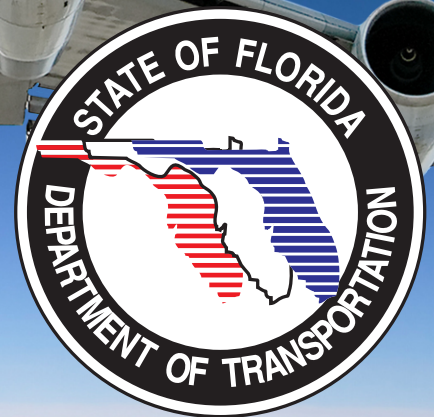


2012

AIRPORT AIR SERVICE PROFILE

Orlando International Airport



prepared by



Kimley-Horn
and Associates, Inc.

Purpose

Airport Air Service Profiles have been developed for Florida's 19 commercial service airports. The purpose of the Airport Air Service Profiles is to inform Florida's airports of the travel patterns of their communities, so they can operate their airports more efficiently and to communicate this information to the airline industry, allowing them to make informed service delivery decisions.

Data Explanation

For this report, three key data sources were used: *Passenger Origin-Destination Survey* from the U.S. Department of Transportation, the Official Airline Guide (OAG) and Airline Reporting Corporation (ARC). In this profile, data are combined and compared in order to identify general trends about the airport, as well as offer certain analysis on the findings. A description of these data sources are presented below. Throughout the text, the data sources will be further explained, but this section provides a general overview of the data used in the development of this Airport Air Service Profile.

AIR PASSENGER ORIGIN AND DESTINATION (O&D) SURVEY

DB1B COUPON: The Airline Origin and Destination Survey (DB1B) is a 10% sample of airline tickets from reporting carriers collected by the Office of Airline Information of the Bureau of Transportation Statistics. Data from this source provides coupon-specific information for each domestic itinerary of the Origin and Destination Survey.

T-100 DOMESTIC MARKET: This data source contains domestic market data reported by both U.S. and foreign air carriers, including carrier, origin, destination, and service class for enplaned passengers, freight and mail when both origin and destination airports are located within the boundaries of the United States and its territories.

OFFICIAL AIRLINE GUIDE (OAG)

OAG data were summarized as weekly averages for the reported year. All OAG data are for direct flights and represents statistically significant samples of data.

AIRLINE REPORTING CORPORATION (ARC)

The data provided by this source represent a statistically significant and representative sample of airline tickets purchased with a consumer form of payment through an ARC-accredited agency, including major online travel agencies (OTAs), such as Expedia, Orbitz, and Travelocity.

The data represent a 10 percent sample, and industry standard sample size, of passengers from participating agencies. This amount can vary significantly by individual market depending on several factors, including but not limited to the following: 1) the overall composition of air travelers (leisure vs. business); 2) the presence of carriers whose distribution is more heavily weighted toward the direct vs. agency channel (e.g. low cost carriers); and 3) the presence of carriers with limited participation in the ARC settlement system (e.g. Southwest Airlines).

The data used represent passengers and zip codes from where in Florida tickets were purchased. The data include purchases from Florida zip codes only. Because the data in this document represent consumer purchases of airline tickets, there is a natural bias toward leisure and unmanaged business travel behavior and may not account for all business travel. There also may be limitations due to misrepresentation of the passenger information in instances where a person from one zip code purchased a ticket for another person in a different zip code.

Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc., the consultant to the Florida Department of Transportation, Central Aviation Office.

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ORLANDO INTERNATIONAL AIRPORT AIR SERVICE SUMMARY

AIRPORT INFORMATION AND HISTORY

Orlando International Airport (MCO) is the second largest airport in Florida and one of the largest airports in both the United States and the world. Located in the heart of one of the world's busiest tourist destinations, as well as in one of the state's largest metropolitan areas, Orlando International had 17,453,907 enplanements in 2010. In addition to the large number of passengers that pass through the airport, Orlando International also carries a large amount of freight; the second most of all airports in Florida. Currently, Orlando International has four runways with lengths of 9,000 feet, 10,000 feet, 12,004 feet, and one at 12,005 feet. These facilities, along with frequent flight offerings and low cost carriers make Orlando International a key airport for Florida.

ANALYSIS

Orlando International Airport is located in the East Central Continuing Florida Aviation System Planning Process (CFASPP) region. Also included in this region are Daytona Beach International Airport, Melbourne International Airport, and Orlando-Sanford International Airport. In this analysis, baseline conditions for the airport are reported using 2010 and 2011 data. In some instances, historical data are shown for years 2000 to 2010. The main sources of information are from the United States Department of Transportation (U.S. DOT), the Official Airline Guide (OAG), and the Airline Reporting Corporation (ARC). Specific data sources are described where appropriate.

TOTAL ENPLANEMENTS

In 2010, Orlando International Airport had 17,453,907 total enplanements, making it the busiest airport in the East Central CFASPP region and the second busiest airport in Florida, second only to Miami International Airport. Total enplanements at Orlando International Airport have varied throughout the decade with predictable lows in 2001 and 2002 following 9/11 and rapid growth in 2006 and 2007. In 2011, the airport reported having 17,708,006 total enplanements. Trends in total enplanements at Orlando International Airport are shown in *Figure 1*. Data for this figure were taken from 2000 – 2010 Enplanements in Florida's Commercial Airports, annual airport passenger traffic reports.

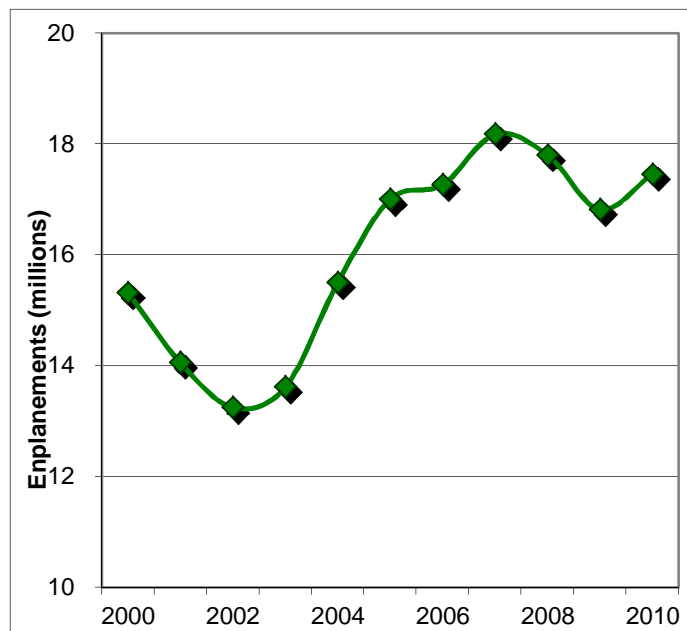


Figure 1: Orlando International Airport Total Annual Enplanements

DOMESTIC ORIGINATION AND DESTINATION (O&D) TRAVEL PATTERNS

In 2010, Orlando International Airport had 15,838,377 domestic enplanements (O&D passengers). In the East Central CFASPP region, Orlando International is the largest airport; the next largest airport in the East Central CFASPP region had only 367,410 domestic outbound O&D passengers (Orlando-Sanford International Airport). Orlando International Airport enplanes a large number of passengers and it is able to offer some of the lowest fares in the state. Domestic one-way fares from Orlando International average \$143.91, roughly \$30.00 less than the average domestic one-way flight from either Daytona Beach International Airport or Melbourne International Airport. O&D passenger and fare data were collected from the U.S. Department of Transportation (U.S.DOT) Bureau of Transportation Statistics (BTS) O&D Survey and summarized from schedule T-100 Domestic Market All Carriers. Fare data are from U.S. DOT BTS DB1B Market Data. A graphical summary of O&D passenger and fare data are shown in *Figure 2* below. United States (U.S.) regional trends and destination airports for 2010 and 2011 are shown in *Maps 1 and 2* on the following pages. *Map 1* includes a table that displays the top ten final destinations of passengers originating at Orlando International Airport and a table that shows how average one-way fares and domestic passenger totals vary across U.S. regions. *Map 2* contains a table with the top ten final destinations from Orlando International Airport. The destination airport data seen in *Maps 1 and 2* were obtained from Airlines Reporting Corporation (ARC)* and is a ten percent sample of reporting years 2010 and 2011.

