

Facility Name: Orlando International Airport				Inspection Date: 5/2/2025	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Favors	
Location ID: MCO		FAA Site No.: 03407.*A		FDOT District: 5	
6.00 Miles SE of Orlando				County: Orange	
ARP Latitude: 28° 25' 45.80		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 18' 32.40				Use: Public	
Elevation: 96		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Greater Orlando Aviation Authority			Facility Physical Address		
Address: 1 Jeff Fuqua Blvd			Address: 1 Jeff Fuqua Blvd		
City:	Orlando	State: FL	ZIP:	32827-4399	
Phone:	(407) 825-2043	Fax:	(407) 825-2259		
Email:	lance.lyttle@goaa.org				
Owner Representative: Kathleen Sharman			Facility Manager: Anthony Davit		
Address: One Jeff Fuqua Blvd Executive Administration			Address: One Jeff Fuqua Blvd		
City:	Orlando	State: FL	ZIP:	32824-4392	
Phone:	(407) 825-2043				
Email:	kathleen.sharman@goaa.org				
City:	Orlando	State: FL	ZIP:	32827	
Phone:	(407) 825-2231				
Email:	anthony.davit@goaa.org				

<i>Acreeage:</i>	11,605	<i>Residential Airpark:</i>	No	<i>Beacon:</i>	C-G
<i>Section:</i>	29	<i>Township:</i>	23S	<i>Range:</i>	30E
<i>Lighting Schedule:</i>	Sunset to Sunrise				
<i>Attendance Schedule:</i>	<i>Month/Day/Hour</i> ALL / ALL / ALL				
				<i>Wind Indicator:</i>	Yes
				<i>Lighted:</i>	Yes
<i>Notes:</i>					
				<i>Segmented Circle:</i>	No
				<i>Lighted:</i>	No
<i>Facility Website:</i> https://flymco.com/					
<i>Ask in any new facility aerals/photos are available</i>					

Based Aircraft					
Year:	2010	Single Engine:	3	Jet Engine:	19
Source:		Multi Engine:	3	Helicopter:	2
Gliders:					
Ultralight:					
Military:					
Seaplane:					
Total Based Aircraft:					

Annual Operations					
Year:	2010	Air Carrier:	283,270	Air Taxi:	13,695
End Date:	12/31/2010	Commuter:		Military:	785
GA Local:					
GA Itinerant:	16,998				
Total Annual Operations:					

FAR 139 Certificated Class

FAA NavCom					
FSS ID:	☒ PIE	Clearance Delivery:	☒ 134.700		
FSS on Airport:	☒ No	Ground Control:	☒ 121.800	126.400	
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 118.450	124.300	
VorTac:	☒ ORL 112.2 169d/6.9 nm	Approach Control:	☒ 120.150	124.800	
AWOS/ASOS:	☒ 121.250	Unicom:	☒ 122.950		
Instrument Approach:	☒ ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	☒ 121.250	120.525	
		CTAF:	☐		

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Services

Fuel:

A ☒
 A1 ☐
 A1+ ☐
 B ☐
 B+ ☐
 Diesel ☐
 E85 ☐
 G100UL ☐
 Mogas ☐
 SAF ☐
 UL102 ☐
 80 ☐
 85UL ☐
 87 ☐
 91/96 ☐
 91/96UL ☐
 100 ☐
 100LL ☒
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☒
 Tie Downs ☒

Airframe:

Major ☐
 Minor ☒

Power Plant:

Major ☐
 Minor ☒

Other Services:

Aerial Surveying ☐
 Air Ambulance ☐
 Air Freight ☒
 Aircraft Rental ☐
 Aircraft Sales ☐
 Avionics ☒
 Beaching Gear ☐
 Car Rental ☒
 Cargo ☒
 Courtesy Car ☒
 Charter ☒
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☐
 Internet ☒
 Lodging ☒
 Parachute Jumping Area ☐
 Restaurant ☒
 Restrooms ☒
 Taxi ☒
 Telephone ☒

Aircraft Charging Stations:

Electric Charging Stations ☐
 Hydrogen Charging Stations ☐
 Battery Charging Stations ☐
 Solar Charging Stations ☐
 Auto Charging Stations ☐

Aircraft Electric Charging Power Rating:

Alternating Current ☐
 Direct Current ☐

Aircraft Electric Charging Station Plug Type

AC - J1772 ☐
 AC - Mennekes ☐
 DC - GB/T ☐
 DC - CCS Type1 ☐
 DC - CCS Type2 ☐
 DC - MCS ☐
 DC - CHAdeMO ☐
 Other ☐

Support Infrastructure:

Passenger Waiting Facility ☐
 Aircraft Tug Station ☐
 Deicing Equipment ☐
 Battery Thermal Conditioning System ☐
 Maintenance Platforms, Ladders, Inspection ☐
 Provider of Services ☐
 Fire Suppression/Extinguishing System ☐
 Aircraft Cabin Thermal Conditioning Equipment ☐
 Passenger/Cargo Loading Equipment ☐

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
17R/35L	Existing	10,000 x 150	Conc	Good	HIRL

Comments:

RWY 17R

FAR 77 Category PIR.

