

Asian Breeze (51)

(亜細亜の風)

Happy Spring to you

6 April 2017

Dear Coordinators and Facilitators in Asia/Pacific region. A long waited Spring has finally come to Japan with Sakura (Cherry trees) bloom. Sakura has started blooming from 21 March and now is in full bloom according to Meteorological Agency. Sakura reminds all Japanese of the fresh start of everything. Every school including elementary school to university start from April. Fresh men and women to companies and government agencies start working from April. Japanese fiscal year naturally starts from April too. You will easily understand that the floral emblem of Japan is Sakura, a spirit of Japanese.



You can enjoy Sakura blossom until the middle of May depending on the location of Japan. Sakura blossom is expected from the beginning to the middle of May in Sapporo, Northern most island of Hokkaido. As it is not too late to come to Japan to appreciate Sakura bloom, please plan a head from now on.

For this issue, I received a wonderful contribution from Ms. Vicki Jaramillo, Senior Director, Marketing & Air Service Development featuring her organization and Orlando International Airport (MCO). I hope you will enjoy reading it.

Orlando International Airport (MCO)

Orlando International Airport (IATA: MCO, ICAO: KMCO) is the major commercial airport serving Central Florida and is located six miles southeast of Orlando, Florida, United States. It is the second-busiest airport in the state of Florida, and the 14th busiest in the U.S., welcoming more than 42 million annual passengers.

The airport serves as a focus city for Frontier Airlines, JetBlue Airways, Silver Airways and Southwest Airlines. Southwest Airlines is the airport's largest carrier by passengers carried. The airport also is a major international gateway for the Central Florida region, with non-stop service to more than 50 international destinations by both U.S. and foreign air carriers.

In terms of commercial airline service, the Greater Orlando area is also served by Orlando Sanford International Airport (SFB), and more indirectly by Daytona Beach International Airport (DAB), and Melbourne International Airport (MLB)

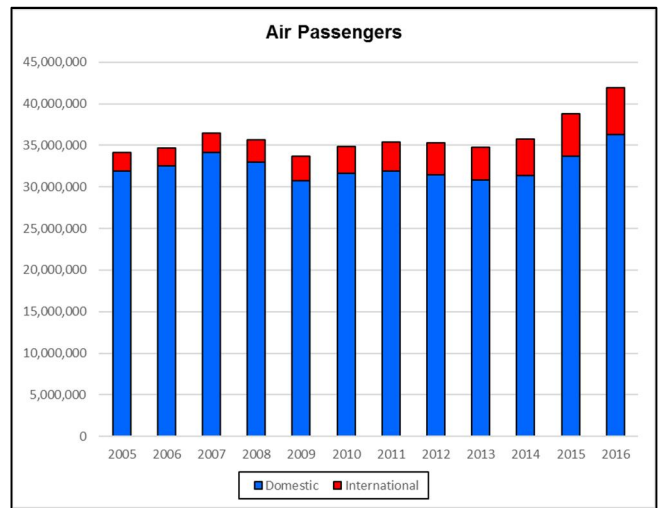
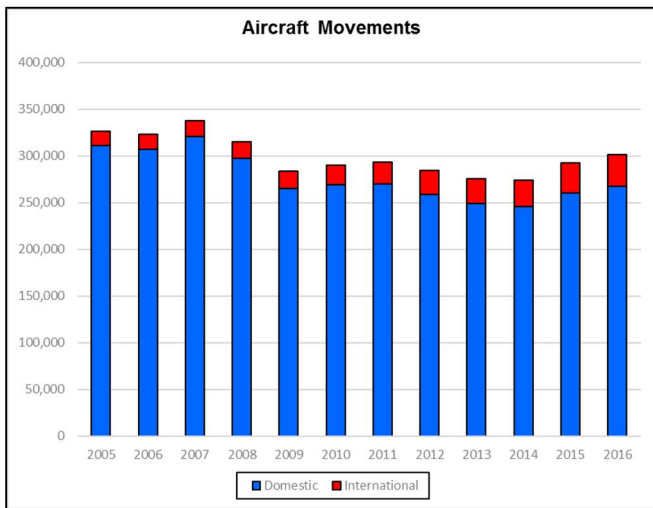
Air Transport Statistics