* Disclaimer: Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc.

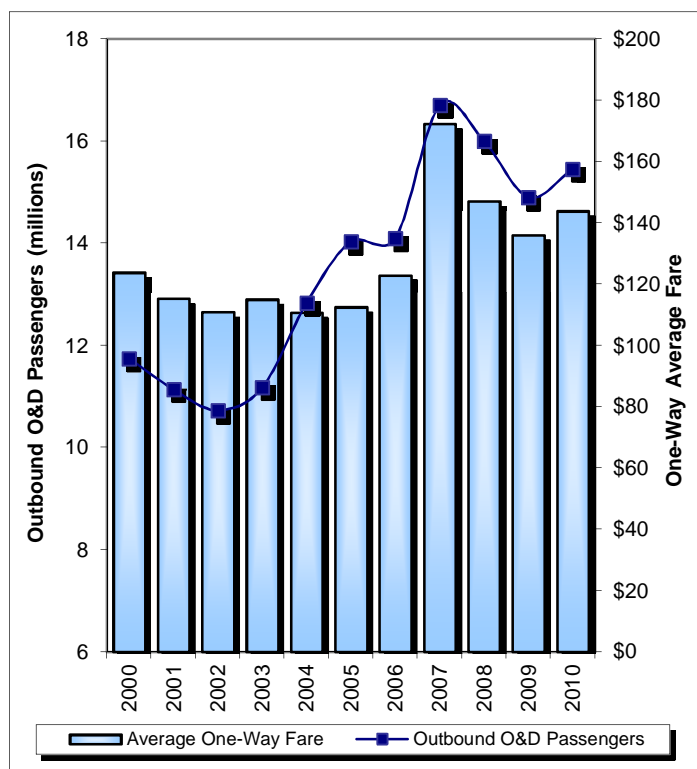
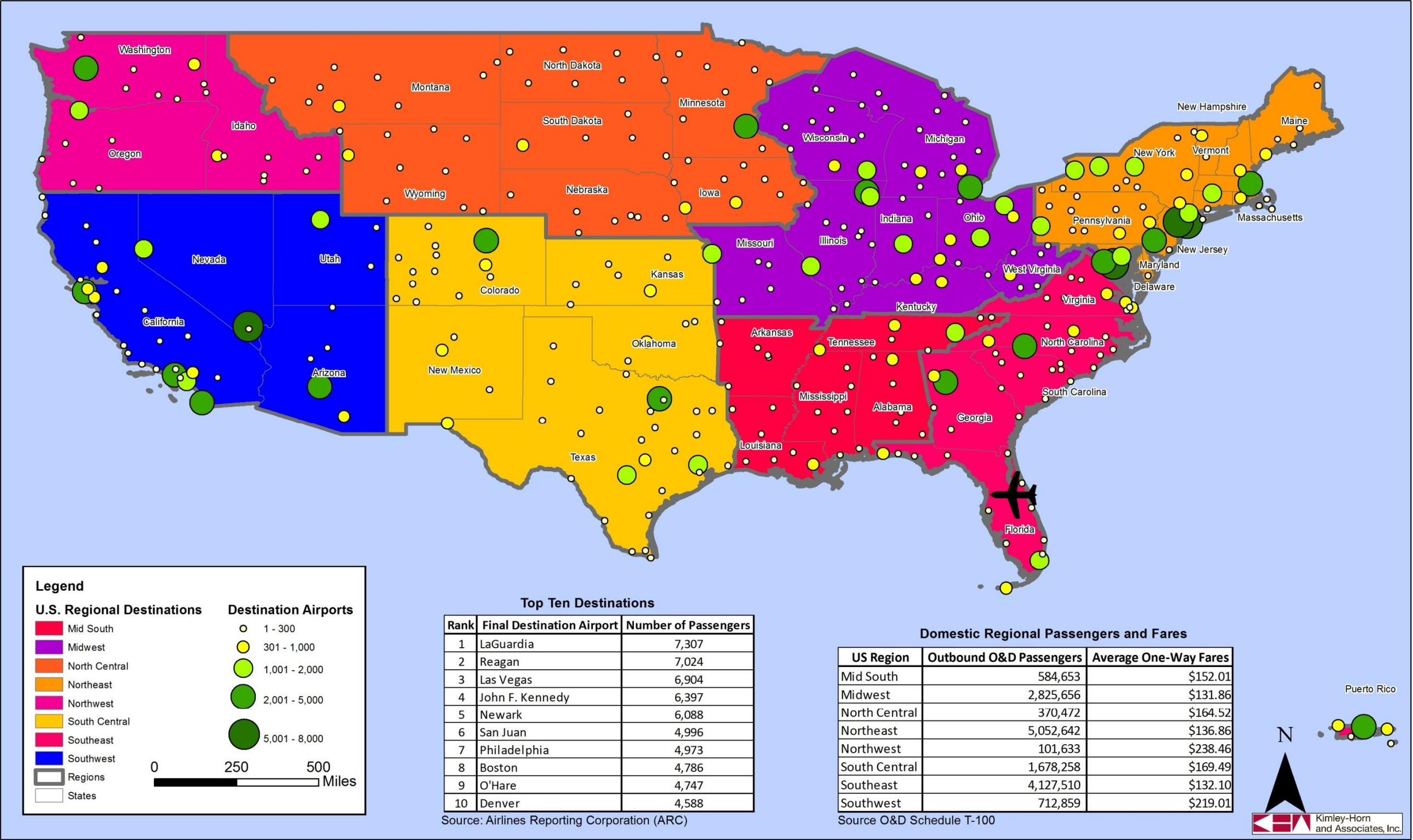
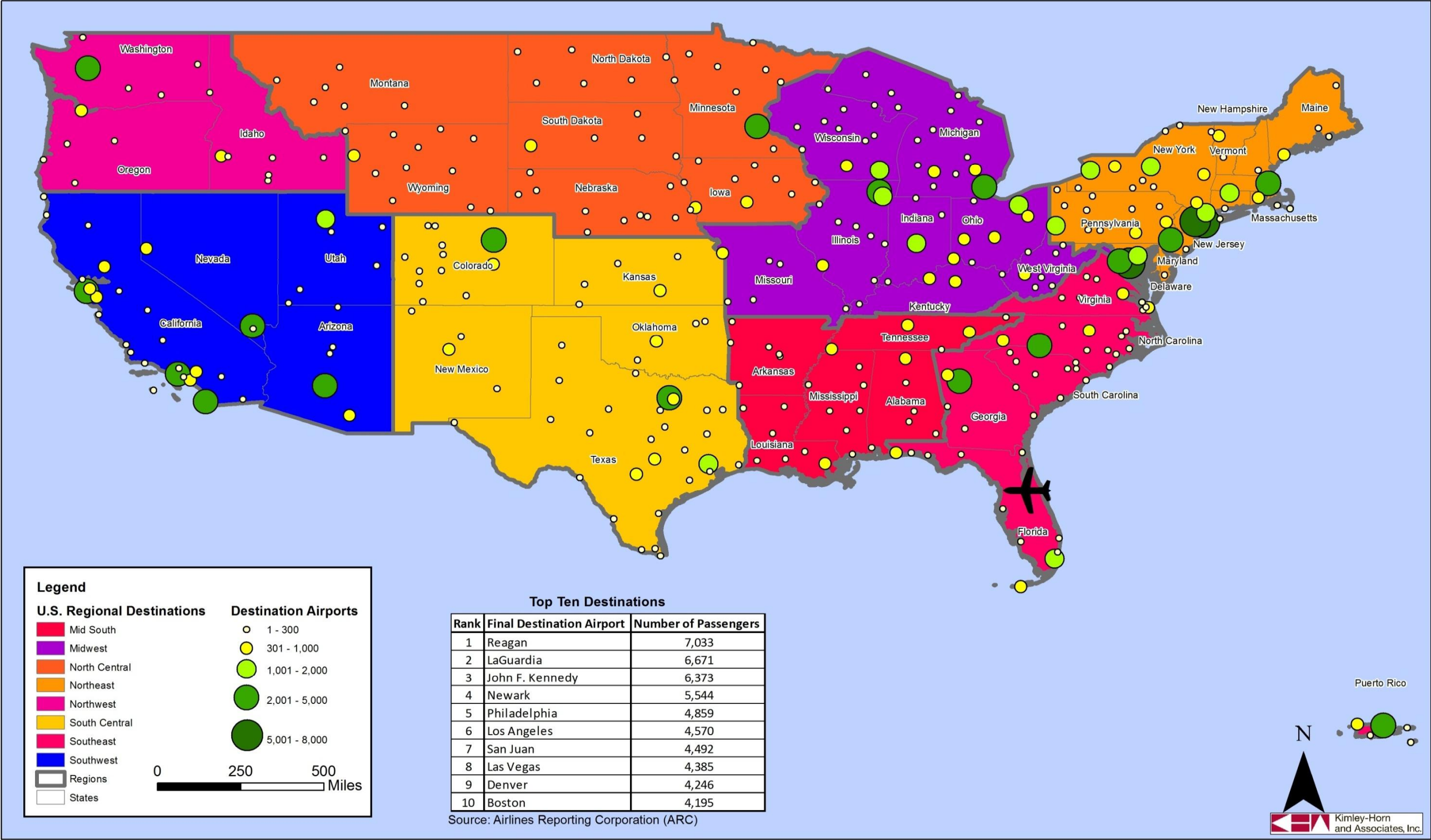