RWY 35L

FAR 77 Category PIR.

Approach ratio required is RWY 17R 50:1 and RWY 35L 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 17R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17R	28° 26' 8.21	81° 17' 45.18	Surveyed	50:1	PIR-G	P4L	No	No	ALSF2

Obstruction Data

Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
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Primary Surface

No

50:1

NONE

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 35L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35L	28° 24' 29.21	81° 17' 44.14	Surveyed	50:1	PIR-G	P4R	No	No	ALSF2

Obstruction Data

Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
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Primary Surface

No

50:1

NONE

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
18L/36R	Existing	12,005 x 200	Asph	Good	HIRL

Comments:

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Facility Type: Airport

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RWY 18L

FAR 77 Category C.

RWY 36R

FAR 77 Category PIR.

Approach ratio required is RWY 18L 34:1 and RWY 36R 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 18L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18L	28° 26' 54	81° 19' 20.31	Surveyed	50:1	PIR-G	P4L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE				
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 36R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36R	28° 24' 55.16	81° 19' 19.05	Surveyed	50:1	PIR-G	P4L	No	No	ALSF2

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE				
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination

Runway ID	Status	Dimension	Surface	Condition	Lights
18R/36L	Existing	12,004 x 200	Asph	Good	HIRL

Comments:

RWY 18R

FAR 77 Category PIR.

RWY 36L

FAR 77 Category C.

Approach ratio required is RWY 18R 50:1 and RWY 36L 34:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 18R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18R	28° 26' 53.86	81° 19' 37.12	Surveyed	50:1	PIR-G	P4L	No	No	MALSR

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE				
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 36L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36L	28° 24' 55.02	81° 19' 35.84	Surveyed	50:1	PIR-G	P4L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE				
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination

Runway ID

Status

Dimension

Surface

Condition

Lights

17L/35R

Existing

9,001 x 150

Conc

Good

HIRL

Comments:

RWY 17L

FAR 77 Category PIR.

RWY 35R

FAR 77 Category PIR.

Approach ratio required is RWY 17L 50:1 and RWY 35R 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 17L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17L	28° 26' 37.27	81° 16' 57.33	Estimated	50:1	PIR-G	P4L	No	No	ALSF2

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE					
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 35R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35R	28° 25' 08.22	81° 16' 56.39	Estimated	50:1	PIR-G	P4R	No	No	ALSF2

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE					
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
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Instrument Approach

17L/35R	Type	A	B	C	D	E
17L	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
17L	ILS Cat II	12.00 RVR	12.00 RVR	12.00 RVR	12.00 RVR	
17L	LNAV	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
17L	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
17L	LOC	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
17L	LPV	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
17L	ILS Cat I	14.00 RVR	14.00 RVR	14.00 RVR	14.00 RVR	
17L	ILS Cat IIIb	6.00 RVR	6.00 RVR	6.00 RVR	6.00 RVR	
35R	ILS Cat IIIb	6.00 RVR	6.00 RVR	6.00 RVR	6.00 RVR	
35R	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
35R	ILS Cat II	12.00 RVR	12.00 RVR	12.00 RVR	12.00 RVR	
35R	LNAV	24.00 RVR	24.00 RVR	35.00 RVR	35.00 RVR	
35R	LNAV/VNAV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
35R	LOC	24.00 RVR	24.00 RVR	35.00 RVR	35.00 RVR	
35R	LPV	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
35R	ILS Cat I	14.00 RVR	14.00 RVR	14.00 RVR	14.00 RVR	
17R/35L	Type	A	B	C	D	E
17R	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
17R	ILS Cat II	12.00 RVR	12.00 RVR	12.00 RVR	12.00 RVR	
17R	LNAV	24.00 RVR	24.00 RVR	1.25 Miles	1.25 Miles	
17R	LNAV/VNAV	50.00 RVR	50.00 RVR	50.00 RVR	50.00 RVR	
17R	LOC	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
17R	LPV	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
35L	ILS Cat I	14.00 RVR	14.00 RVR	14.00 RVR	14.00 RVR	
35L	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
35L	ILS Cat II	12.00 RVR	12.00 RVR	12.00 RVR	12.00 RVR	
35L	ILS Cat IIIb	6.00 RVR	6.00 RVR	6.00 RVR	6.00 RVR	
35L	LNAV	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
35L	LNAV/VNAV	27.00 RVR	27.00 RVR	27.00 RVR	27.00 RVR	
35L	LOC	24.00 RVR	24.00 RVR	26.00 RVR	26.00 RVR	
35L	LPV	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
18L/36R	Type	A	B	C	D	E
18L	LNAV	55.00 RVR	55.00 RVR	60.00 RVR	60.00 RVR	
18L	LNAV/VNAV	50.00 RVR	50.00 RVR	50.00 RVR	50.00 RVR	
18L	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
36R	LOC/DME	24.00 RVR	24.00 RVR	30.00 RVR	30.00 RVR	
36R	ILS Cat I	14.00 RVR	14.00 RVR	14.00 RVR	14.00 RVR	
36R	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
36R	ILS Cat II	12.00 RVR	12.00 RVR	12.00 RVR	12.00 RVR	
36R	ILS Cat IIIb	6.00 RVR	6.00 RVR	6.00 RVR	6.00 RVR	
36R	LNAV	24.00 RVR	24.00 RVR	45.00 RVR	45.00 RVR	
36R	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	

