

Tampa International Airport

Gateway to the West Coast of Florida



Airport Overview

Hillsborough County Aviation Authority Enabling Legislation

Chapter 2003-370, Laws of Florida

Adopted 1945

It states:

The economic validity and stability of the publicly owned or operated airports in the county is a matter of statewide importance.

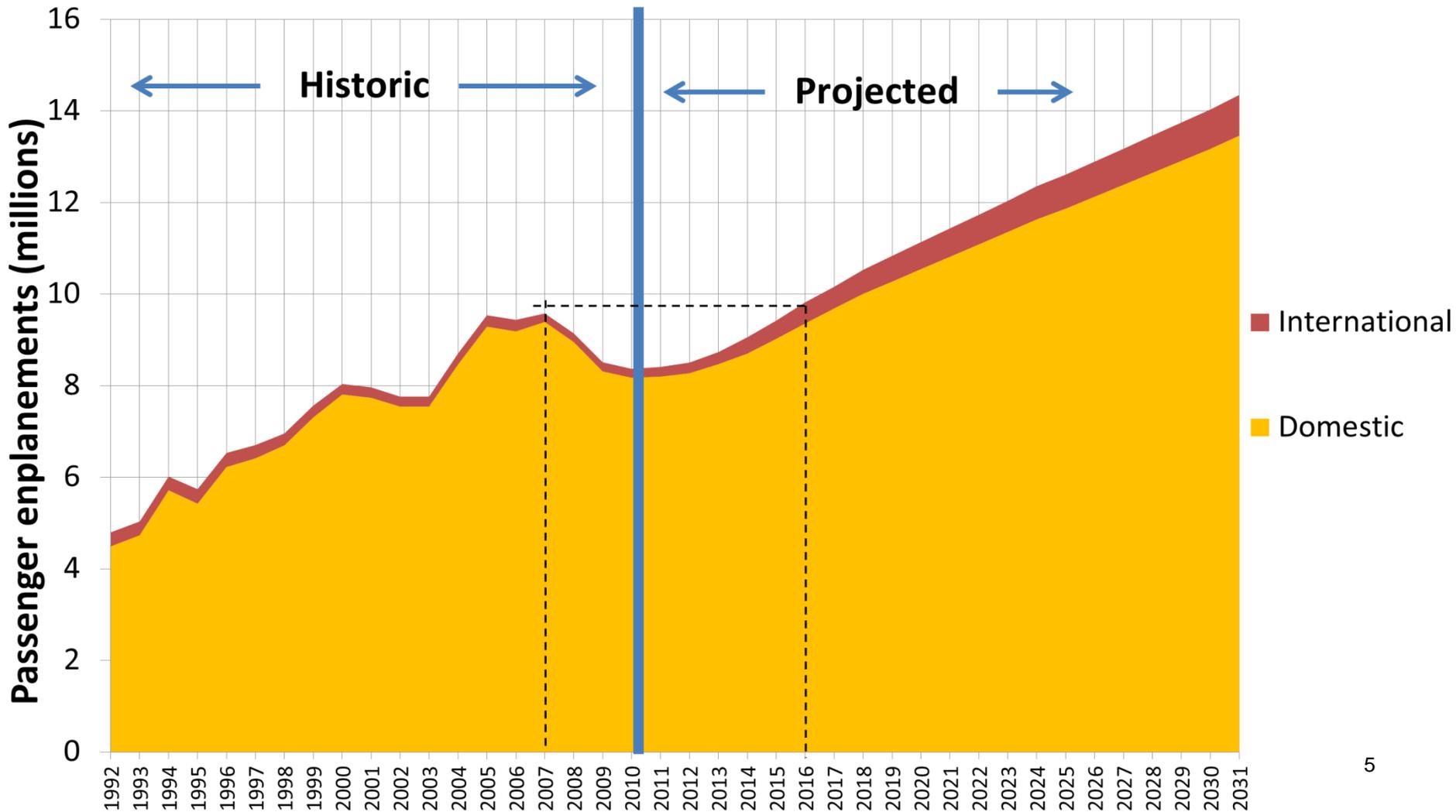
The policy of this state is to promote the development of commerce and tourism to secure to the people of this state the benefits of those activities conducted in the state.