(1) Aircraft Movements

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Domestic	311,112	307,120	320,850	297,102	264,634	269,236	269,890	258,582	248,610	245,456	260,118	267,318
International	15,438	15,794	16,398	17,942	19,026	20,964	23,042	25,534	27,120	28,608	32,470	33,966

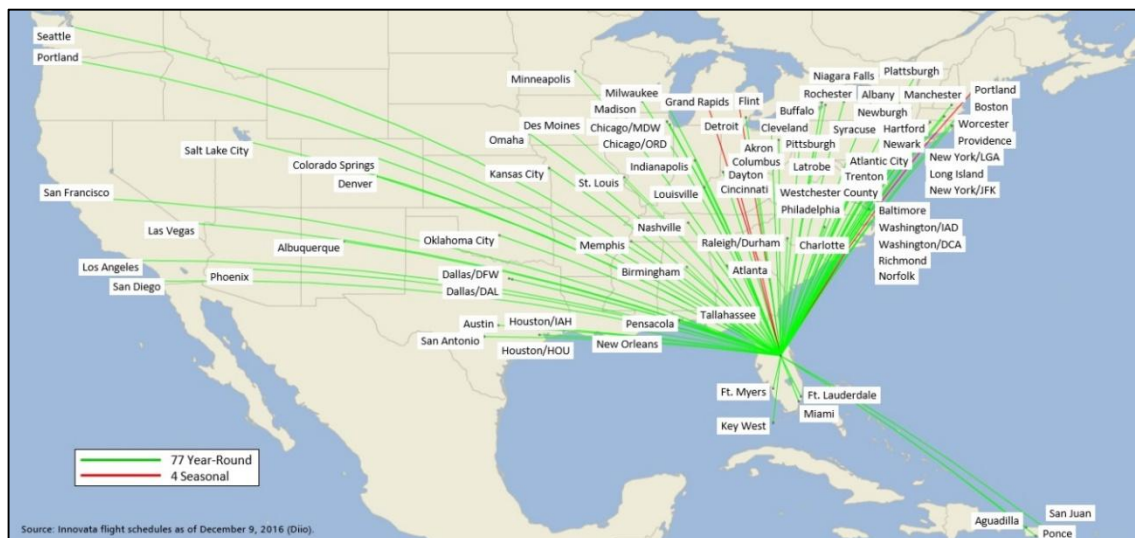
(2) Air Passengers

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Domestic	31,915,499	32,542,985	34,182,947	32,973,829	30,715,729	31,632,100	31,923,852	31,488,307	30,823,571	31,389,742	33,725,097	36,330,689
International	2,189,164	2,097,466	2,297,469	2,687,440	2,977,920	3,245,799	3,502,584	3,784,729	3,944,844	4,324,349	5,084,240	5,592,710



Domestic Air Route Network

MCO currently has non-stop service to 81 U.S. destinations, more than any other airport in Florida, with 77 destinations served year-round and 4 destinations served seasonally.