Figure 2: Summary of Outbound O&D Passengers and Average One-Way Fares



Map 1: Orlando Domestic Destination Airports and Regions, 2010
Final destination information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes



Map 2: Orlando Domestic Destination Airports and Regions, 2011
Final destination information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes

DESTINATIONS SERVED

Orlando International Airport serves 82 domestic airport locations throughout the U.S. with direct flights. Of the 82 destinations, 77 are served by large jet aircraft, 5 are served by regional jets, and two are served by turboprop aircraft. In recent years, there has been a significant increase in the use of large jets which means that the average number of seats per flight has also increased. Currently, Orlando has an average of 145 seats per flight for domestic destinations and 2,487 domestic departures per week. Of commercial service airports in Florida, Orlando International has the largest number of domestic flight enplanements and passengers, as well as destinations served. Data used to compile this information are from the Official Airline Guide (OAG) and are presented as a weekly summary taken during July 2011. A summary of airports served, number of flights, and serving airlines is provided in the *Appendix*. The destinations that an airport is able to serve are directly affected by the airlines that provide service. Airlines often enter into code sharing agreements so they are able to expand their service without investing in the necessary resources. The *Appendix* provides a list of contract airlines and the airports that have code sharing agreements with them.

INTRASTATE TRAVEL

Orlando International Airport is one of 16 airports in Florida that offers intrastate service. Of the airports in the East Central CFASSP region, only Orlando International Airport offers intrastate flights. While Orlando International still offers a large number of weekly intrastate flights (183), they represent only a small percentage of the flights that depart the airport; due to the airport's very extensive interstate route network, which includes more non-stop destinations than any other airport in Florida. Data displayed for intrastate flights were taken from the Official Airline Guide (OAG) and show the weekly average number of flights from data collected in July of 2011. Intrastate service is summarized below in *Figures 3* and in *Map 3*. After completion of data collection for this analysis it was reported that Orlando International would also begin service to Gainesville Regional.

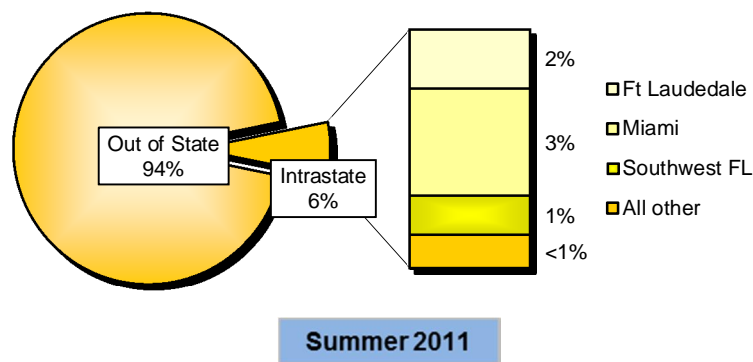
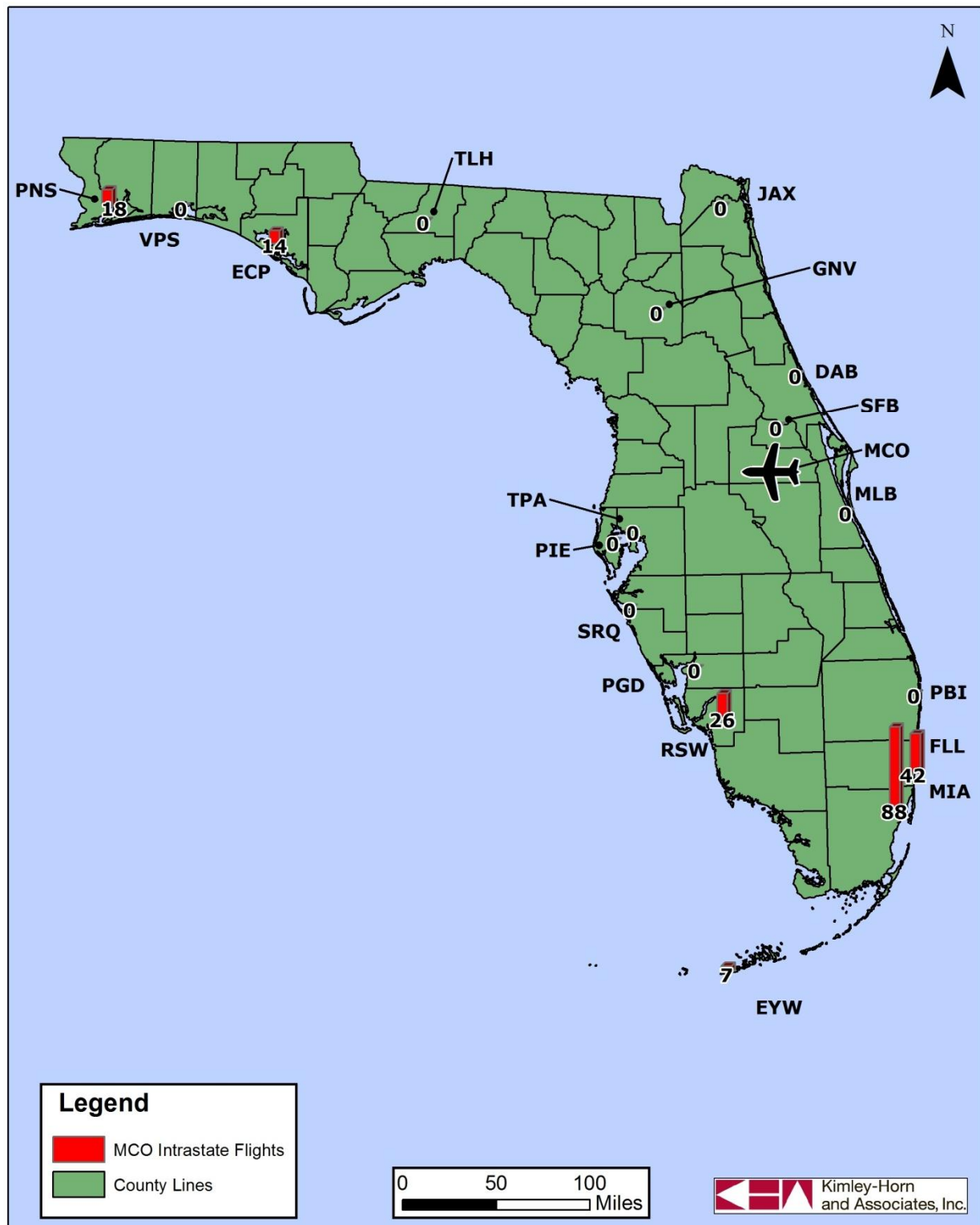


Figure 3: Intrastate Service
Intrastate passengers a percent of total



Map 3: Orlando Intrastate Flights, 2011

Average Number of Weekly Flights

INTERNATIONAL FLIGHT DEPARTURES

International service was limited to seven commercial airports in Florida in 2011. Of these airports, Orlando International Airport has the third highest average weekly departures. Miami International has the most. In 2012, the airport had an average of 213 weekly international departures, with approximately 47 of those serving the Caribbean/Atlantic, 49 serving Mexico/Central America, 45 serving Europe, 25 serving South America, and 47 serving Canada. International flight information compiled from the Official Airline Guide (OAG) and represents a weekly average with data being compiled from July 2011. Historical flight information for international destinations is shown in *Table 1*. All current international flight destinations from Orlando can be seen in *Figure 4*.

