

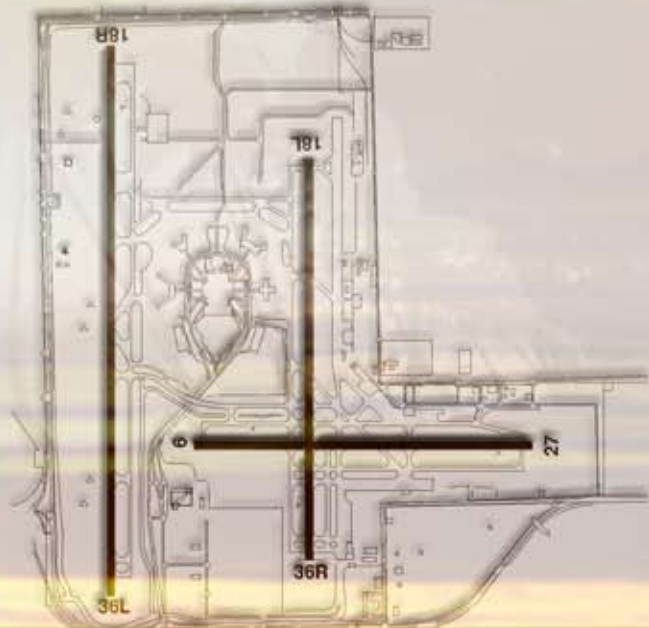
TAMPA INTERNATIONAL AIRPORT



AIRPORT LOCATION



Tampa International Airport is located approximately 6 miles north of the city of Tampa on Florida's Gulf Coast. The 3,300-acre Airport is easily accessible via highways bordering each side of the facility, including I-275, the Veterans Expressway, Hillsborough Avenue and Highway 60 (inclusive of the Courtney Campbell Causeway to Clearwater).



Existing Facilities

The 3,300 plus acres of Tampa International Airport (TPA) has over 3 million square feet of passenger terminal building. This includes a three level, main terminal building with seven levels of short term and valet parking. The ticketing and bag claim levels of this building are accessed by an upper and lower roadway system. The third level is the transfer level where all arriving and departing passengers cross. A 300 room hotel, passenger amenities and a fully automated passenger transfer system to Airsides A, C, E and F is on this level. Airside C opened in April 2005 with 16 aircraft gates. There are 59 gates sized for B757 aircraft at the airport. They are fueled by hydrant system. TPA is an origination/ destination airport so airlines start and finish flights at the airport. The greatest demand for aircraft parking is at night and exceeds the 59 gates. The terminal has one of the nation's first integrated inline explosive detection outbound baggage systems. The long term parking garage is reached by pedestrian bridges or a monorail system. A six level economy parking garage which accommodates approximately 5,600 vehicles opened in November 2005 and was completed in May 2006.

The economy parking is being expanded to another six level parking structure providing another 5,600 spaces that will be adjacent to the existing garage. Phase III is scheduled to open November 2008 and Phase IV will open in April 2009. The economy parking is served with frequent shuttle service. A cell phone park and wait lot opened in November 2006. It is situated near the post office.

Airside C's gates 41 and 39 can accommodate two A380. Airside F is the international terminal and can accommodate one A380 at gate 83. The FIS will require expansion to accommodate forecasted demand and the A380. TPA has notified the FAA that it can be designated an alternate airport for the A380.

The airport has three runways (RW): east-west crosswind runway 9/27 and two parallel north-south runways 18R/36L and 18L/36R. RW 18R/36L is 11,002' x 150' and is 4,300' from the centerline of RW 18L/36R which is 8,300' x 150'. RW 9/27 is 6,999' x 150' and intersects RW 18L/36R. The precision runways are: 18R Cat I, 36L Cat III and 18L Cat II. RW 36R and 27 have non-precision approaches. RW 9 has a visual approach. All runways are served by full length parallel taxiways. RW 18R/36L is concrete and is in good condition. The intersecting runways are asphalt and are in good condition.

Air traffic is managed by an FAA Control Tower and Tracon. These facilities have been operating since 1971. There is also an airport surveillance radar-9.

Air Cargo is located to the north and east. The airport has a FTZ in the 113,400 square feet cargo building on the north. The cargo roads can accommodate tractor trailers and are segregated from the airport access road. The cargo apron can handle three wide body and two narrow body aircraft, as well as several smaller aircraft simultaneously. Fueling is by hydrant system. In 2002, FedEx relocated its cargo operation from the north area to a 13 acre, regional sort facility in an area TPA has designated for future cargo development. The apron can handle a 747-400 and various aircraft mixes. The FedEx building is abutted by a County designated trucking route that the airport has begun to upgrade to accommodate tractor trailers longer than 60'. Menlo Worldwide Forwarding (formerly Emery Worldwide) occupies an air cargo building and apron that was built in the late 1990's. Cargo shipped out of TPA are high value, time sensitive and perishable commodities like computers, smaller electrical/electronic machinery

and supplies, plants/flowers, spring water, human remains, optical instruments/lenses, medical/dental equipment, tropical fish, and photographic equipment.