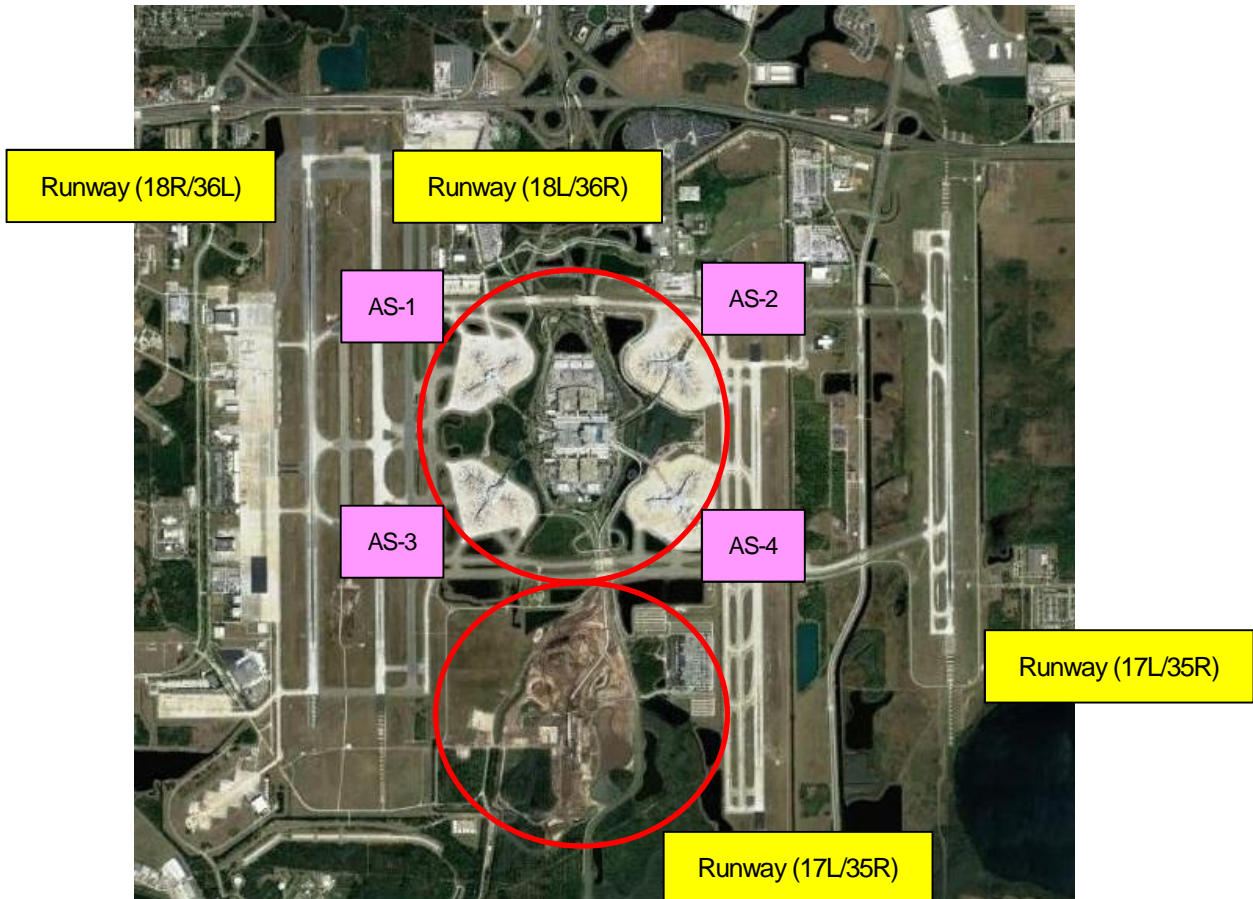
International Air Route Network

MCO currently has non-stop service to 54 international destinations, with 35 destinations served year-round and 19 destinations served seasonally.



New service being added in 2017 includes Air Berlin to Dusseldorf, TAM to Rio de Janeiro, Eurowings to Cologne and Norwegian to Paris/CDG.

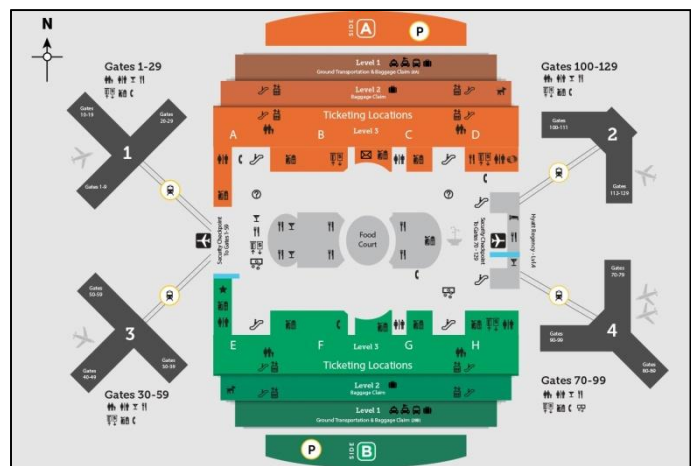
Airport Infrastructure



There are four runways at this airport. There are two parallel runways on the west side of airport; the runway (18R/36L) is 3,659m and the runway (18L/36R) is 3,659m, and two parallel runways on the east side of airport; the runway (17R/35L) is 3,048m and the runway (17L/35R) is 2,743m. These runways are capable of triple-simultaneous ILS operation.