Table 1: Historical International Flight Destinations

Average Number of Weekly Flights

WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES		2000	2001	2003	2005	2007	2008	2011
	Caribbean	53	52	59	143	55	53	46
	Mexico/Cent. America	14	10	12	16	24	33	57
	South America	6	2	6	0	0	0	24
	Europe	32	32	32	42	38	42	48
	Canada	20	31	17	30	29	29	24
	Total	125	127	126	231	146	157	199

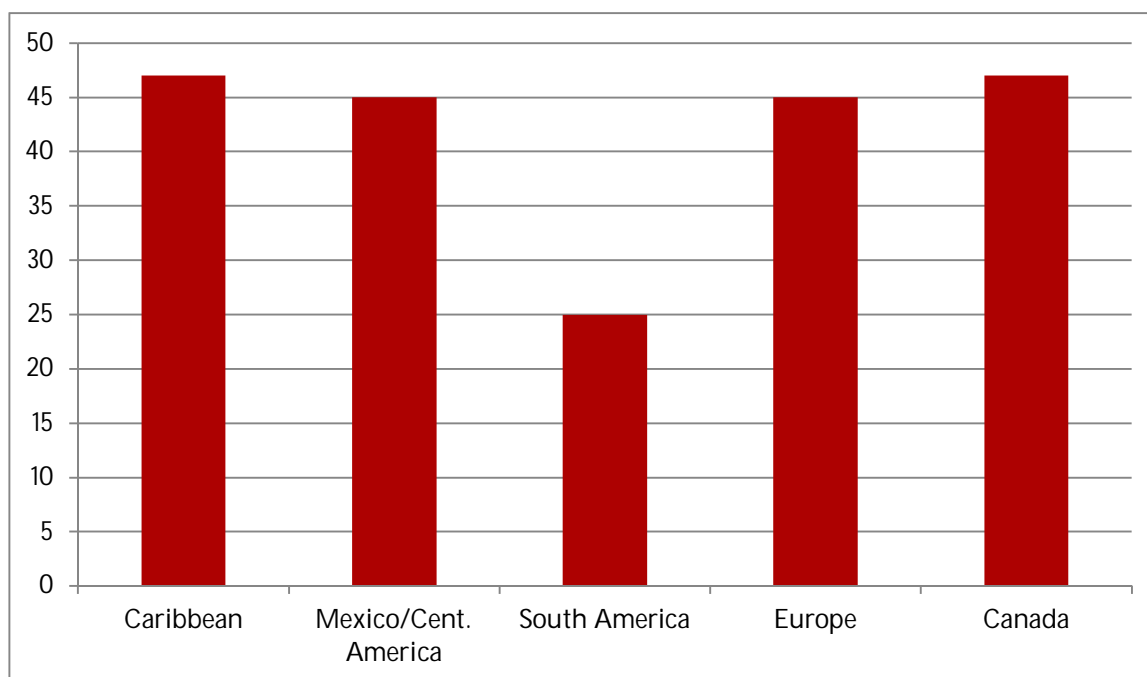


Figure 4: International Flight Destinations, 2012

Average Number of Weekly Flights

SEASONAL FLIGHT COMPARISON

Scheduled service at Orlando International Airport showed very little variability during different seasons in 2011. Across all destination regions and throughout all seasons, there was not more than a two percent difference in both flight frequency and number of departing seats. Seasonal flight information is from the Official Airline Guide (OAG) and summarized as a weekly average with winter months being December 2010 and January 2011, spring months being March and April 2011, and summer months being July and August 2011. A summary of the seasonal comparison for Orlando International Airport can be seen below in *Figure 5*.

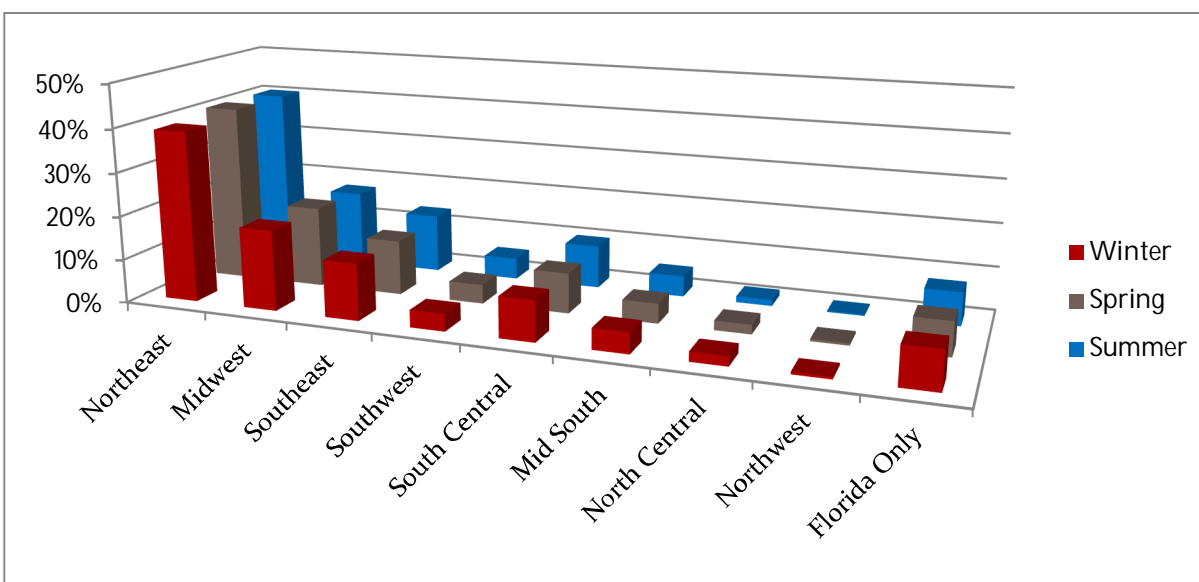


Figure 5: Orlando International Airport – Seasonal Flight Comparison

Seasons presented are from a representative sample.

HUBS SERVED

Orlando International Airport is one of the largest airports in the state of Florida. On a national level, it is one of only 25 large hub airports in the U.S. A large hub airport is one that enplanes one percent or more of total enplaned passengers from all U.S. airports. Orlando had 15.5 million domestic enplanements and offered flights to 66 domestic hub airports. To be considered a hub airport, an airport must serve at least 0.05 percent of all enplaned passengers in the U.S. Hub information is from the U.S. Department of Transportation (U.S.DOT) Research and Innovative Technology Administration (RITA) using Bureau of Transportation Statistics (BTS) data as of June 2011.

AVERAGE LOAD FACTORS

Average load factors represent the number of passenger miles traveled as a proportion of available seat miles. Higher average load factors represent more total passengers boarding. The average load factor at Orlando International Airport, 84.35, was slightly higher than the U.S. average, 81.73, for 2011. Load factor statistics were determined using Bureau of Transportation Statistics (BTS) T-100 segment data for the years 2010 and 2011. A summary of 2010 and 2011 average load factors can be seen in *Table 2*.