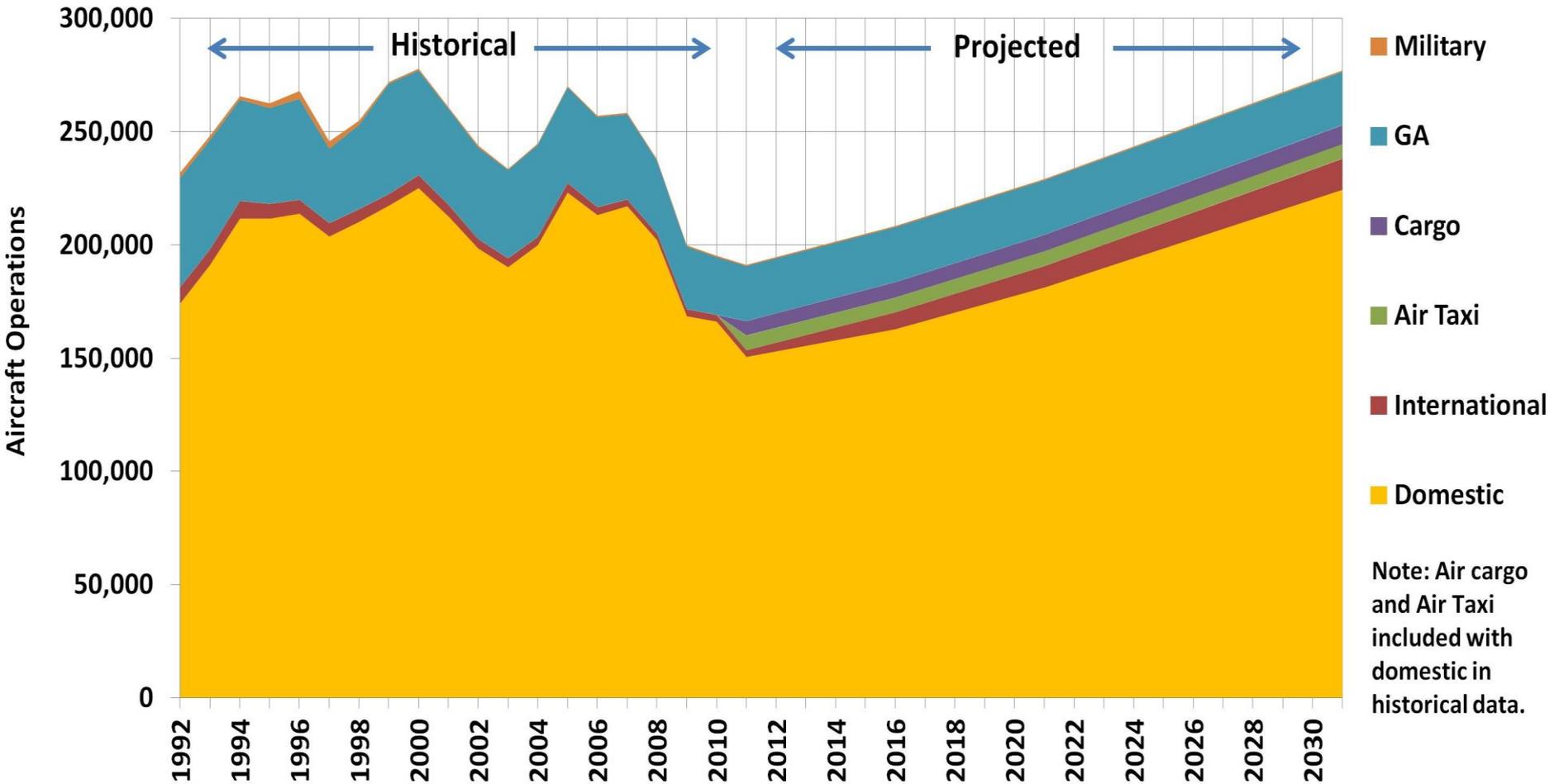
Aviation Authority

- Current Board Members and Terms:
 - Steven G. Burton, Chairman
7/2009 – 7/2013
 - Robert L. Watkins, Vice Chairman
8/2011 – 6/2015
 - Joseph F. Diaco, M.D., Secretary
7/2009 – 7/2013
 - Mayor Bob Buckhorn, Treasurer, *ex officio*
 - Commissioner Victor D. Crist, Assistant Treasurer, *ex officio*
- Differences between Independent Special Districts and City and County Governments
 - Single purpose business function
 - Governing body not elected, usually selected for business expertise

