



Workshop Announcements and Materials

Public Open House (November 6, 2025)

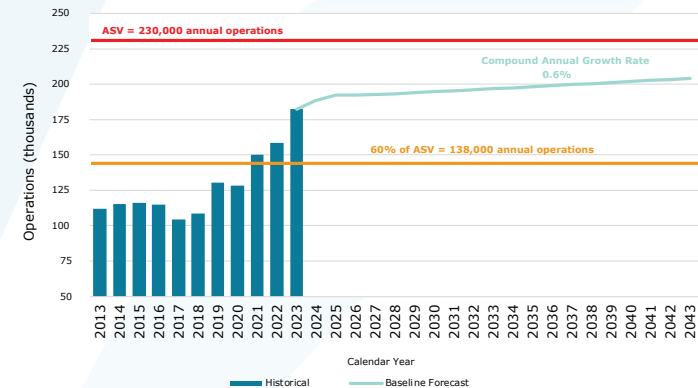
The Aviation Authority welcomed the public in the Ruth Law Community Room at ORL for an open house meeting to share the progress to-date and collect feedback. Presentation boards were spread throughout the room for attendees to view at their leisure, discuss with subject matter experts from the Aviation Authority and project team, and leave written feedback directly on select boards and via online form. Members of the public may continue to submit feedback for the November 6 open house via the [online comment form](#) until December 21, 2025.

ORL Forecast and Airfield Capacity

About Aviation Activity Forecasts

- Aviation activity forecasts are based on correlations between historical trends and regional socioeconomic data as well as national trends affecting general aviation.
- The Greater Orlando region historically outpaced the national growth in economic activity, employment, incoming, and earnings.
- The Federal Aviation Administration (FAA) approved the ORL Master Plan baseline forecast for planning purposes.
- The ORL Master Plan baseline forecast assumed continued population growth in the Greater Orlando area, however, recent data trends suggest the population growth of the region is slowing.

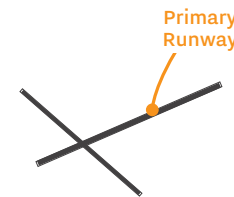
Forecast Demand vs. Airfield Capacity



About Airfield Capacity Planning

- The annual service volume (ASV) is the maximum quantity of operations that could theoretically be accommodated, a measurement for evaluating the airport's airfield capacity.
- At 60% of the ASV, an airport should begin evaluating options and planning to increase the airfield capacity to meet growing demand.
- At 80% of the ASV, an airport should begin implementing the planned airfield improvements to meet growing demand.
- Orlando Executive Airport's ASV = 230,000 annual operations

Existing Runway System: Runway 7-25 and Runway 13-31



Annual Service Volume: 230,000 annual operations

The theoretical airfield capacity of Orlando Executive Airport is 230,000 annual operations regardless of the air traffic control operating configuration and utilization of a single primary runway or both runways.



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ORL Forecast and Airfield Capacity: This board summarizes an early step in the ORL Master Plan to create a forecast of aviation activity. A forecast is the basis for quantifying future facility needs for which the Aviation Authority will evaluate and plan to accommodate aviation demand. Based on the forecast and theoretical airfield capacity, the ORL Master Plan will need to explore options to increase capacity, including but not limited to an additional runway or reorientation of the runway environment.

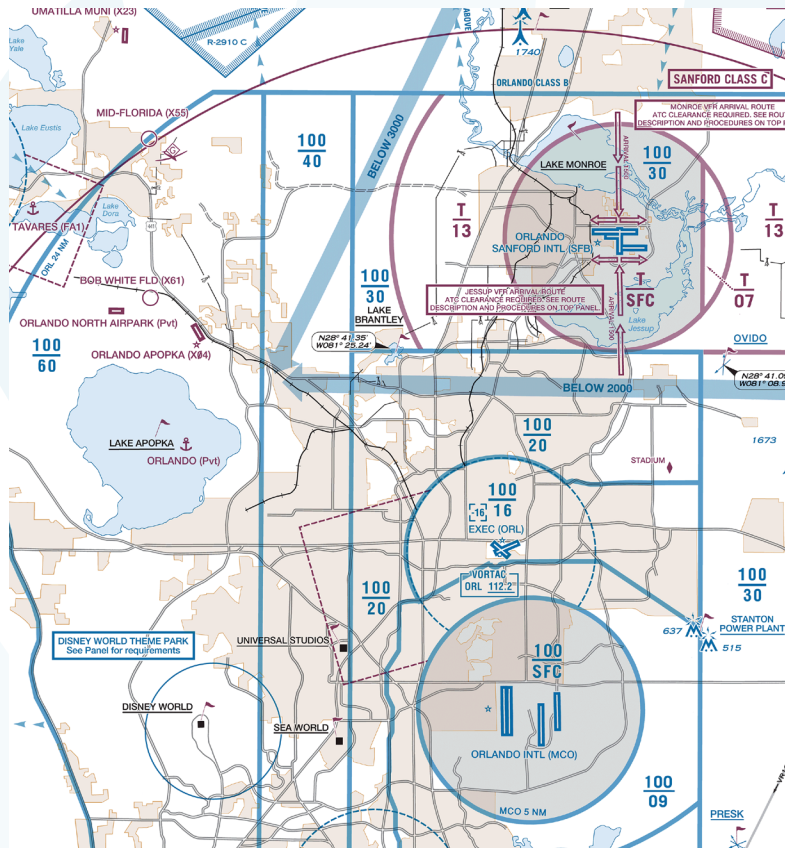
Orlando Executive Airport Property and Development Boundaries