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36R LOC 24.00 RVR 24.00 RVR 45.00 RVR 45.00 RVR

36R LPV 18.00 RVR 18.00 RVR 18.00 RVR 18.00 RVR

18R/36L Type A B C D E

18R ILS 18.00 RVR 18.00 RVR 18.00 RVR 18.00 RVR

18R LNAV 24.00 RVR 24.00 RVR 45.00 RVR 45.00 RVR

18R LNAV/VNAV 24.00 RVR 24.00 RVR 24.00 RVR 24.00 RVR

18R LOC 24.00 RVR 24.00 RVR 45.00 RVR 45.00 RVR

18R LPV 18.00 RVR 18.00 RVR 18.00 RVR 18.00 RVR

36L LNAV 55.00 RVR 55.00 RVR 60.00 RVR 60.00 RVR

36L LNAV/VNAV 45.00 RVR 45.00 RVR 45.00 RVR 45.00 RVR

36L LPV 40.00 RVR 40.00 RVR 40.00 RVR 40.00 RVR

Declared Distances

Runway 17L/35R TORA TODA ASDA LDA

17L 9,001 9,001 9,001 9,001

35R 9,001 9,001 9,001 9,001

Runway 17R/35L TORA TODA ASDA LDA

17R 10,000 10,000 10,000 10,000

35L 10,000 10,000 10,000 10,000

Runway 18L/36R TORA TODA ASDA LDA

18L 12,005 12,005 12,005 12,005

36R 12,005 12,005 11,601 11,601

Runway 18R/36L TORA TODA ASDA LDA

18R 12,004 12,004 12,004 12,004

36L 12,004 12,004 11,621 11,621

Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H1	Existing	44 x 44	Paved		☐ Land	☐ Obstruction	☐ Landing
	☒ Landing Area Stabilized		☒ Clear of Loose Objects		☒ Roof	☐ Touchdown	☐ Touchdown
					☐ Water	☐ Perimeter	☐ Parking

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
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1

:1

Comments: Approach ratio required is H1 8:1
 Transitional surface required is 2:1
 Minimum TLOF is 44.00 Feet
 Minimum FATO is 78.75 Feet
 Min. TLOF/FATO Separation is 17.375 Feet
 Min. Safety Area/FATO Separation is 20 Feet (118.75 Feet)

24HR PPR, CALL 407-825-2036

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Deficiencies

Inspection Date 5/2/25

Next Inspection 5/31/26

Deficiencies**Non-Deficiency Remarks**

In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Corrections

Corrected? No

Date Corrected:

Mitigated Deficiencies

Rwy End: 17L	In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.
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Runway 17L/35R contained pavement failures with some producing loose aggregate according to the compliance letter issued by the FAA.

The airport has provided a planned correction date of June 1, 2025 according to the compliance letter.

Rwy End: 17R	In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.
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Runway 17R/35L contained pavement failures with some producing loose aggregate according to the compliance letter issued by the FAA.

The airport conducted pavement repairs on May 2, 2025 according to the compliance letter. Other areas of pavement needing to be repaired has a planned correction date of June 1, 2025.

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License

Effective: 08/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 08/31/2026

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 17L/35R is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 17L is FAR 77 category PIR.

b. Runway 35R is FAR 77 category PIR.

2. Runway 17R/35L is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 17R is FAR 77 category PIR.

b. Runway 35L is FAR 77 category PIR.

3. Runway 18L/36R is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 18L is FAR 77 category C.

b. Runway 36R is FAR 77 category PIR.

4. Runway 18R/36L is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 18R is FAR 77 category PIR.

b. Runway 36L is FAR 77 category C.

5. Runway 17L TORA-9001 TODA-9001 ASDA-9001 LDA-9001

6. Runway 17R TORA-10000 TODA-10000 ASDA-10000 LDA-10000

7. Runway 18L TORA-12005 TODA-12005 ASDA-12005 LDA-12005

8. Runway 18R TORA-12004 TODA-12004 ASDA-12004 LDA-12004

9. Runway 35L TORA-10000 TODA-10000 ASDA-10000 LDA-10000

10. Runway 35R TORA-9001 TODA-9001 ASDA-9001 LDA-9001

11. Runway 36L TORA-12004 TODA-12004 ASDA-11621 LDA-11621

12. Runway 36R TORA-12005 TODA-12005 ASDA-11601 LDA-11601

Additional Licensing Remarks: