed through Federal Inspection Stations
STC FUTURE DEMAND DRIVEN GROWTH

NORTH TERMINAL COMPLEX

FUTURE SOUTH AIRPORT PEOPLE MOVER COMPLEX & SOUTH TERMINAL COMPLEX
2013 STC Conceptual Plan:

• Maximum Gate Flexibility for a Diverse Aircraft Mix
• 120 International/Domestic “Swing” Gates
• On Demand Incremental Expansion
• 20,000 Car Garage Parking
• Seamless Multi-Modal Connectivity
• Non-Aviation Revenue Opportunities
• Enhance The Orlando Experience®
• Sustainable Design Principles
• 50-60 MAP Capacity
STC NEAR TERM PROGRAM
SOUTH AIRPORT APM COMPLEX

SOUTH APM COMPLEX

- Initial Phase of Development
- 2,400 Car Garage
- Automated People Mover (APM) Station
- Additional Ground Transportation
- Remote Check-In & Bag Drop
INTERMODAL TERMINAL COMPLEX

• Second Phase of Development
• 2,400 Car Garage
• APM Station
• Passenger Rail Station
• Additional Ground Transportation
• Remote Check-In & Bag Drop
INTERMODAL TERMINAL & SOUTH TERMINAL COMPLEX

- Third Phase of Development
- 5,000 Car Garage
- APM Station
- Intermodal Station
- Additional Ground Transportation
- Remote Check-In & Bag Drop
- 16 International & Domestic Gate Terminal
- Rent-A-Car
STC LONG TERM PROGRAM
INTERMODAL TERMINAL & SOUTH TERMINAL COMPLEX

• Fourth Phase of Development
• 5,000 Car Garage
• APM Station
• Intermodal Station
• Additional Ground Transportation
• Remote Check-In & Bag Drop
• 32 International & Domestic Gate Terminal
• Rent-A-Car
• 500 Room Hotel
• Commuter Rail Station
SOUTH TERMINAL, APM & INTERMODAL

INTERMODAL TERMINAL & SOUTH TERMINAL COMPLEX

- Fifth Phase of Development
- 10,000 Car Garage
- APM Station
- Intermodal Station
- Additional Ground Transportation
- Remote Check-In & Bag Drop
- 60 International & Domestic Gate Terminal
- Rent-A-Car
- 500 Room Hotel
- Commuter Rail Station
- Light Rail Station
SOUTH TERMINAL, APM & INTERMODAL

INTERMODAL TERMINAL & SOUTH TERMINAL COMPLEX

• Ultimate Build-Out Development
• 20,000 Car Garage
• Over 1 Million Square Feet of ATOD Opportunity
• Intermodal Station – 4 Rail Systems
• 120 International & Domestic Gate Terminal
• Rent-A-Car
• Secure Sky Rail Gate Connector
• 2 - 500 Room Hotels
SOUTH TERMINAL, APM & INTERMODAL

SOUTH APM TERMINAL COMPLEX
Initial Phase of Development
SOUTH TERMINAL, APM & INTERMODAL

SOUTH APM & INTERMODAL TERMINAL COMPLEX
Second Phase of Development
SOUTH TERMINAL & INTERMODAL TERMINAL COMPLEX
Third Phase of Development
SOUTH TERMINAL, APM & INTERMODAL TERMINAL COMPLEX

Fourth Phase of Development
SOUTH TERMINAL, APM & INTERMODAL TERMINAL COMPLEX

Ultimate Build-Out with Terminals C & D