Table 2: Average Load Factors Per Year

Year	Domestic	International	Total
Orlando International			
2010	84.49	83.79	84.33
2011	85.26	80.34	84.35
All U.S. Airports			
2010	82.18	81.59	81.9
2011	83.03	80.41	81.73

ON-FLIGHT MARKET FREIGHT STATISTICS

Freight statistics represent the total number of pounds of freight, property other than mail and passenger baggage transported, transported by air from a given airport. Orlando International Airport has the second highest freight total of all commercial service airports in Florida, shipping 69,619,751 pounds of freight between January and September 2011. A summary of 2010 and 2011 on-flight market freight statistics is shown in *Table 3*. Due to delay in reporting periods by airlines and airports to the Bureau of Transportation Statistics (BTS), not all 2011 data have been reported. Therefore, comparisons cannot be made between 2010 and 2011, but comparisons can be made between airports for the same years. Freight statistics were determined using BTS T-100 domestic market data.

Year	Freight (in pounds)
2010 (Jan-Dec)	125,571,120
2011 (Jan-Sept)	69,619,751

Table 3: Total Freight (lbs.) Per Year

ON-FLIGHT MARKET MAIL STATISTICS

Mail statistics represent the total number of pounds of U.S. and foreign mail shipped from a given airport. Orlando International Airport has one of the highest mail totals of all commercial service airports in Florida with 1,508,301 pounds of mail shipped between January and September 2011. A summary of 2010 and 2011 on-flight market mail statistics can be seen in *Table 4*. Due to delay in reporting periods by airlines and airports to the Bureau of Transportation Statistics (BTS), not all 2011 data have been reported. Therefore, comparisons cannot be made between 2010 and 2011, but comparisons can be made between airports for the same years. Mail statistics were determined using BTS T-100 domestic market data.

Year	Mail (in pounds)
2010 (Jan-Dec)	1,943,019
2011(Jan-Sept)	1,508,301

Table 4: Total Mail (lbs.) Per Year

MARKET LEAKAGE STUDY

INTRODUCTION

Florida has the most large hub airports (4) of any state in the U.S. Florida also has a large number of commercial service airports (19), which compete over the same potential passengers. There are many factors that play into the decision-making of passengers, ranging from cost to airport proximity to how direct a flight is. Because of these factors, many smaller commercial airports in Florida experience market leakage, or a loss of passengers who choose to drive further distances to airports for various reasons, such as less expensive flights or more convenient flight options. For large airports located in large metropolitan areas leakage may be a less significant factor due to the fact that they still carry large numbers of passengers. Conversely for smaller airports the loss of passengers to larger airports may potentially be more significant. This analysis looks at tickets purchased in Florida zip codes to see which Florida airports lose enplanements due to market leakage. The market leakage study analyzed zip codes from where a ticket was purchased and subsequently which airport was departed from for that purchase. This analysis determined how many passengers leaving a county with commercial air service to use an airport located within another county. In order to better understand the market leakage findings, key demographic data are presented as part of the market leakage study.

METROPOLITAN STATISTICAL AREA (MSA)

Orlando International Airport is one of two commercial airports located in the Orlando-Kissimmee-Sanford, FL metropolitan statistical area. This MSA is the third largest in the state with regard to population and is home to world-wide tourist destinations. According to the US Census, an MSA is *"a geographic entity based on the concept of a core area with a large population nucleus, plus adjacent communities having a high degree of economic and social integration with that core."* Per this definition, looking at populations, employment, and other important factors at the level of an MSA, should prove beneficial in better understanding the area. Data are also analyzed at the county level where appropriate.

POPULATION TRENDS AND PROJECTIONS

The Orlando-Kissimmee-Sanford MSA has a current population of 2.1 million people. Orlando International Airport is also located in Orange County, which has a current population of 1.1 million people. Historical, current, and future population projections for Orange County are shown in *Figure 6* and historical populations for the MSA are shown in *Figure 7*. Current and historical population data are from the 2010 census and population projections are from the Bureau of Economic and Business Research (BEBR) 2010.

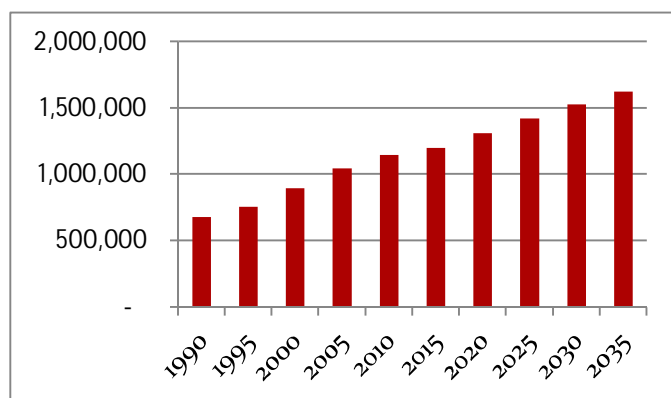


Figure 6: Historical, Current, and Future Population Projections Orange County

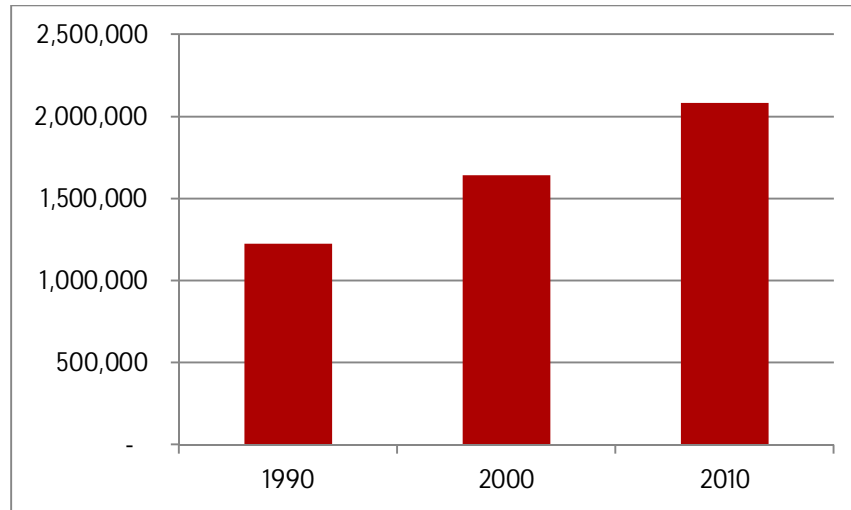


Figure 7: Historical Populations –Orlando-Kissimmee-Sanford MSA

INCOME LEVELS

Income levels for Orange County fall below the state average per capita income. Currently, the per capita income is \$36,400 while the state average is \$38,965. Income levels in the Orlando-Kissimmee-Sanford MSA follow a very normal distribution when compared to other MSA's in the state, but do have slightly more households in many of the high income brackets. The income in an area may impact the demand for air travel in an area. In an area that has a relatively high number of upper income households, more people may be willing to pay more in order to travel a shorter distance to the airport increases. In lower income areas, people may be likely to drive a greater distance for air travel in order to capture reduced fares. A summary of income data for the MSA is below in *Figure 8*. Income data for the county are from Enterprise Florida while income data for the MSA are from the U.S. Census American Fact Finder.

