

Tampa International Airport

Tampa
Commercial Service



Tampa International Airport

Airport Location

Tampa International Airport (TPA) is located in West Central Florida serving as the primary air carrier airport for the Tampa Bay Region. The airport is approximately 5 miles west of the city center of Tampa and 18 miles east of the Gulf Coast Beaches. The airport is easily accessible by State Road 60, Suncoast/Veterans Expressway and Interstate I-275 linked to Interstate I-4.



Existing Facilities

The 3,300 plus acres of Tampa International Airport (TPA) has over 3 million square feet of passenger terminal space. 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 of 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, meaning passengers most often begin or end their travel at TPA as opposed to connecting through TPA en route to another city. 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 of 2005 and was completed in May of 2006.

The economy parking lot was expanded to another six level parking structure providing another 5,600 spaces that will be adjacent to the existing garage. 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 each accommodate A380 aircraft. Airside F is the international terminal and can accommodate one A380 at gate 83. The Federal Inspection Station (FIS) will require expansion to accommodate forecasted demand and the A380. TPA has notified the FAA that it can be designated as an alternate airport for the A380.

The airport has three runways: east-west crosswind runway 10/28 and two parallel north-south runways 01L/19R and 01R/19L. Runway 01L/19R is 11,002' x 150' and is 4,300' from the centerline of RW 01R/19L which is 8,300' x 150'. Runway 10/28 is 6,999' x 150' and intersects Runway 01R/19L. The precision runways are: 19R Cat I, 01L Cat III and 19L Cat II. Runways 01R and 28 have non-precision approaches. Runway 10 has a visual approach. All runways are served by full length parallel taxiways. Runway 19R/01L 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 Terminal Radar Approach Control Facility (TRACON). These facilities have been operating since 1971. There is also an ASR-9 airport radar system at the airport.

Air Cargo is located to the north and east. The airport has a Foreign Trade Zone (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 occupies an air cargo building and apron that was built in the late 1990s. Cargo shipped out of TPA includes 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.

TPA has initiated a consolidated rental car facility (ConRAC) and automated people mover (APM) project to enhance the long-term viability of the Main Terminal complex by decongesting the terminal curbsides and roadways. Based on 2012 traffic data, the APM is expected to eliminate approximately 2.7 million annual vehicle trips from the George Bean Parkway. The APM will be utilized by rental car customers, economy parking customers, airport employees, customers who are dropped off or picked up at the new curbside located at the ConRAC APM station, and people who park in the Economy Lot who will pick up deplaning passengers (meters/greeters). This new curbside will also accommodate a facility drop off point for local bus rapid transit and other public commercial transportation vehicles. To provide a rapid and convenient connection between the Main Terminal and the ConRAC, the project also includes a 1.3 mile APM system which is anticipated to have a three minute travel time from the Main Terminal to the ConRAC.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

TPA is a large hub airport that handled nearly 17 million passengers in CY2013. 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 those 11 counties.

TPA serves commercial airlines, military, air cargo, and all facets of general aviation. Nineteen different commercial carriers serve the airport. These carriers are Air Canada, America West, American, British Airways, Cape Air, Cayman Airways, 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 updated master plan forecasts for TPA in 2005. Based on forecasted demand, a 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 01L/19R is planned with 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 Airport Reference Code is D-V. In 2013, General Aviation (GA) constituted almost 12% of the airport's annual activity. There are two full service FBOs on the 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	2013	2018	2023	2033
Based Aircraft	65	69	73	83
General Aviation Operations	21,625	22,954	24,365	25,862
Commercial Operations	164,697	180,683	198,221	217,460
Enplanements	8,267,752	9,450,420	10,802,263	12,347,481

Sources:

2013 Based Aircraft: FAA Form 5010, *Airport Master Record*, for the year ending on 4/30/2013.

2013 Annual Aircraft Operations: FAA's Air Traffic Activity System (ATADS) for CY2013.

2013 Enplanements: FAA's Air Carrier Activity Information System (ACAIS) for CY2013.

2018, 2023, and 2033 Forecasts: FDOT Aviation and Spaceports Office.

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, accounted for TPA's ability to rapidly rebound from September 11th. However, a number of capacity-related projects were reprioritized in light of the 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. Of significant note is that 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, non-stop flights both in domestically and internationally.

TPA is one of Florida's four large hub airports. Additionally, in the Economic Impact Study conducted by the Florida Department of Transportation (FDOT) Aviation and Spaceports Office in 2014, TPA was determined to have the following annual economic impacts:

- Total employment: 81,471.
- Total payroll: \$2,217,685,000.
- Total economic output: \$7,816,468,000.

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, a 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