Forecast of Passenger Enplanements



Forecast for Aircraft Operations



Cargo Operations

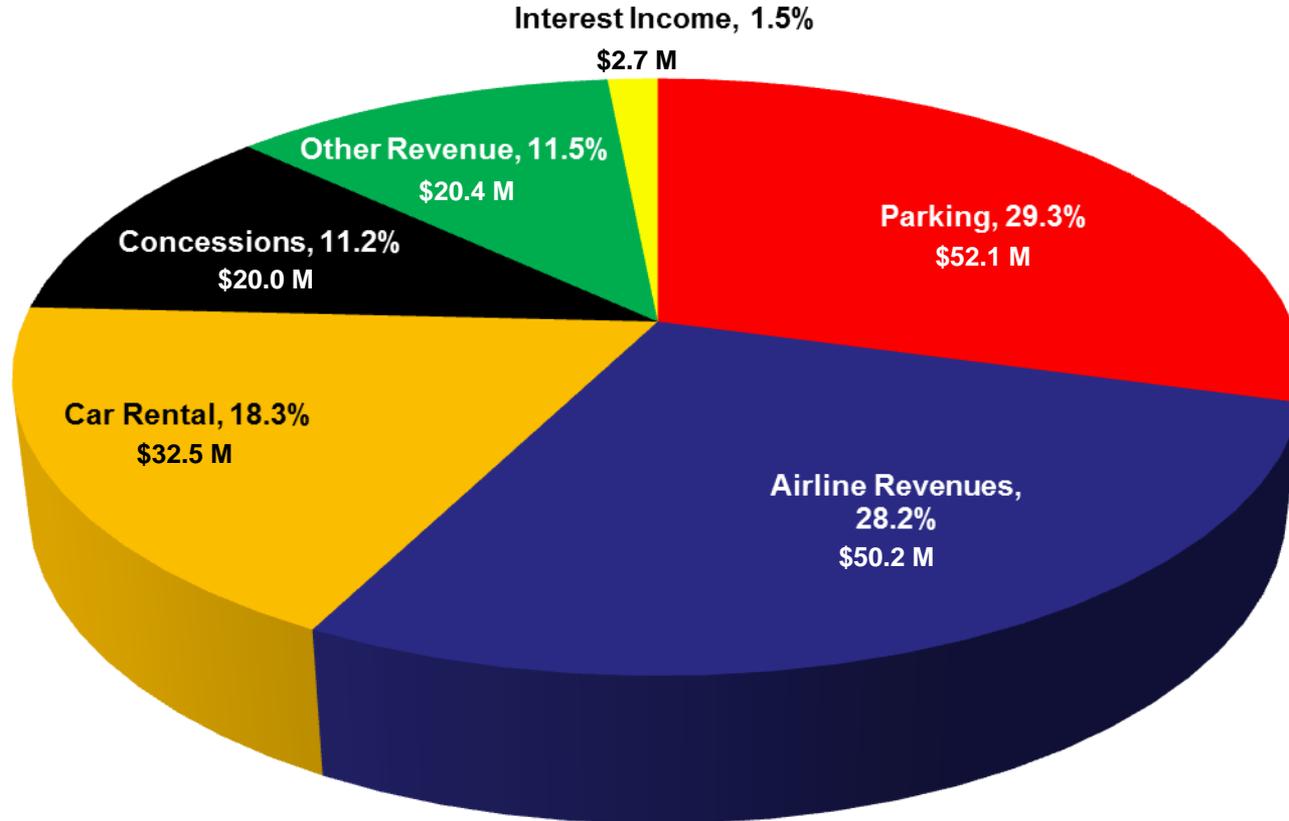
TPA Cargo Forecast

Year	All-Cargo Operations		Cargo Tonnage	
	Operations	Growth Rate	Tonnage	Growth Rate
2011	6,340	-8.38%	95,892	-1.03%
2012	6,432	1.44%	98,605	2.83%
2013	6,523	1.42%	101,319	2.75%
2014	6,615	1.40%	104,032	2.68%
2015	6,706	1.38%	106,746	2.61%
2016	6,798	1.37%	109,459	2.54%
2017	6,892	1.39%	111,452	1.82%
2018	6,986	1.37%	113,445	1.79%
2019	7,081	1.35%	115,437	1.76%
2020	7,175	1.33%	117,430	1.73%
2021	7,269	1.31%	119,423	1.70%
2022	7,374	1.44%	121,745	1.94%
2023	7,479	1.42%	124,067	1.91%
2024	7,583	1.40%	126,389	1.87%
2025	7,688	1.38%	128,711	1.84%
2026	7,793	1.36%	131,033	1.80%
2027	7,898	1.34%	133,354	1.77%
2028	8,003	1.33%	135,676	1.74%
2029	8,107	1.31%	137,998	1.71%
2030	8,212	1.29%	140,320	1.68%
2031	8,317	1.28%	142,642	1.65%