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Orlando Executive Airport | Property and Development Boundaries: This board illustrates an aerial plan view of ORL with lines to delineate development restrictions.

Airspace and Runway 13-31



About Runway 13-31

Runway 13-31 is important to ORL for ensuring continuity of operations and resilience when conditions favor crosswind operations or during periods when Runway 7-25 is unavailable.

However, the existing crosswind Runway 13-31 is not the solution for increasing capacity or managing demand because:

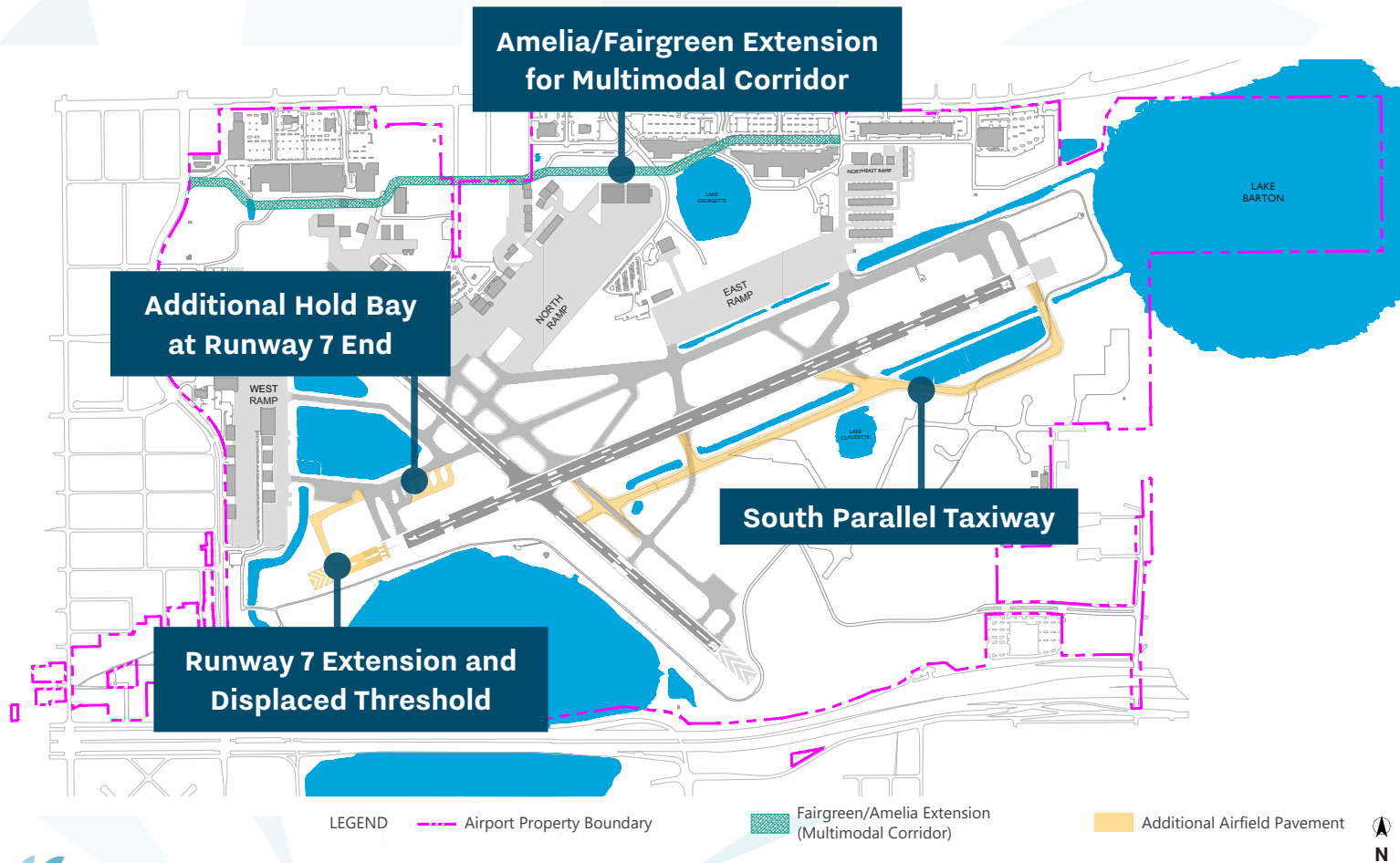
- Runway 13-31 intersects with Runway 7-25:
 - Requiring aircraft to hold operations on one runway to accommodate operations on the other
 - Increasing the length and time of air traffic communications to ensure safe operations
- During periods of moderate or high traffic, taxiing aircraft require multiple runway crossings to operate on:
 - Runway 13 full-length arrivals
 - Runway 31 departures
- The Orlando International Airport (MCO) Class B Airspace shelf is located directly south of the Runway 13 departure end, requiring additional air traffic coordination.



