

C

For Yourself



Tampa
International
Airport

AIRSIDE C GRAND OPENING

C Our Progress

Tampa, Fla. (April 15, 2005) -- Tampa International Airport is proud to unveil its largest and most innovative airside terminal to date, Airside C. At a cost of \$134.8 million, the 315,000 sq. ft. facility will accommodate 16 gates, ten lanes for security screening and five public artworks commissioned and created exclusively for the new terminal building.

It will open on April 19, 2005, with 14 fully operational gates. Ten are dedicated to Southwest Airlines with Spirit, Independence Air and Midwest using the remaining gates. By June 2005, the last two of the 16 gates will be available and capable of docking the newest and largest Airbus A380. Additionally, it will host a charter lounge with all the amenities to support it.

Louis E. Miller, Executive Director, Tampa International Airport, stated, "We gave the design/build team, The Beck Group, Alfonso Architects, Inc. and HNTB, the freedom to move away from the traditional standard features that exist in the four current operating airside at Tampa International Airport but with the

-more-

forewarning that the sophisticated style needed to be as functionally efficient as its co-airside.”

Airside C features large common seating lounge areas under a soaring seven-acre aluminum standing seam roof with two perched skylights allowing the natural light into the facility. A careful mix of surfaces, materials and hardware make the airside look as if it has evolved over time – taking the best features from past and future decades. It features exposed support concrete columns and walls, walnut walls, clear and colored glass, metal panels, ceramic, stone and terrazzo floors with 12,000 square yards of carpet.

The Aviation Authority coordinated with the Transportation Security Administration to design and build the 10 lanes of security screening which will include one trace portal machine.

Passengers who enter the checkpoint lane with the trace portal machine will place their carry-on baggage on the conveyer belt to be screened by X-ray, and then be asked to step into the trace portal. There, passengers will stand still for a few seconds while several quick “puffs” of air are released. The portal will analyze the air for traces of explosives and a computerized voice will tell passengers when to exit. Passengers will then go to the walk-through metal detector and collect their carry-on baggage from the X-ray.

Airside C is the first to provide information kiosks (4) and free wireless internet access to Airport customers. By the end of 2005, kiosks and free wireless internet will be available at all airside and the Landside Terminal.

-more-

Throughout the terminal building, amenities provided meet or exceed public accommodation criteria required by the Americans with Disabilities Act (ADA).

The food and beverage options provided by HMSHost include, Chili's Too! and Chili's To Go! It's the modified version of one of the world's premier dining brands. The Tampa Bay Home Team Sports Bar & Grill offers live satellite feeds carrying national and regional sporting events. The world's leading specialty coffee brand, Starbucks Coffee and a breakthrough concept providing a news experience for travelers, the News Connection featuring a wide variety of periodicals, access to live broadcast television news feeds plus beverages and snacks.

The children's soft sculptured play area features miniature replicas of WW II aircraft set on flooring depicting an actual aerial photography of Tampa International Airport and its surroundings.

Airside C is part of the Airport's ongoing \$790 million capital improvement program and the 1999 Master Plan Update which focused on expanding the existing Airport Terminal Complex to accommodate 25 million passengers annually through the year 2020.

###

Airside C Tampa International Airport

First arriving flight – April 19, 2005

First departing flight – April 20, 2005

Home to Southwest, Spirit, Midwest and Independence Air

Airside:

Design Builder – Beck

Designer – Alfonso Architect, Inc and HNTB

Airside C was designed and constructed as a 16-gate terminal, Gates 30 - 45. Airside C will open with 14 fully operational jet gates each with a Jetway passenger boarding bridge. 10 gates dedicated to Southwest Airlines, others to Spirit Airlines, Independence Air, Midwest and charter flights. Gates 43 and 45 will become operational in June 2005 and will be able to accommodate the newest and largest Airbus A380. In addition, there is a charter flight holdroom on the first level below Gate 45.

- Total seating capacity of 1,764 persons in the gate holdrooms.
- Building size: 315,000 square feet on two floors. This is the largest airside building at Tampa International Airport.

First Floor (Ramp Level): Airline operations, support and maintenance areas, high speed outbound baggage system and make-up area, shuttle maintenance area, building mechanical, electrical, and communication rooms, and loading dock.