Source: HNTB Analysis; Officially Approved by the FAA on April 25, 2012

FY 2012 Operating Revenue Budget

The airport generates \$178 million per year in revenues



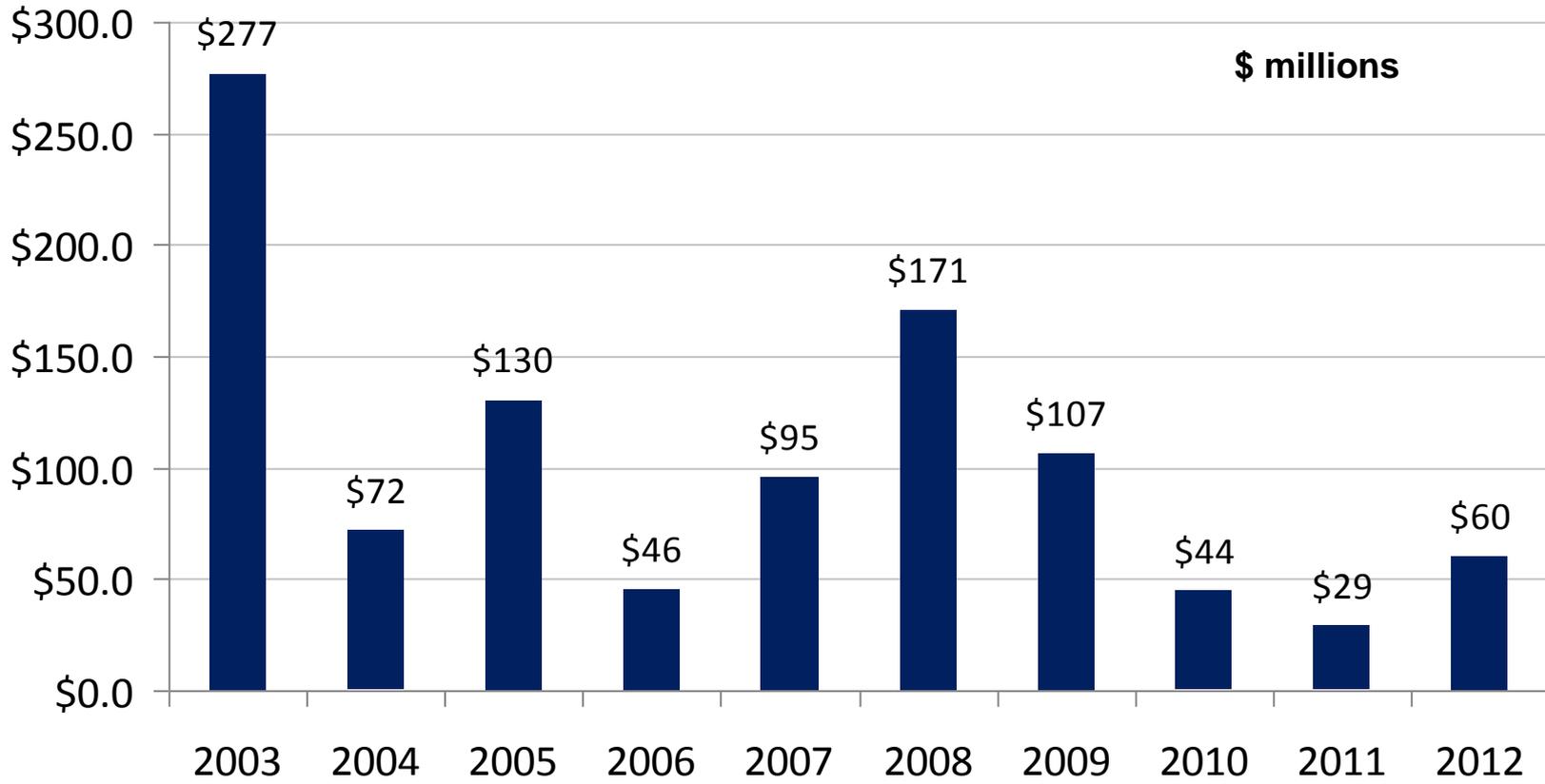
Tax Revenues from the City of Tampa:	\$0
Tax Revenues from Hillsborough County:	\$0
Tax Revenues from the State of Florida:	\$0

Financial Results Fiscal Year to Date 2011 vs. 2012

7 Months - October through April
(in thousands)

	FYTD	FYTD	Variance	
	April 2011	April 2012	Dollars	Percent
Operating Revenues	\$100,713	\$103,745	\$3,032	3.0%
Operating Expenses	(52,066)	(52,127)	(61)	-0.1%
Gross Profit	48,647	51,618	2,971	-6.1%
Net Debt Service	(29,805)	(29,610)	195	0.7%
Funds Available	18,842	22,008	3,166	16.8%
Estimated Airline Revenue Sharing	(3,596)	(4,083)	(487)	-13.5%
Estimated Airline Settlement	(750)	(812)	(62)	-8.3%
Net Profit	\$14,496	\$17,113	\$2,617	18.1%
Cost Per Enplaned Passenger	\$5.14	\$4.90	(\$0.24)	-4.7%

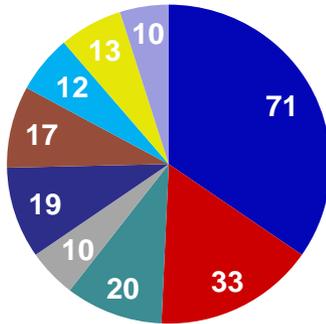
Capital Improvement Program FY2003 – FY2012



Facilities Planning

Overview

Daily Flights (205)



■ Southwest ■ Delta ■ AirTran
■ Silver ■ US Airways ■ American
■ JetBlue ■ United ■ All Other

- 59 gates
 - 85 elevators
 - 31 escalators
 - 6 monorail cars
 - 16 airside shuttle cars
 - 4 miles of baggage conveyor systems
- 3 runways
 - 1L-19R
 - 11,000'
 - 1R-19L
 - 8,300'
 - 10-28
 - 7,000'



Tampa Enjoys Nonstop Service to 74 Destinations

10 International and 64 Domestic



Daily European Service Would Provide an Additional \$154M Worth of Economic Impact and Create Over 1,200 Jobs for the Tampa Bay Region

Tampa Economic Impact of New Service to Europe
TPA – Europe Service

Total On-Airport/Direct	\$17,476,138
<u>Off-Airport/In-Direct</u>	
Visiting Passenger Spending	\$70,705,922
Food Expense	\$1,060,696
Ad and Publicity Expense	\$254,072
Total Off-Airport	\$72,020,690
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Total Direct + In Direct Impact	\$89,496,827
<u>Induced Impacts</u>	
Assumed Multiplier	0.72
Multiplier Effect	\$64,437,716
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Total	\$153,934,543

