

A banner image showing the Orlando International Airport terminal building with a large glass facade and a modern interior with blue seating. The text 'Orlando International Airport' is overlaid in white, and 'Construction and Project Updates' is overlaid in yellow below it.

Orlando International Airport

Construction and Project Updates

As part of its Strategic Plan, the Greater Orlando Aviation Authority (GOAA) wants to provide seamless and efficient connectivity for all passengers. With the expanded infrastructure and accompanying amenities, the journey from curb to gate to destination will become an elevated experience. Detailed descriptions of current and future projects can be found at MCO's new microsite <https://elevatingmco.orlandoairports.net/>.

TERMINAL C EXPANSION

Initially part of Terminal C Phase 1, the Pedestrian Bridge Program and eight narrow-body equivalent gates were deferred due to the COVID-19 pandemic. Following passage of the Bipartisan Infrastructure Law (BIL), federal funding enabled the Aviation Authority to update its Capital Improvement Plan to these two key projects.

The Pedestrian Bridge will be an elevated, enclosed and air-conditioned pedestrian walkway approximately 450 feet in length. It will provide access between Terminal C, the Train Station, the Terminal Link people mover, and Parking Garage C. It will include moving walkways and eventually an adjacent rental car lobby area. Substantial completion is expected by Fall 2024.

Terminal C gates are designed to be multifunctional, capable of handling a variety of aircraft, along with international and domestic operations. The four new MARS (Multiple Aircraft Ramp System) boarding piers at the south concourse will offer efficiency and flexibility, with a total of 8 aircraft positions. Substantial completion is expected by winter 2025.

MOVING WALKWAYS

Making sure our travelers get to where they need to be as quickly as possible is a priority, so construction of moving walkways is underway to enhance mobility at Terminal C.

A set of moving walkways are being constructed between the TSA security checkpoint and the Palm Court, which has more than 30 retail, food and beverage options. The retrofitted walkways will rise about 15 inches from the floor and have an approximate length of 80 feet.

CONCESSION MASTER PLAN

The Greater Orlando Aviation Authority is reimagining its Concession offerings in a new Concession Master Plan. The plan was created to address the discrepancies between the concession offerings in the new Terminal C and in the original Terminals, A & B.

A holistic approach will curate a program that includes a wide variety of shopping and dining experiences. Healthier food options will be offered, as well as a selection of local, regional, and national brands, that uniquely reflects the Orlando area.

Additionally, the plan determines to re-purpose some retail areas into spaces where passengers can play games or enjoy museum exhibits, which will increase engagement and provide passengers a sense of place.

NORTH TERMINAL RENOVATIONS

GOAA is committed to enhancing the look and feel of Orlando International Airport (MCO) into the next decade. In the spirit of major renovations to the Main Terminal in 2018 and the completion of Terminal C in 2022, the Authority's goal now is to bring the remaining facilities up to those elevated standards. The scope

will consist of the design and construction of Landside and Airside interior refurbishment, and will include new flooring, new wall finishes, new ceilings with lighting improvements, and new restrooms.

- **Restroom Renovation**
 - Restrooms at all four Airsides will be upgraded and expanded to provide additional capacity to meet the current and anticipated future passenger demands.
 - Substantial completion 2027
- **Airside 1 & 3 Interior Refurbishment**
 - New contemporary interior finishes, seating, wayfinding, gate counters, and lighting improvements to the two original Airsides serving Gates 1-59.
 - Substantial completion 2027
- **Terminal A and B Interior Refresh for Landside, Levels 1 & 2**
 - Enhance the passenger experience on the Baggage Claim and Rental Car levels in the Main Terminal by providing new interior finishes, seating, wayfinding, rental car counters and lighting improvements.
 - Substantial completion 2028

APM REPLACEMENT, GATES 70-129

Orlando International Airport is embarking on a significant upgrade to its Automated People Mover (APM) systems that service Airsides 2 & 4.

Mitsubishi Heavy Industries America, Inc. will replace all vehicles, running surfaces, operating systems, power distribution equipment, train controls, communication systems and platform screen doors. Mitsubishi will also maintain passenger service to Gates 70-129 during the work and minimize the time that any one of the two APM lanes to each Airside is out of service during construction.

Project completion is projected for Winter 2028.

CONSOLIDATED RENTAL CAR FACILITY (CONRAC)

As the largest rental car market in the world, the Greater Orlando Aviation Authority proposes to streamline services and make car rental more efficient with the creation of a new Consolidated Rental Car Facility.

The ConRAC would open up about 5,000 parking spaces in the existing A, B and C garages, where rental cars are currently housed. All rental cars would be located at the ConRAC.

The ConRAC plan is under review for costs and location. It will completely change the way cars are rented at MCO while decreasing curb congestion, preventing circling and increasing safety.

ADVANCED AIR MOBILITY (AAM)

GOAA aims to serve as a technology incubator and premier on-airport research-and-development for Advanced Air Mobility (AAM) technologies, and ultimately integrate operations into the multimodal environment at Orlando International Airport.

Technological advancements will shape the future of aviation and enable the emergence of electric vertical takeoff and landing (eVTOL) aircraft. These aircraft are similar to helicopters and ultimately will foster “air taxi” operations, enable intercity and intracity travel, allow emergency and public services in areas that are not served or are currently underserved, and, more broadly, contribute to the evolution of the transportation system by enabling the transfer of passengers and goods by air within a 250-mile range from a takeoff/landing pad.

According to industry experts, the integration of AAM into today’s National Airspace System (NAS) has the potential to reduce carbon emissions, reduce noise impacts, create new jobs, provide air service to underserved communities, and create opportunities for new and diversified revenue streams for airports.