Second Floor (Boarding Level): Airside shuttle lobby, passenger security screening area, gate holdrooms, retail concessions, restrooms, as well as TSA and airline offices.

Building Data:

- | | |
|---|---------------------|
| • Concrete used in building | 17,824 cubic yards |
| • Structural steel | 1,167 tons |
| • Concrete block | 180,000 units |
| • Metal panels | 237,000 square feet |
| • Metal roofing panels | 175,000 square feet |
| • Window walls | 41,000 square feet |
| • Interior glass wall | 24,000 pounds |
| • Metal ceiling panels | 150,000 square feet |
| • Light fixtures | 3,059 |
| • Ceramic and Stone floor and wall tile | 22,000 square feet |

- | | |
|------------------------------------|-----------------------|
| • Boarding Level terrazzo flooring | 34,573 square feet |
| • Carpet in public areas | 12,000 square yards |
| • Wood wall paneling | 4.5 miles (23,760 lf) |
| • Total Occupancy capacity | 6,560 people |

The first TPA airside screening checkpoint designed with the Transportation Security Administration needs in mind (post 9/11). Security area features 8 screening lanes, expandable to 10 lanes.

The first TPA airside to provide information kiosks (4) and free wireless internet access. By the end of the year, kiosks and free wireless internet will be available at all airside and the Landside Terminal.

The ceiling system over the shuttle lobby is perforated wood paneling.

Exterior glass is energy saving insulated, green tinted glass in the passenger holdrooms to provide additional noise reduction.

All areas of the airside comply fully with Americans with Disabilities Act requirements.

Smoking patio areas (2) are located at each end of the building.

Two glass enclosed clerestory structures are integrated in the ceiling system to allow for natural light to enter the building from above.

Children's Play Area:

The children's play area is located in a central location at the airside.

The area features miniature replicas of WW II aircraft set on flooring depicting an actual aerial photograph of Tampa International Airport and its surroundings.

Landscaping:

Approximately 200 live plants will be used in the interior landscaping of Airside C, including:

- Preserved 20 feet high bamboo trees are set in a 15 foot diameter planter filled with Mexican river rock next to the security screening area.

Flight Information Display Systems (FIDS)
Telephone Kiosks
Page phone

FIDS: There are four FIDS locations located within the Airside building. One location is directly overhead in front of the passenger security screening, and three wall-mounted installations are located within the Airside terminal. Each unit contains two arrival and two departure monitor screens.

Telephones: There are a total of 4 telephone kiosks each containing 5 telephone positions. 2 kiosks are on the south end of the terminal and 2 on the north.

Each kiosk is equipped with the following:

- 4 sit down phone areas with a 120-Volt electric outlet and telephone directory.
- 1 Oasis system connection point for rapid on line computer interface.
- TDD unit will be available in two phone kiosks, one on each side of the main concourse.
- 1 courtesy phone
- 1 trash receptacle

Retail areas:

Builder - Miken Construction

Designer – CMSJ Architects, Inc

- Chili's – Full service restaurant and lounge with bar and seating areas as well as exterior seating in an area adjacent to the concourse.
- Chili's To Go - take out window
- Tampa Bay Home Team (Sports Bar) – full service restaurant and bar.
- Starbucks – Starbucks coffee service unit.
- Tampa News Connection (News and Gifts) and two satellite kiosks

All of the above areas are HMS Host operated spaces.

Apron and Hydrant Fueling:

Builder – John Carlo, Inc.

Designer - Reynolds, Smith and Hills

Apron:

Materials

- 30,000 square yards (just over 5 acres) of new 17-inch thick concrete
- over 6 inches of econocrete (lean concrete)

- over 6-inches of compacted crushed concrete base

General

- Marked to accommodate 16 aircraft
- Meets all Federal Aviation Administration requirements for grade and drainage, as well as the requirements of the National Fire Protection Association
- Approximate cost \$7 million

Hydrant Fueling:

Materials

- Fuel line is double wall, piping system consisting of 2,900 lf of 12-inch diameter lined steel pipe inside a 16-inch diameter containment steel pipe

General

- Installation meets all the Florida Department of Environmental Protection regulations
- The system has 22 hydrant fueling pits to handle the different types of aircraft that will use the airside
- The fuel system loop holds approximately 17,000 gallons of fuel.