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Airspace and Runway 13-31: This board presents the context of ORL within the regional airspace and provides information about the characteristics of Runway 13-31, including its impacts on airport operational resiliency and airfield capacity.

Select Airport Layout Plan Projects for Validation or Refinement



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Select Airport Layout Plan Projects for Validation or Refinement: This board illustrates four major projects currently on the ORL Airport Layout Plan (ALP) which will be reevaluated and refined in the ORL Master Plan.

ORL Demand/Capacity Strategy Comparison



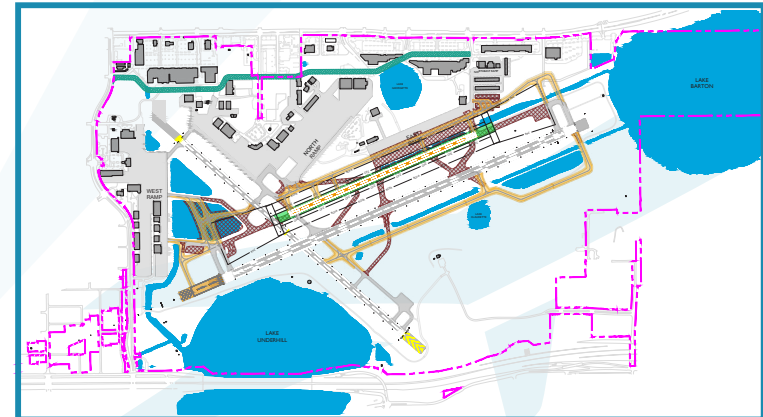
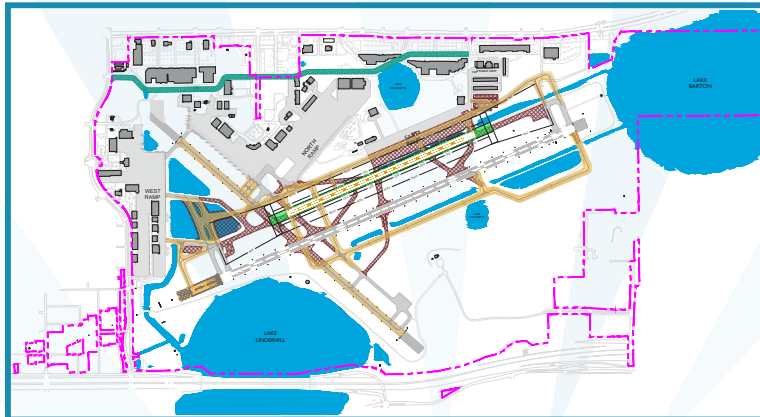
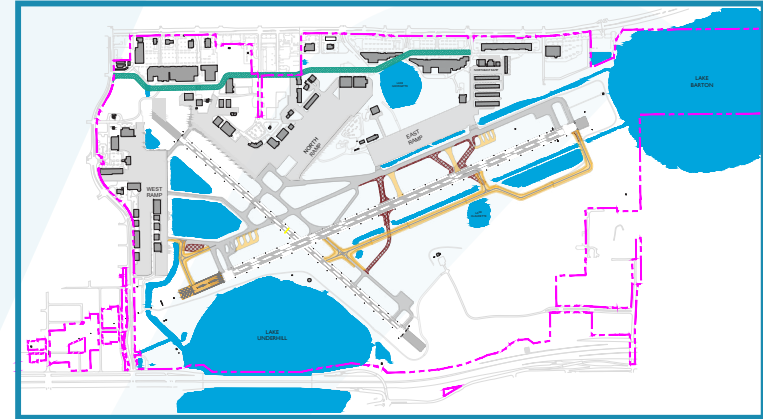
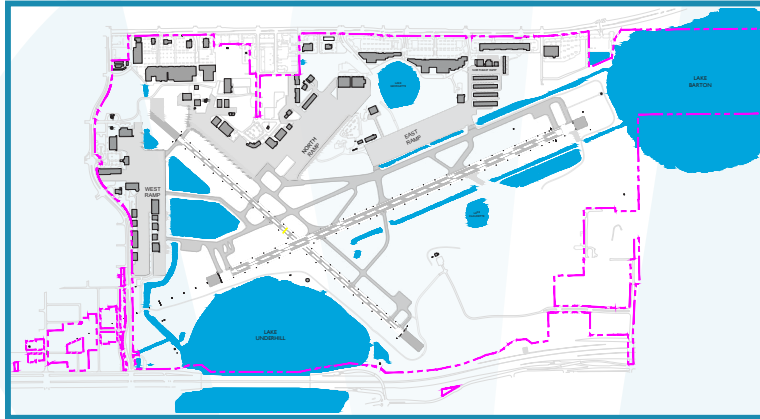
Airfield Development Strategy	Operational Optimization	Non-Runway Airfield Enhancements	Replace 13-31 with Shorter B-II Visual Parallel Runway	Add B-II Visual Parallel Runway
Runways	7-25, 13-31	7-25, 13-31	7L-25R, 7R-25L	7L-25R, 7R-25L, 13-31
Airfield Capacity (Annual Service Volume)	230,000 (no change)	230,000 with reduced taxiway/hold delays	< 355,000 with limitations on aircraft size on 7L-25R	< 355,000 due to multiple runway crossings and holds
VFR Hourly Capacity	98 operations	98 operations	< 197 operations	< 197 operations
IFR Hourly Capacity	59 operations	59 operations	59 operations	59 operations