Passenger Terminal

The Orlando International Airport has a hub-and-spoke layout with a large main terminal building and four airside concourses accessible via elevated people movers. The main terminal building is divided into two sides; A and B, along opposite sides of the building. There are passenger check-in and baggage claim facilities on both the building's north side (A-Side), and on the building's south side (B-Side). Both terminals share two security checkpoints, one in the West Hall leading to Airsides 1 and 3 (Gates 1-59), and another in the East Atrium, leading to Airsides 2 and 4 (gates 70-129) with total of 92 gates. The entire main terminal is accessible to all passengers and the general public, but passengers are required to go through security before accessing the people movers to the Airside Terminals.



The main terminal is currently undergoing a major renovation including replacement of the automated people movers to Airsides 1 and 3 (Gates 1-59). The first new shuttle has been installed with the others due to be completed by March 2018.

Other enhancements include: Ticket Lobby Expansion: The ticket lobbies are being expanded and updated with self-assisted counters which increase throughput capacity and efficiency of passenger processing. This involves moving the exterior walls out towards the departures curb, replacement of the check-in desks with modular units, and replacement of the back-wall signage which will display a range of information including airline branding, flight information, security wait times and interactive entertainment for children. To improve navigation throughout the terminal the digital and static signage are also being updated and replaced. The first section of new ticket counters was unveiled in September 2016, with the last section scheduled for completion by the end of 2017.



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Airside 4 Improvements: To cater to MCO's rapidly growing international traffic, four current domestic gates on Airside 4 (Gates 70-99) are being converted to "swing" gates to allow them to be used for either domestic or international service, including the capability to handle the largest commercial aircraft currently being operated. The gates are scheduled to be operational in Summer 2017. The Federal Inspection Services (FIS) facilities are

also being expanded to provide more space for Customs and Border Protection (CBP) officers and passengers being processed through customs and immigration. The expansion is scheduled to open in Summer 2018.

Airside 4 currently serves as the airport's primary long-haul international arrivals concourse; Airside 1 predominantly handles short-haul international arrivals. Arriving international passengers are processed through Customs and Immigration in the airside terminal on which they arrive. After clearing U.S. immigration, passengers collect their baggage and clear U.S. customs. After clearing customs, international passengers ride the people mover to the main terminal. Both Airsides provide access directly from the customs hall to the people mover platform. This has eliminated the requirement for arriving international passengers to go through a security inspection between the customs area and the people mover, and as a result they now have the option of bringing their checked baggage with them on the people mover. Alternatively, passengers also have the option of placing their baggage on a transfer belt as they exit the customs hall for transportation to the main terminal's baggage claim. Passengers, who are connecting to another flight, will need to go through security upon exiting customs.

The airport features an on-site Hyatt Regency hotel within the main terminal structure. The hotel is located on the East Atrium side of the terminal with fourth floor lobby level and guest rooms beginning on level five and above. The hotel features an expansive lobby area for guests awaiting flights, convention space, several bars, and two restaurants including a signature restaurant, Hemisphere, on the top level of the terminal building overlooking the east airfield and beyond.

Airside terminals 1 and 3, both of which opened in 1981, recently underwent major renovations. The new terminal designs incorporate modern architectural features that include new skylights and expanded concession areas. In addition, the mechanical and electrical systems were completely overhauled in each terminal. The project was completed in both terminals in 2010.

A-Side

Major domestic carriers on the A-Side include Alaska Airlines/Virgin America, Frontier, JetBlue Airways and Southwest Airlines. Major international carriers include Aer Lingus, Aero Mexico, Avianca, Azul Brazilian Airlines, Copa, Emirates, Norwegian, Virgin Atlantic and WestJet.

Airside 1

Airside 1 is the part of original terminal which opened in 1981 featuring gates 1 to 29 which accommodate both domestic and international flights.



Airside 2

Airside 2 opened in 2000 featuring gates 100 to 129 which accommodate domestic flights, and has recently undergone a major renovation of its restaurants.



B-Side

Major domestic carriers on the B-Side include American Airlines, Delta Air Lines, Spirit and United Airlines. Major international carriers include Air Canada, Air Canada Rouge, Air Transat, Bahamasair, British Airways, Caribbean, Icelandair, LAN, Lufthansa, TAM, Thomas Cook Airlines, Virgin Atlantic and Volaris which primarily operate out of Airside 4, the airport's predominantly long-haul international arrivals concourse.