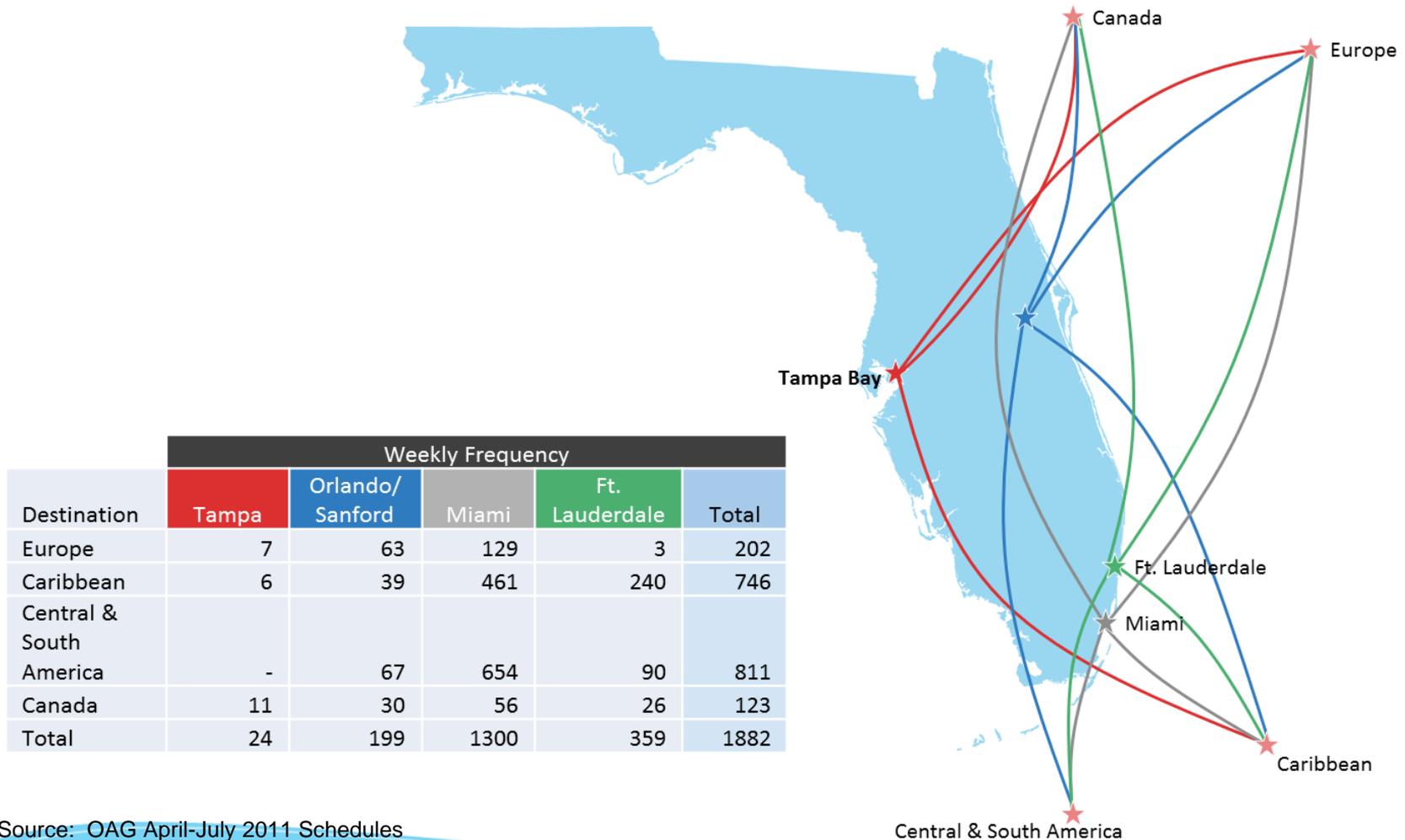
Europe

Impact Summary

<u>ImpactType</u>	<u>Employment</u>	<u>Labor Income</u>
Direct Effect	788	\$26,098,000
Spinoff	497	\$22,574,000
Total Effect	1,286	\$48,672,000