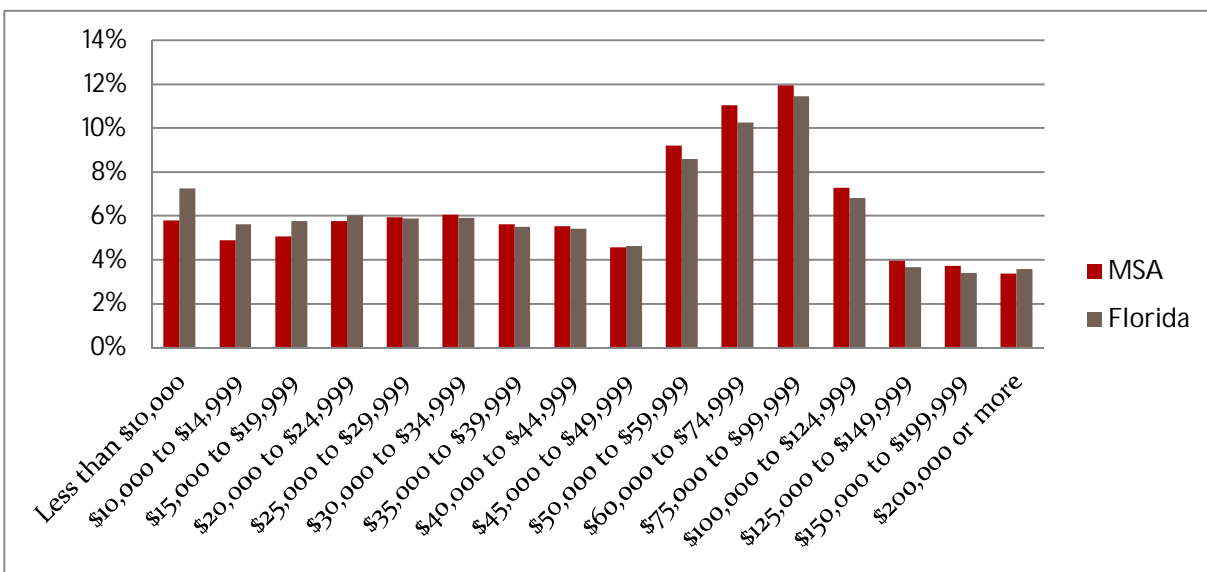


Figure 8: Income Brackets – Orlando-Kissimmee-Sanford MSA

EMPLOYMENT BY INDUSTRY

The type of employment that is located in an area may also have an effect on airline travel. For areas that have a large number of companies that participate in professional and financial services demand for local air travel will likely increase because they are less concerned about the cost of flights and more concerned about ease of access to the airport. In most cases, differences will exist between the county and the state averages but these discrepancies are generally not large enough to impact commercial air service demand. Orange County shows large variations in employment industries with a much higher percent of hospitality jobs and professional/business services and a much lower amount of education and health services and trade, transportation, and utilities. A summary of employment by industry is shown in *Figure 9*. A list of the county's top employers is shown in *Table 5* below. Employment information is from the 2009 US Economic Census and top employer data are from Enterprise Florida and contains data from 2010.

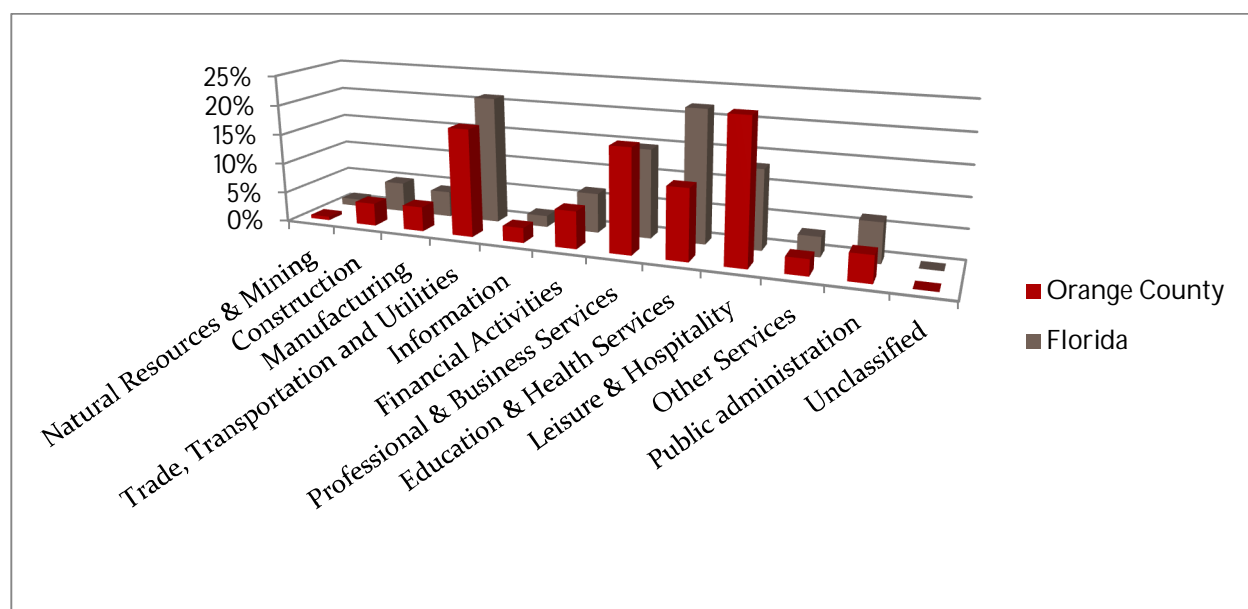


Figure 9: Jobs by Industry – Orange County

Major Employers	Number of Employees
Walt Disney World	62,000
Adventist Health Systems	16,002
Universal Orlando	13,000
Orlando Health	10,000
Busch Entertainment Corp.	7,800
Lockheed Martin	7,200
Marriot International Inc.	6,312
Central Florida Investments	6,155
Darden Restaurants	5,950
Starwood Hotels and Suites Worldwide	5,369

Table 5: Top 10 Private Employers – Miami-Dade County

Routing

A routing analysis was completed in order to determine if final destinations and routes were well matched. At a majority of large airports, the top routes are served by direct flights. This is also true for Orlando International Airport, showing that the airport has well matched flights to desired destinations. *Map 4* on the following page shows the top ten routes that depart from Orlando International Airport. Data for the routing analysis were obtained from Airline Reporting Corporation (ARC).

NEARBY AIRPORTS

The airports nearest to Orlando International Airport are Orlando-Sanford International Airport, Daytona Beach International Airport, and Melbourne International Airport. Tampa International Airport is less than 100 miles from Orlando International Airport.

MARKET LEAKAGE ANALYSIS

A market leakage analysis was completed for Orlando International Airport for 2011. The market leakage analysis evaluates the zip codes from where tickets were purchased for flights departing Orlando International Airport. Data for this analysis were obtained from Airline Reporting Corporation (ARC)* and can be seen in *Maps 5 and 6*. The market leakage analysis also looks at tickets purchased from an Orange County zip code departing from other airports. By doing this, trends were identified as to whether or not Orlando International loses passengers to nearby airports.

FINDINGS

The market leakage analysis shows that Orlando International Airport does not lose a substantial number of passengers to any other commercial service airport. In fact, no other airport in the state is able to draw a significant number of passengers from Orlando International Airport's primary market. Of the passengers who depart from Orlando International Airport, 11.2 percent are from Brevard County (the primary market for Melbourne International Airport), 12.9 percent are from Seminole County (the primary market for Orlando-Sanford International Airport), and 7.1 percent are from Volusia County (the primary market for the Daytona Beach International Airport). *Figure 10* illustrates two of the top airports that receive leaked passengers from the Orlando International Airport market area. The passengers who leave Orange County for commercial air service primarily use Tampa International Airport, where 0.4 percent of all passengers are from Orange County. Some passengers who leave Orange County for commercial air service use Daytona Beach International Airport, where 0.8% of all passengers are from