Airside 3

Airside 3 is also the part of original terminal which opened in 1981 featuring gates 30 to 59 which accommodate domestic flights.

Airside 4

Airside 4 opened in 1990 featuring gates 70 to 99 which accommodate both domestic and international flights. Additional international gates are being added to Airside 4 in 2017 with the Federal Inspection Services facilities (Customs & Immigration) also being enlarged.

Future Development

South Airport Automated People Mover (APM)

The South Airport Automated People Mover (APM) complex consists of the station for the APM system which will connect passengers to the North Terminal via 7,500 feet of dual-lane guideway, similar to those that connect the existing gates areas to the North



Terminal, as well as a 2,400-space parking garage. The South Airport APM is scheduled to open in mid-2017.

South Airport Intermodal Terminal Facility (ITF)

The South Airport Intermodal Terminal Facility (ITF) is currently under construction approximately one mile due south of the main airport terminal. It consists of approximately 500,000 square feet of terminal space accommodating the South APM and three regional rail systems (SunRail, Brightline, and possibly a system serving the International Drive area). It will also support ground transportation activity including taxis, shuttle buses and public bus operations. The ITF is scheduled to open in 2018. This will serve as the Orlando station for the Brightline high speed regional rail service, which will connect Orlando International Airport to the downtowns

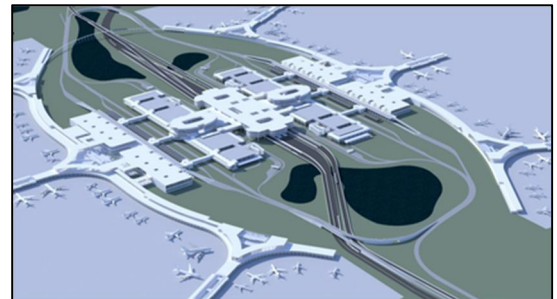


of W. Palm Beach, Ft. Lauderdale and Miami. The station will be connected to the main terminal via an automated people mover (APM) system.

In addition to Brightline and SunRail, the station will also be able to accommodate other train systems which may be added in the future.

South Terminal Complex

In May 2015, the Board of the Greater Orlando Aviation Authority (GOAA) voted unanimously to approve construction of the \$1.8 billion South Terminal Complex (STC), which will be located directly south of the existing terminal. The STC will be built adjacent to the South Airport Intermodal Terminal, which is currently under construction, and both will be connected to the existing terminal via a new Automated People Mover (APM). Phase I (which will be known as "Terminal C") will encompass approximately 300 acres and will include new aircraft taxiways and aprons, a 2.7 million square foot terminal building with 16-24 gates, and a 6-story 5,000 space parking garage. Construction of the STC is expected to begin sometime in 2017 and will be operational by 2020.



Introduction of computer system

MCO currently utilizes SITA's AMS software for managing its common use facilities. However, they are currently reviewing alternative products to ascertain the best fit for the projected future growth at MCO.

Introduction of our members

		
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From Chief Editor

I would like to express my sincere appreciation to Ms. Vicki Jaramillo for her excellent contribution to Asian Breeze (51). I learnt a lot from this article and I really like the design of the terminal area with a double-sided terminal building and four airside concourses. It is like a four-leaf clover which is supposed to bring us a lucky charm, happiness and prosperity. In addition, the South Terminal Complex (STC) will be developed in the southern area of airport to accommodate more and more flights from all over the world.

Orlando reminds me of the huge entertainment complex called “The Walt Disney World Resort” in Bay Lake and Lake Buena Vista and the space center called “The John F. Kennedy Space Center (KSC) of NASA” in the Cape Canaveral; however Orlando has both leisure attractions and businesses delivering state of the art technology. No wonder there are so many domestic destinations all over the USA to attract many people here. I hope MCO will attract more and more people not only from USA but also from all over the world in the future too.

Having finished this issue, I should rush to Hanami (花見) (appreciation of Sakura bloom) with my wife. Although they are in full bloom right now, they will last until the end of next week. I should bring lunch box and Sake or Beer with me to appreciate not only Sakura but also my stomach. (H.T.)