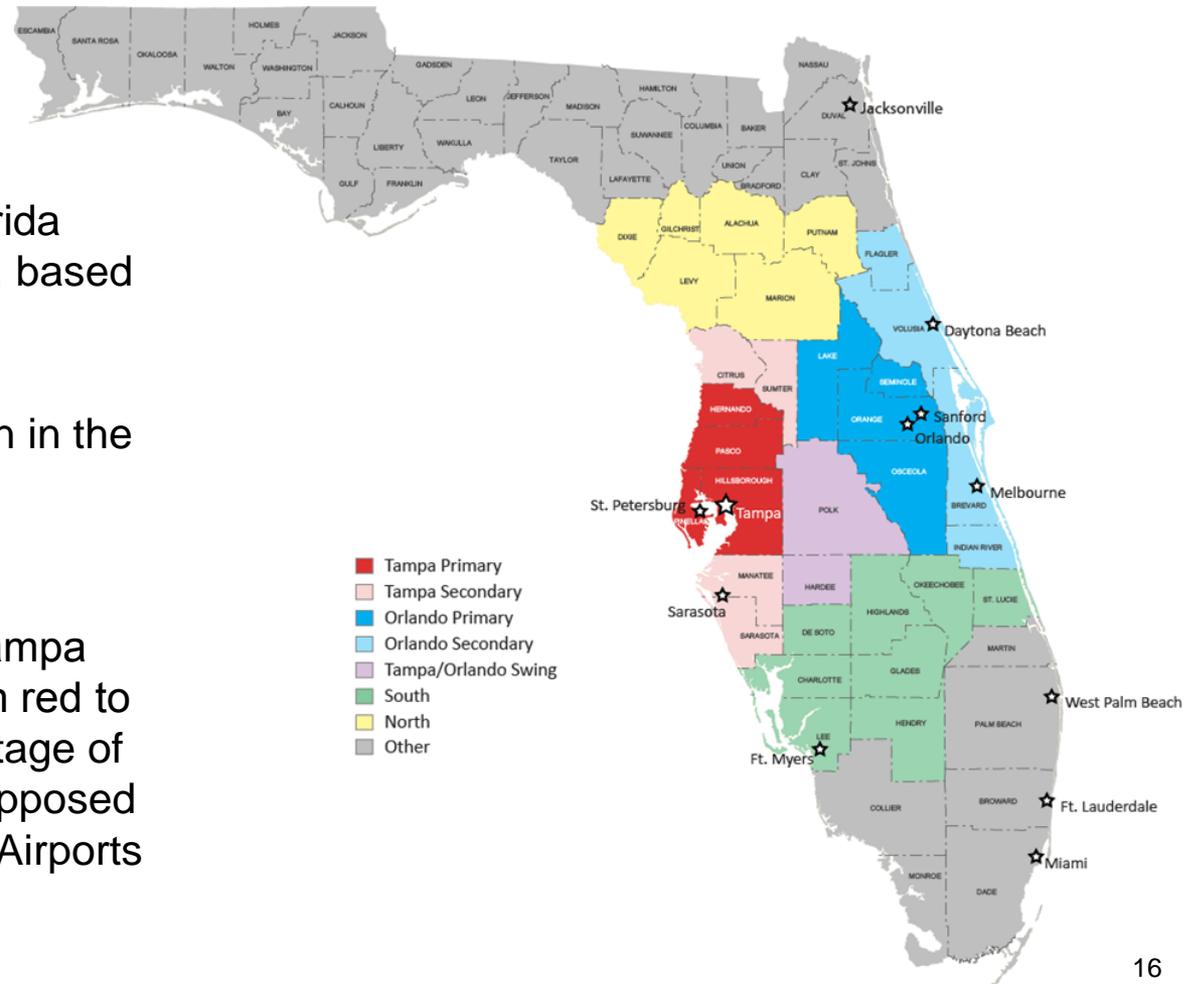
Competitive Nonstop International Service

TPA and Other Florida Gateway Airports



Catchment Areas Analyzed

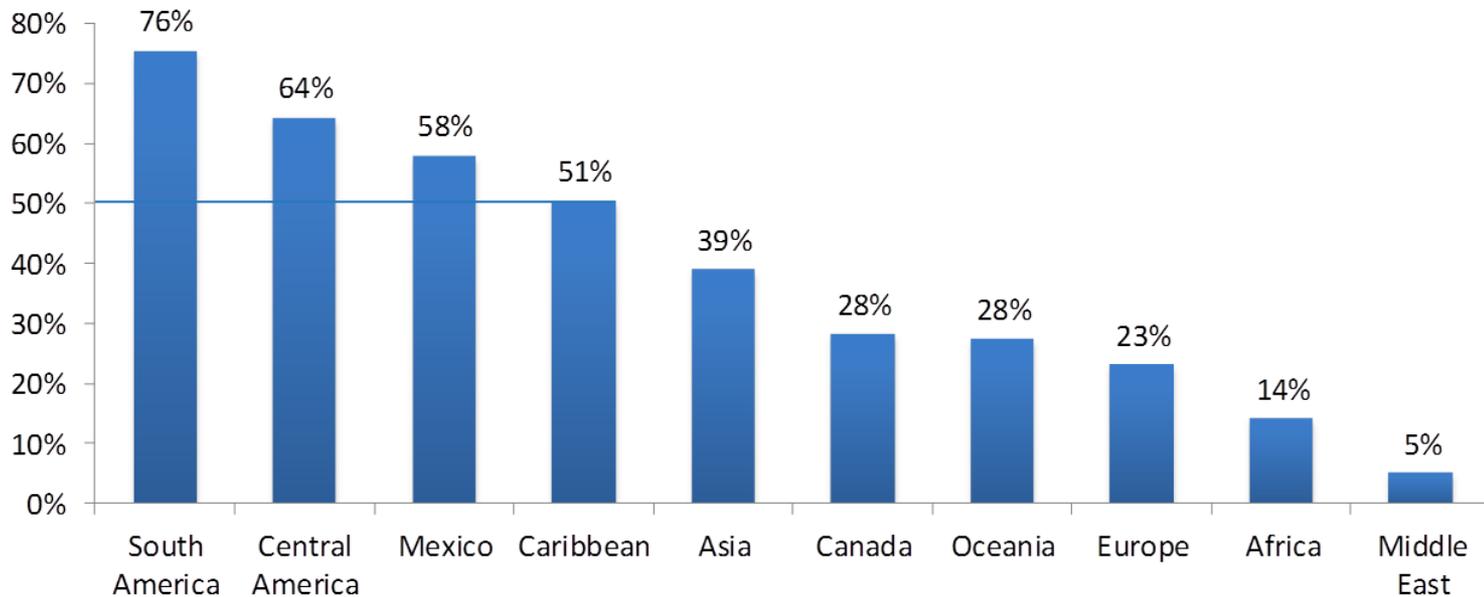
- Our analysis divides Florida counties into six regions, based on their proximity to TPA
- These regions are shown in the map, and used in the subsequent analysis
- We would expect the “Tampa Primary” region shown in red to have the highest percentage of travelers using TPA as opposed to MCO or other Florida Airports