Shuttle system:

Builder/Manufacture - Bombardier Transportation

Designer – Lee and Elliot

- Track guideway has a 5 percent slope, to move passengers from the third floor of the Landside Terminal to the second floor of Airside C.
- A 2-car system, with the ability to move 1,080 people in one direction in 10 minutes. This capacity is needed to handle the larger jet aircraft (Boeing 777) that will be using Airside C.

Baggage system:

Design Builder – Skanska

Design – BNP

Airside C is the last airside building at Tampa International Airport to be equipped with an automated outbound baggage delivery conveyor system.

Luggage checked either at a ticket counter or curbside will be transported directly to a sorting area at Airside C, via a pair of baggage conveyors.

The system will handle approximately 40 bags per minute and will allow a piece of luggage to be transported from check in at the Landside Terminal to Airside E sorting area in less than five minutes.

As the baggage arrives at the sorting area, the destination tag on the bag is scanned by a 360 degree multiple head scanner and the control computer designates the sloped or flat plate carousel assigned to a particular flight. From the carousel, baggage handlers transfer the bags to a tug train that completes the delivery to the aircraft.

Artwork:

Five public artworks commissioned exclusively for Airside C by four artists. Artists were selected by the Airport Public Arts Committee.

“Specula”

Mosaic Floor Medallions
KRISTIN JONES and ANDREW GINZEL
New York, New York
\$150,000

The series of 26 mosaic medallions are round apertures that become windows into two realms for the viewer. Some of the medallions are openings to the sky – where the passengers have just been and others are openings to water, the rivers, bays, and the Gulf of Mexico which beckon visitors onward. The medallions become portals for the eye and mind. They were designed in New York and fabricated in Italy.

“Final Boarding Call”

Oil Painting on Belgium Linen
CHRISTOPHER STILL
Tarpon Springs, Florida
\$300,000

The 11 ft. by 17 ft. mural captures the Golden Era of airline travel. Travelers in the painting reflect the many emotions of arriving and departing, all upon the stage of boarding an Eastern Airlines DC-7. The past draws attention to the present-day traveler’s place in history and reflects on aspects of flight that have perhaps been taken for granted. The artist performed extensive research involving locating a vintage aircraft, taking him to Port St. Lucie and St. Paul, Minnesota. He conducted many interviews, searched the country for vintage luggage, built a vintage baggage cart, collected vintage clothing of the era and borrowed details such as claim checks and uniforms, in order to authenticate his mural.

“q”

Sculpture

CHRISTOPHER STILL

Tarpon Springs, Florida

\$200,000

“q” is the expression of dynamic pressure associated with the force needed to lift an object or an airplane. The 90 ft. long sculpture of cutout figures is comprised of twelve (12) 4 ft. by 8 ft. aluminum panels mounted on replications of the Benoist flying boat wing ribs. It depicts travelers from different time periods and forms a timeline of advances in airline travel. The panels are spaced 10” apart and array along a large wooden airfoil. The silhouettes use light from the windows, making the sculpture appealing from the interior as well as the exterior of the building. Notice the rivet pattern on the surface of the panels – this element not only lets light through and adds additional detail but also mimics aircraft aluminum panels.

“Barnstormer”

Sculpture

HARRISON COVINGTON

Tampa, Florida

\$150,000

The eight-foot (8) tall “Barnstormer” stands posed atop a four-foot high cement pedestal. The pioneer pilot is made of silicon bronze and weighs nearly 1,000 pounds. During the 1920s, barnstorming became one of the most popular forms of entertainment. Barnstormers performed many tricks and feats with airplanes. For many pilots and stunt people, barnstorming provided an exciting and invigorating way to make a living. Covington’s anonymous barnstormer evokes the heroic spirit of those aviators who symbolize the age of flight.

“Orange Blossom”

Aluminum Sculpture

STEPHEN ROBIN, SCULPTOR

Philadelphia, Pennsylvania

\$250,000

The artist’s past work has often involved botanical forms. The “Orange Blossom” sculpture was a natural fit since the area is so botanically blessed. The fragrant orange blossom, which blooms in spring, was adopted as the state flower by the 1909 Florida legislature. The sculpture measures 13 ft. by 9 ft. by 5 ft. and is made of aluminum with a cement pedestal. It weighs approximately 1,300 pounds.