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ORL Demand/Capacity Strategy Comparison: This board compares four strategic options to accommodate the forecast demand and possibly increase the airfield capacity. The presented numbers are theoretical volumes according to guidance published by the Federal Aviation Administration (FAA).

Possible Airfield Configurations for Discussion Purposes Only



LEGEND Airport Property Boundary

Fairgreen/Amelia Extension
(Multimodal Corridor)

Additional Airfield Pavement

Parallel Visual Runway
and Safety Area

Enabling Demolition

NOTES: **OFZ** - Obstacle Free Zone **RSA** - Runway Safety Area **ROFA** - Runway Object Free Area **RPZ** - Runway Safety Area **TOFA** - Taxiway Object Free Area



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Possible Airfield Configurations for Discussion Purposes Only: This board depicts four detailed layouts for the ORL airfield, each corresponding to one of the strategies presented on the “ORL Demand/Capacity Strategy Comparison” board. The illustrations detail potential configurations of runways, taxiways, and impacts to existing facilities; replacement facilities are not depicted. The final development plan will be determined by the Aviation Authority based on stakeholder feedback and technical analyses.

Other Airports' Aeronautical Development

Parallel Runways (SEE)

NOTES HERE



Parallel Runways (MYF)

NOTES HERE



Hold Pad Near Runway (HWO)

NOTES HERE



Hold Pad Near Runway End (APA)

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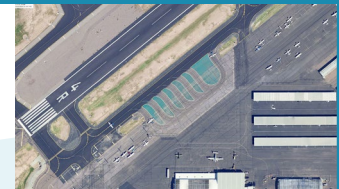
Holding Bays Near Runway End (DVT)

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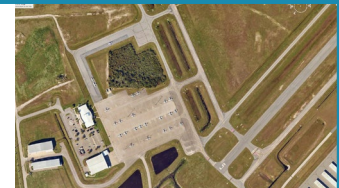
Holding Bays Near Runway End (MSC)

NOTES HERE



Nonmovement Run-Up Areas (MLB)

NOTES HERE



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Other Airports' Aeronautical Development: This board depicts elements of other airports' airfield environments. Attendees of the open house were provided sticky notes to affix to the board with their opinions about the other airports' airfield layouts.

Non-Aviation & Mobility Opportunities

Commercial Strip Mall

NOTES HERE



Autonomous Shuttles

NOTES HERE



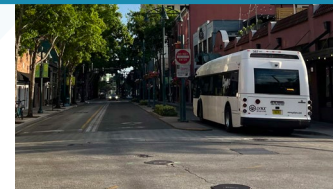
Lifestyle Center / Main Street Corridor

NOTES HERE



Bus Rapid Transit

NOTES HERE



Light Industrial

NOTES HERE



Multimodal Corridor

NOTES HERE



Source: Streetmix

Streescapes/Beautification

NOTES HERE



Source: Streetmix



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Non-Aviation & Mobility Opportunities: This board depicts non-aviation styles of land use/development and transportation. Attendees of the open house were provided sticky notes to affix to the board with their opinions about possible non-aviation and mobility opportunities at ORL.

Thank you for your participation in the

ORL Master Plan Update

Please visit the digital comment card to
provide your feedback.



Click or scan the QR code above to visit
the digital comment card.