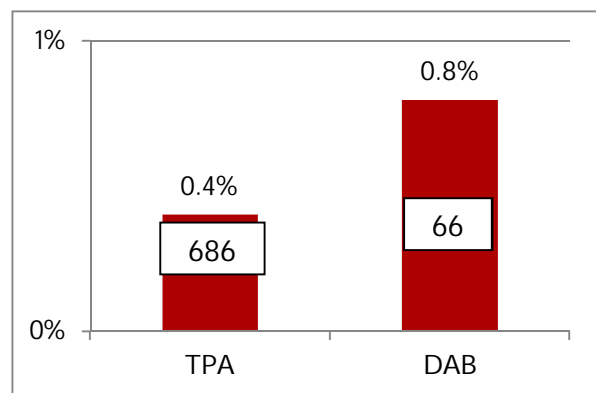
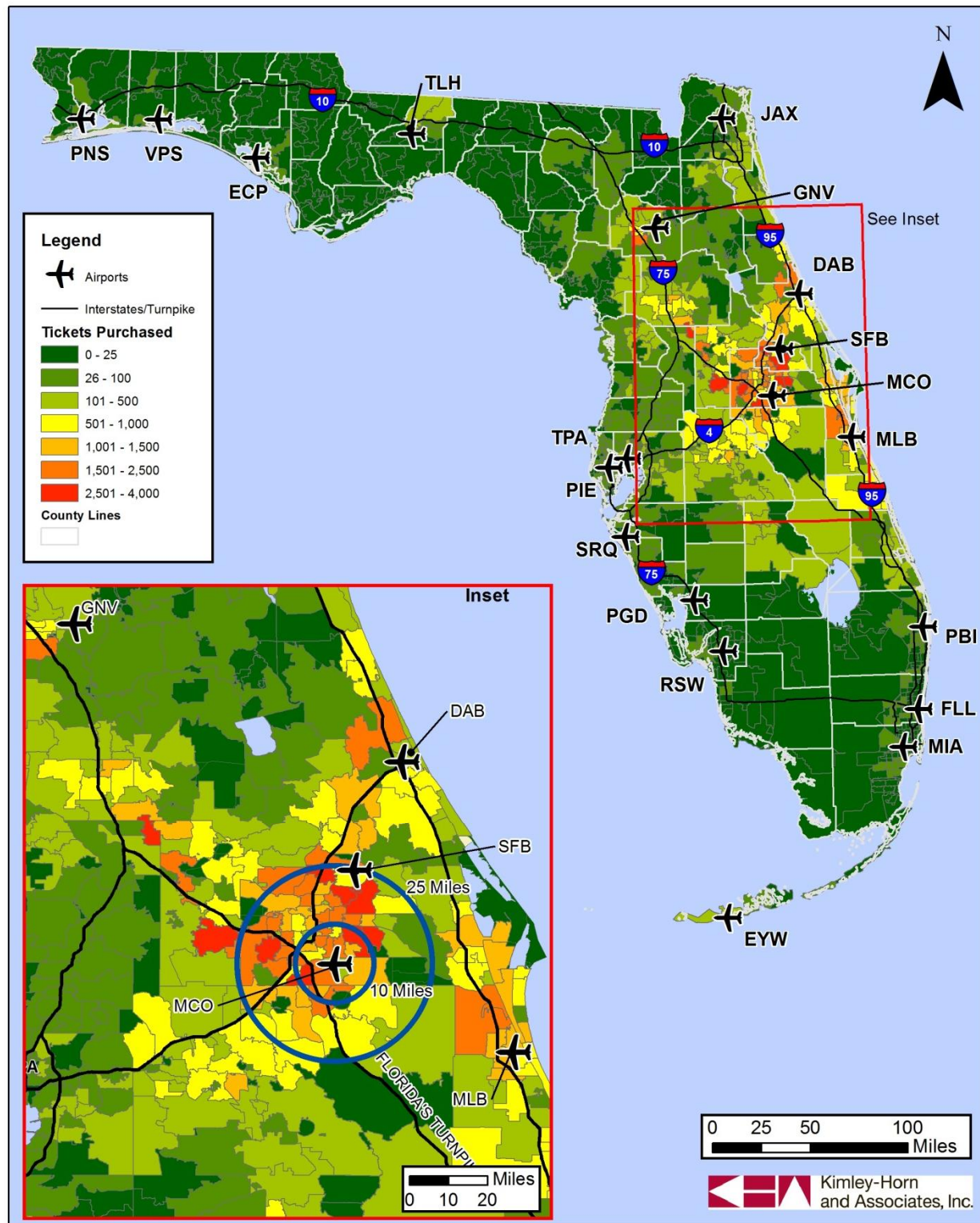


Figure 10: Market Leakage
Represented as a Percentage of the Departing
Airports Total Enplanement Volumes in 2011

Orange County. The values that are presented represent the number and percent of passengers who purchased their ticket from an Orange County zip code but flew out of an alternative airport. Data represent a 10 percent sample of all months of 2011.

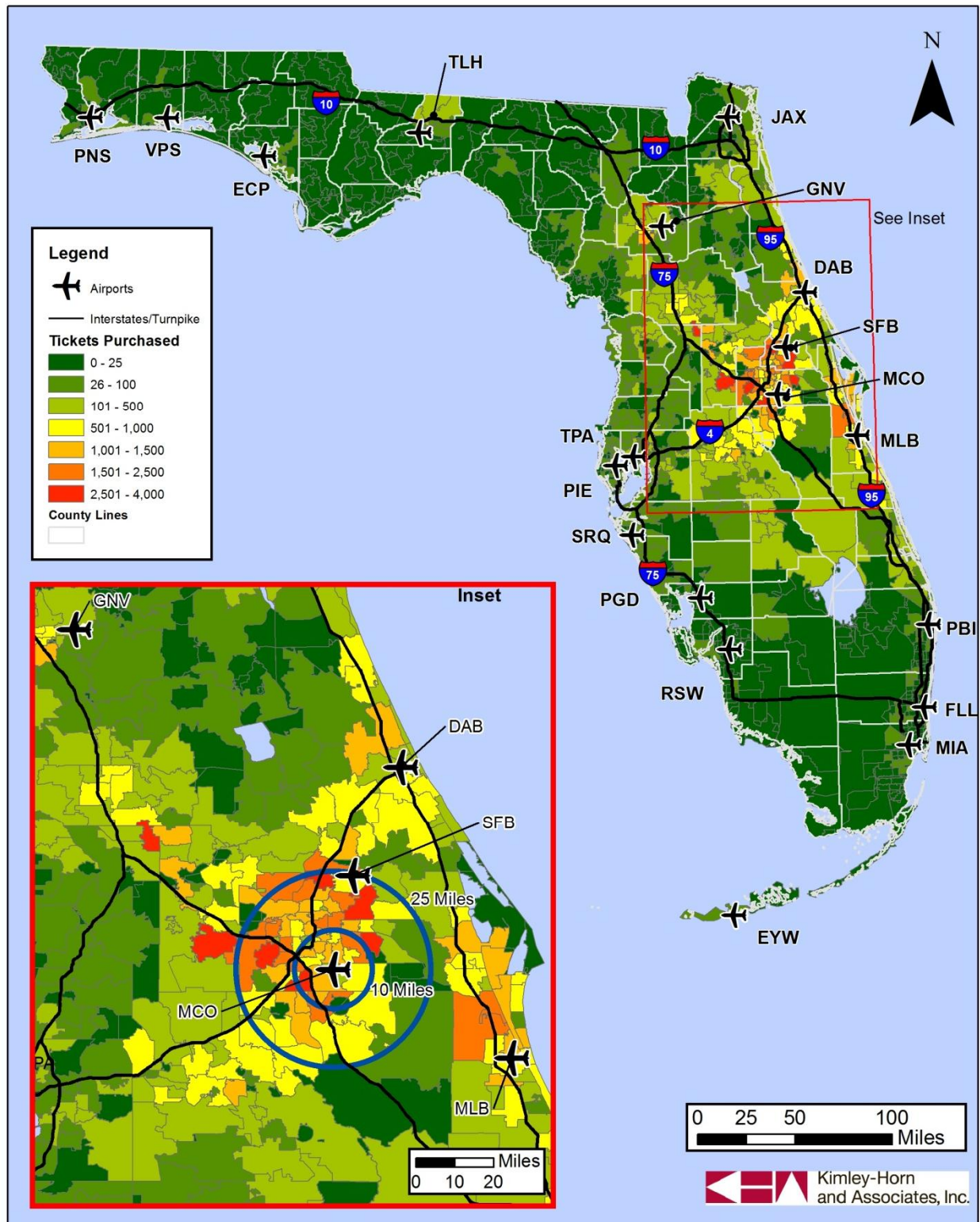
** Disclaimer: Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc.*





Map 5: Orlando International Airport, 2010 – Market Leakage Analysis

Market leakage information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes



Map 6: Orlando International Airport, 2011 – Market Leakage Analysis

Market leakage information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes

