

## Orlando International Airport

IATA/ICAO CODE: MCO/KMCO  
CITY: Orlando  
STATE: FL  
COUNTRY: USA

### AIRPORT CONTACT

Information updated by the airport 2/2011

Name: Cyrus T. Callum, A.A.E., ACE Ron Lewis  
Title: Noise Abatement OIA/OEA Deputy Executive Director/OPS  
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Orlando International Airport  
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Airport Web Site: [www.orlandoairports.net](http://www.orlandoairports.net)

ELEVATION: 96 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
18L/36R	12005	-	-	200
18R/36L	12004	-	-	200
17R/35L	10000	-	-	150
17L/35R	9000	-	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

### NOISE ABATEMENT PROCEDURES

Details are provided at the following link:  
<http://www.orlandoairports.net/goaa/noise/Index.htm>

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

### PREFERENTIAL RUNWAYS

The runway use program, in effect since March 9, 1990, applies to all turbojet aircraft. South operations are to be used when conditions permit during the period 7:00 am to 11:00 pm, with vectors specified for arrivals from the south to the nearest landing runway and from the west, northwest or southwest to north of the Orlando VORTAC for a straight in

approach. When conditions require north operations, both arrival vectors and standard instrument departures (SIDs) are specified. At night (11:00 pm to 6:00 am), both arrival and departure procedures identify specific runways. If a runway other than one specified is requested, the request is honored and the pilot advised if the runway is noise sensitive and if any delay is expected. Nighttime Noise Abatement procedures include opposing-flow configuration when traffic/weather permits.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Restriction on ground run-up. Contact Airport Operations 407 825 2036

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status			
Sound Insulation (Residences and Public Buildings)	2006	First-ever Residential Sound Insulation Program (RSIP) commencement. 24 Homes. Construction start-up spring 2006 early winter 2006. Shenandoah Elementary School insulation planned upon notice-to-proceed from Orange County Public Schools			
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A			
Avigation Easements	1999-2000	Avigation Easements Enacted (65 DNL and higher)			
Zoning Laws	1999-2000	City of Orlando and Orange County adopted Noise/Land-use Ordinances. 5 Noise Zones identified: 70+ DNL, 70DNL, 65DNL, 60 DNL, 55 DNL. 65 DNL restricts residential. Requires Avigation Easement, Waiver of Claim, Sound Level Reductions, (SLR's). 55 DNL requires Waiver of Claim and/or Notification.			
Real Estate/Property Disclosure Laws	1999-2000	Noise Overlay Zoning applies to land being zoned residential and some commercial applications. Existing residential within noise overlay zoning (prior to 1999) is exempted.			
Acquire Land for Noise Compatibility to date	2001-2006	FAR Part 150 (MCO) Approved October 2001 (\$6.1M) North of Runway 18-36 system includes RSIP/School insulation and property acquisition.			
		DNL	Population	Homes	Area

Population within each noise contour level relative to aircraft operations	-	75+ Ldn	0	0	1.79 sq miles
		70-75 Ldn	0	0	1.63 sq miles
		65-70 Ldn	100	30	4.54 sq miles
		2004 65 DNL contour covers an area of 5,094 acres (8.0 sq. miles). Of this, 4,534 acres (7.08 sq miles) remain on airport property and conversely 560 acres (0.87 sq. miles) is off airport property			
Airport Noise Contour Overlay Maps	1999-2000	Available on Airport Website( <a href="http://www.orlandoairports.net">www.orlandoairports.net</a> ). Interactive GIS Map with Noise Overlay Zones also available, ( <a href="http://www.orangecountyfl.net">www.orangecountyfl.net</a> ).			
Total Cost of Noise Mitigation Programs to Date	-	Current program \$6.1M. Aggregate Noise mitigation > \$12M			
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005 AIP grant of \$29,218 for Noise Compatibility Planning Studies			

NOISE MONITORING SYSTEM



NMT #	LOCATION	< 00 00' 00" >		DECIMAL
1	Shenandoah Elem.	81-19-44 28-29-00	W N	81.328889 28.483333
2	Ventura Elem.	81-17-49 28-30-05	W N	81.296944 28.501389
3	Majestic Oaks	81-14-00 28-20-38	W N	81.233333 28.343889
4	Isle of Catalina	81-24-37 28-30-48	W N	81.410278 28.513333
5	Audoban Park Elem.	81-20-46 28-34-00	W N	81.346111 28.566667
6	Colonial H.S.	81-18-05 28-33-22	W N	81.301389 28.556111
7	Conway Elem.	81-19-59 28-30-15	W N	81.333056 28.504167
8	Cypress Springs Elem.	81-14-08 28-31-04	W N	81.235556 28.517778
9	Lake Como Elem.	81-20-58 28-31-53	W N	81.349444 28.531389
10	Meadow Woods	81-21-42 28-22-13	W N	81.361667 28.370278
11	Rio Pinar	81-16-27 28-30-23	W N	81.274167 28.506389
12	Winter Park H.S.	81-19-01 28-35-00	W N	81.316944 28.583333
13	Conway M.S.	81-19-37 28-30-02	W N	81.326944 28.500556
14	Odyssey M.S.	81-15-26 28-28-28	W N	81.257222 28.474444

Noise Operations Monitoring System (NOMS) AirScene.com NOMS designed by Era Corporation, using Bruel & Kajer (B&K) NMT's

FLIGHT TRACK MONITORING SYSTEM  
FlightGraph by Era Corporation

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS  
Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT  
[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)