Summary of Diversion from TPA to Other Florida Airports

World Region Destination

Percentage of Passengers Diverting from TPA Primary Region to Other Florida Airports



International Growth Opportunities

World Region Destination



Frankfurt
(Lufthansa / Condor)



Sao Paulo
(TAM)



Mexico City
(Volaris or Aeromexico)



Panama City
(Copa)



Bogota
(Avianca)



Island Destinations
(Southwest / AirTran)

Passenger Amenities

Main Terminal Modernization



Restrooms Existing



Restrooms Proposed

Bag Claim – Visitors Center

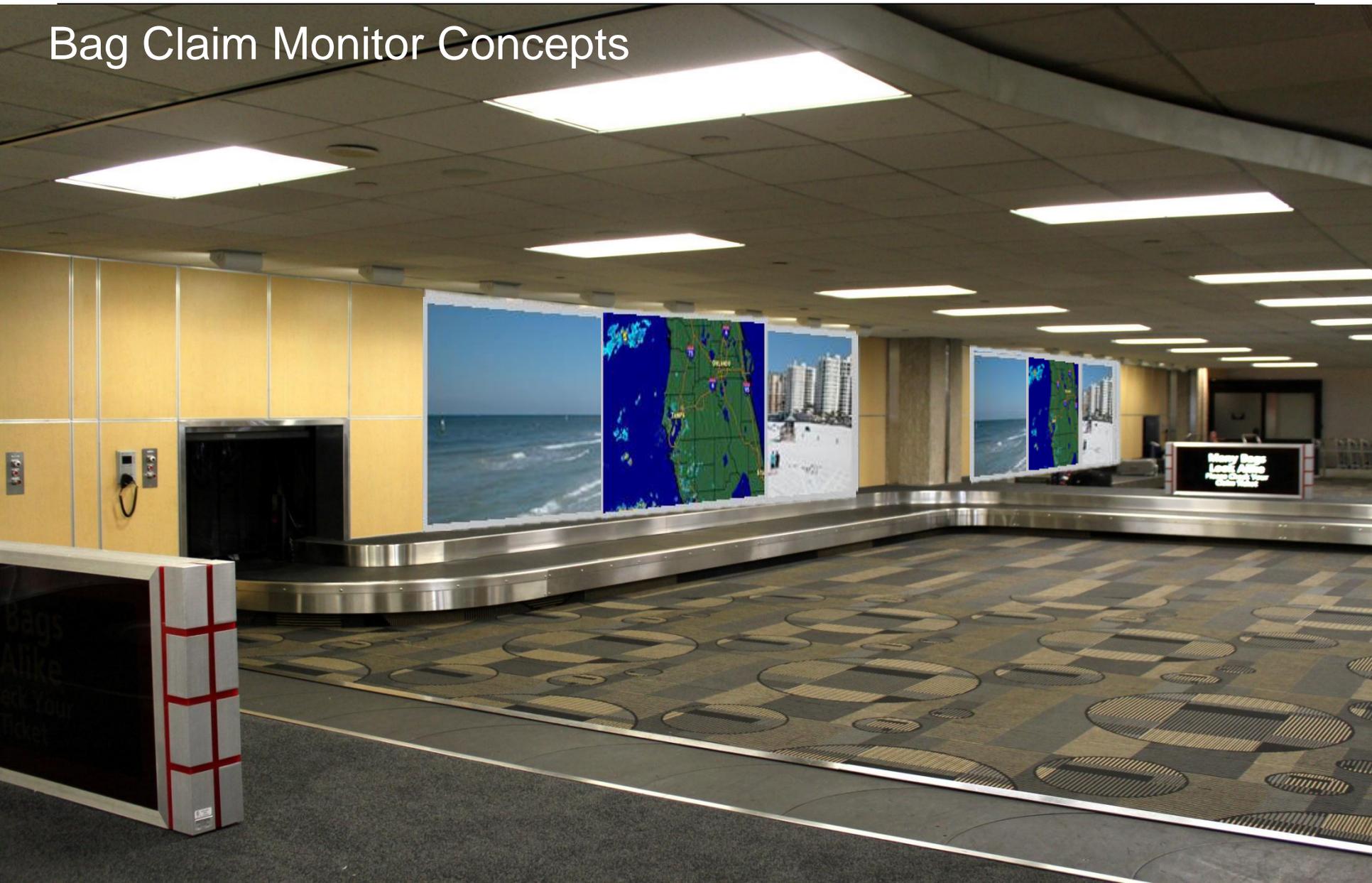


New Concessions

- First Flight (A Wine Bar by Mise En Place) – Main Terminal
- Green Iguana – Airside A
- Cigar City Brewing Company – Airside C
- Shula's Bar & Grill – Airside C
- Columbia Café – Airside E