APPENDIX

Airport Air Service Profile
Orlando International Airport

Summary of Domestic Airport Activity
Orlando International Airport (MCO)
As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Atlanta	184	184	DL(112), FL(72)	DL(105), FL(79)
New York(Kennedy)	105	126	AA(14), DL(21), B6(70)	AA(28), DL(21), B6(77)
Philadelphia	120	100	WN(35), FL(28), US(57)	WN(29), FL(21), US(50)
Newark	98	97	B6(35), CO(63)	B6(35), CO(62)
Baltimore	97	93	FL(36), WN(61)	FL(35), WN(58)
Miami	74	88	AA(50), CO(24)	AA(56), DL(32)
San Juan, Puerto Rico	88	85	B6(35), FL(31), NK(22)	B6(35), FL(35), NK(15)
Dallas/Ft. Worth	84	78	FL(14), AA(70)	FL(14), AA(64)
Washington (Reagan)	50	75	FL(8), US(42)	FL(7), B6(7), DL(20), US(41)
Boston	57	70	DL(14), B6(43)	DL(14), FL(7), B6(49)
Chicago(Midway)	66	70	FL(21), WN(45)	FL(21), WN(49)
New York(LaGuardia)	65	65	DL(42), FL(2), B6(21)	DL(41), FL(2), B6(22)
Detroit	71	65	DL(49), FL(15), NK(7)	DL(43), FL(14), NK(7), WN(1)
Charlotte	63	63	FL(7), US(56)	FL(7), US(56)
Chicago(O'Hare)	68	60	AA(28), UA(40)	AA(28), UA(32)
Denver	63	59	F9(14), WN(21), UA(28)	F9(10), WN(21), UA(28)
Los Angeles	35	49	AA(7), DL(14), UA(14)	AA(14), DL(14), UA(14), VX(7)
Hartford	35	49	DL(14), WN(21)	DL(14), WN(21), B6(14)
Raleigh/Durham	28	49	WN	WN(28), DL(21)
Washington(Dulles)	71	49	FL(7), UA(36), WN(14), B6(14)	B6(21), UA(28)
Houston(G. Bush Intl)	48	42	CO	CO
Ft. Lauderdale	60	41	WN(32), NK(28)	WN(27), NK(14)
Westchester County	35	39	FL(7), B6(28)	FL(7), B6(32)
Pittsburgh	38	39	WN(23), FL(15)	WN(23), FL(16)
Minneapolis/St. Paul	32	37	SY(4), DL(28)	SY(2), FL(7), DL(28)
Buffalo	35	36	FL(7), WN(21), B6(7)	FL(7), WN(22), B6(7)
Milwaukee	36	36	FL(14), WN(14), YX(8)	FL(21), WN(8), F9(7)
St. Louis	36	36	WN(29), FL(7)	WN(29), FL(7)
Long Is.	35	35	WN	WN
Houston(Hobby)	35	35	WN	WN
Indianapolis	31	35	FL(23), WN(8)	WN(8), FL(27)
Nashville	35	34	WN	WN
New Orleans	28	34	WN	WN
Phoenix	22	30	US(15), WN(7)	US(17), WN(13)
Columbus	28	29	FL(7), WN(21)	FL(7), WN(22)
Providence	35	28	WN	WN
Ft. Myers	27	27	WN	WN
Atlantic City	22	26	FL(1), NK(21)	NK(26)
Kansas City	26	23	WN(22), FL(4)	WN(22), FL(1)
Austin	21	22	WN(14), B6(7)	WN(15), B6(7)
Cincinnati	21	21	DL	DL
Memphis	21	21	DL	DL
Manchester	21	21	WN	WN
San Antonio	28	21	WN(21), FL(7)	WN
Las Vegas	14	19	DL(7), WN(7)	WN(14), DL(5)
Pensacola	18	18	CO	CO
San Francisco	7	17	UA	UA(10), VX(7)
Cleveland	22	16	WN(1), CO(21)	WN(1), CO(15)
Allentown	15	14	G4(8), FL(7)	FL(14)

Airport Air Service Profile
Orlando International Airport

Summary of Domestic Airport Activity
Orlando International Airport (MCO)
As of Summer 2011

Destinations Served	Weekly Departures		Carrier	
	2010	2011	2010	2011
Albany	14	14	WN	WN
Aguadilla, Puerto Rico	14	14	B6	B6
Akron/Canton	10	14	FL	FL
Dayton	7	14	FL	FL
Norfolk	14	14	WN	WN
Ponce, Puerto Rico	12	14	B6	B6
Richmond	14	14	FL(7), B6(7)	FL(7), B6(7)
Salt Lake City	14	14	DL	DL
Newburgh	7	14	B6	B6
Syracuse	7	14	B6	B6
Birmingham	14	14	WN	WN
Panama City	14	14	WN	WN
Branson	1	13	FL	FL
Harrisburg	7	11	FL	FL
Albuquerque	8	8	WN	WN
Burlington	7	7	B6	B6
Key West	7	7	FL	FL
Flint	7	7	FL	FL
Grand Rapids	16	7	G4(8), FL(7), DL(1)	FL
Greenville/Spartanburg	8	7	G4	WN
Huntsville/Decatur	7	7	FL	FL
Jackson-Evers	7	7	WN	WN
Lexington	9	7	G4(5), FL(4)	FL
Newport News	7	7	FL	FL
Rochester	14	7	FL(7), B6(7)	FL
Louisville	7	7	WN	WN
Seattle	14	7	AS	AS
Knoxville	14	7	FL(7), G4(7)	FL
Asheville	4	4	FL	FL
Bloomington	4	4	FL	FL
Moline	4	4	FL	FL
Charleston	3	3	FL	FL
Portland (Maine)	2	2	B6(1), FL(1)	B6(1), FL(1)
Des Moines	7	0	G4(4), FL(3)	-
Huntington	6	0	G4	-
Wichita	1	0	FL	-
Springfield	6	0	G4	-
Tri-City Airport	5	0	G4	-
Youngstown	2	0	G4	-
Total	2,679	2,714		

Source: Official Airline Guide, July 2011

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- Airtran, F9- Frontier, G4- Allegiant, NK- Spirit, SY- Sun Country, UA- United, US- US Airways, WN- Southwest, YX- Midwest Airlines

Airport Air Service Profile
Orlando International Airport

Commercial Agreements
as of February 2012

US Airways	Delta	American Airlines	United Airlines
PSA	Aeromexico	Cathay Pacific Airways	Colgan Airlines
Republic Airways	Air France	British Airways	Mesa Air Group
Piedmont	AF Regional	Japan Airlines	Republic Airways
Chautauqua	Brit Air (AF)	Jalways	Shuttle America
Colgan	City Jet (AF)	Brussels Airlines	Sky West Airlines
Trans States	Alitalia	Finnair	Trans States Airlines
Mesa Airlines	Avianca	Iberia	Go Jet
Air Wisconsin	Atlantic Southeast Airlines	Gulf Air	Express Jet
Asiana	Alaska Airlines	Qantas	All Nippon Airways
Singapore Airlines	Horizon Air	Royal Jordanian Airlines	Atlantic Southeast
	China Airlines	Malev Hungarian Airlines	Lufthansa German Airlines
	China Southern	Trans States Airlines	Continental Airlines
Alaska Airlines	Comair	Chautauqua Airlines	Air Lingus
Peninsula Airways	Compass Airlines	China Eastern Airlines	Asiana
Horizon	CSA Czech Airlines	EVA Air	City Line
ERA Aviation	KLM Royal Dutch Airlines	Jet Airways	Air Dolomiti
	KLM City Hopper	LAN Airlines	EuroWings
Continental Airlines	Korean Airlines	Mexicana	Contact
United Airlines	Olympic Air		Augsburg
Air Dolomiti	Royal Air Maroc	Frontier	
Euro Wings	Masaba Airlines	Chautauqua Airlines	JetBlue
Contact	Sky West	Republic d/b/a/ Midwest Airlines	Cape Air
Augsburg	Chautauqua Airlines	Republic Airlines	
	Freedom		AirTran
	Pinnacle		Sky West
	Shuttle America		
	Vietnam Airlines		
	Virgin Blue		
	Virgin Australia		