There are two airline maintenance hangars on the east that are 125,000 to 140,000 square feet. The largest of these hangars can simultaneously accommodate two wide body aircraft and two narrow body aircraft. An engine run-up enclosure that mitigates noise associated with the maintenance of aircraft was constructed in this area in 2003 for the convenience of the airlines and concerns for the community.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

TPA is a large hub airport that handled nearly 19 million passengers in 2006. TPA's air trade area as defined by OMB, is the MSA which includes Hernando, Hillsborough, Pasco and Pinellas Counties. Based on passenger surveys findings, TPA has a secondary air trade area consisting of these counties: Citrus, DeSoto, Hardee, Manatee, Sarasota, Sumter and parts of Polk. Over 95% of enplaned passengers started their trip from the 11 counties.

TPA serves commercial airlines, military, air cargo, and all facets of general aviation. Twenty one different commercial carriers serve the airport. These carriers are Air Canada, AirTran, America West, American, British Airways, Cape Air, Cayman Airways, Continental, Delta, Delta Connection, Frontier, Gulfstream, Jet Blue, Midwest Express, Northwest, Southwest, Spirit, Sun Country, United/Ted, USA 3000, US Airways and WestJet airlines. The five all cargo airlines are Astar Air Cargo, ABX, Inc. Airborne Express, Federal Express, Flight Express and US Check.

The FAA approved master plan forecasts for TPA in 2005. Based on forecasted demand, the third parallel runway could be constructed as early as 2016. It will be located 700' from the centerline of RW 18R-36L and it will be an arrivals runway with precision approaches. A parallel taxiway between the new runway and 18R-36L is planned and high speed taxiway exits for all parallel runways.

The Boeing 777 wide body is the largest plane that uses the airport on a regular basis. The current ARC is D-V. In 2004, GA constituted 16% of the airport's annual activity. There are two full service FBOs on airport with a combined 244,000 square feet of terminal, maintenance and storage hangar space. Approximately 65 aircraft are stored in the hangars. GA operations by government, corporate and business users are significant. Private corporate hangars at TPA include Outback Steakhouse, the Debartolo Corporation, Black Diamond, Walter Industries, Flight Express, Wilkes and McHugh (Attorneys), Walkabout Air (Charter), Dillard's Department Stores, Publix Supermarket, Wal-Mart, Nordstrom Department Stores, and Home Depot.

The airport is an intermodal facility with public transit and plans to construct light rail stations in the current and future terminal areas. A light rail alignment through the airport has been preserved for several years. Because light rail is a regional initiative, the timing of these projects is based on the desires of the local community. However, the Aviation Authority has proceeded with the conceptual design phase for these facilities.

Historic and forecast FDOT aviation activity information on file for Tampa International Airport are as follows:

Tampa International Airport	2008	2013	2018	2028
Based Aircraft	80	83	86	91
General Aviation Operations	32,842	34,860	37,003	41,691
Commercial Operations	205,043	229,733	257,396	323,115
Enplanements	8,871,917	10,037,760	11,356,804	14,537,669

Source: Airport records and FASP 2025.

COMMUNITY SERVICES

Tampa International Airport focuses on serving commercial airline activity, air cargo, charter airlines, air taxi, and larger general aviation aircraft. TPA has implemented management and development strategies that have kept the airlines' operating costs low so that the airport remains competitive. This, in part, accounts for the rapidity which with TPA was able to rebound from September 11th. However, a number of capacity related projects were reprioritized in light of September 11th impacts and the financial state of the aviation industry. With continued passenger growth at TPA various capacity issues have been identified in vehicle parking operations and roadway system during peak periods. In addition, remaining terminal facilities and the control tower are well over 30 years old. Significantly enough, the airport does not report any manmade, environmental, community or funding factors that will limit its future system role or growth. The airport sees itself experiencing modest to significant growth in the coming years based on the prevailing economic conditions. The airport's vision for the future is to continue to provide a first-class airport facility for domestic and international passengers. The airport has seen non-stop markets grow from 62 to 76 over the past 12 months and anticipates additional increases in direct and non-stop flights both in the United States and internationally.

OTHER AIRPORT CHARACTERISTICS

The continued cooperation of City and County zoning officials has resulted in compatible land uses surrounding the airport. The airport is also situated in the Westshore Business District. This district is experiencing phenomenal new and redevelopment of commercial, retail, professional sports and hospitality type land uses.

To generate revenue from airport lands that are not needed for passenger or aircraft operations, the Aviation Authority has leased lands to a developer who has built an upscale regional shopping mall, five star hotel and several low rise commercial office buildings. In addition, ground is leased for a regional post office and the Continental Airlines reservation center.

While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that less than one percent of its total annual activity is attributable to military operations. These military operations are performed primarily by visiting fixed wing aircraft from various services.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Tourism (CS), Business, Air Cargo, Intercontinental Service, Corporate, and Business/Recreational (charter, military, medical flights, aerial photography) services. It plans to increase scheduled international and air cargo operations, and enhance airline service to South America. The analysis indicates that the airport is suitable for providing seven of the nine services. The airport has the demonstrated ability to focus on both Commercial Service and General Aviation Airport Services now and in the future. Based on the infrastructure planning analysis for Tampa International Airport, the following depicts the airport's current levels of service as well as the types and levels of service that the airport will likely be required to accommodate by the year 2030:

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism	X	X
Business	X	X
Air Cargo	X	X
International	X	X
GENERAL AVIATION AIRPORT ROLE		
Flight Training		
Corporate	X	X
Tourism	X	X
Recreational / Sport		
Business / Recreational	X	X