Bag Claim Monitor Concepts



Master Plan

Introduction

- Prior master plan was initiated in 2005:
 - Airport was experiencing double digit passenger growth
 - Peak passenger volume was in 2007
 - Expansion to the north was planned for 2015
- The FAA recommends updating airport master plans every 5 to 6 years and requires that the plans meet the following objectives:
 - Update passenger demand forecasts
 - Provide a guide for development that is safe, efficient, cost-effective and flexible, and based on capacity, environment and costs
 - FAA requires that property be used primarily for aviation related development
 - Justify proposed development through technical, economic, and environmental analysis
 - Provide a graphic presentation of anticipated land use
 - Outline a schedule and financial plan for future development

TPA Master Plan Study Objectives

- Establish new airport activity projections
- Evaluate facility capacity
 - Main Terminal
 - International Terminal
 - Airside Terminals
 - Rental Car Facilities
 - Common Use Passenger Processing
- Evaluate all airport real estate
 - South entry property
 - East development property
 - North expansion property
- Study airport intra-modal and regional multi-modal connectivity
- “Flexible and Ready”

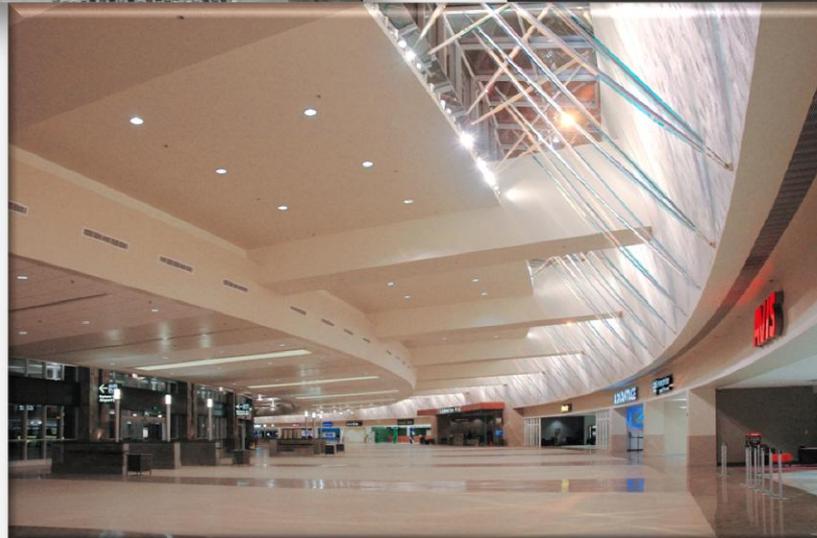
Changes in Aviation Industry that Impact Forecast

- Financial Crisis and Economic Recession
- Increased Fuel Costs and Fuel Cost Volatility
- Airline Mergers:
 - Delta/Northwest
 - United/Continental
 - Southwest/AirTran
 - American restructuring
- Stronger Airline Capacity Discipline
 - Reduced Service
 - Higher Fares and Fees

Consolidated Rent-A-Car Facility



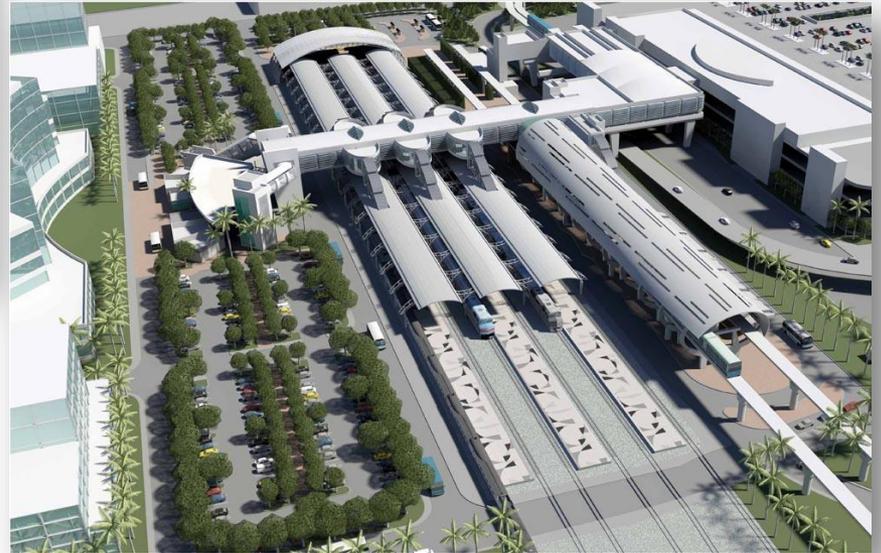
Phoenix Sky
Harbor
International
Airport



Intermodal Transit



Miami International Airport



Gas Stations



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