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NEWS RELEASE

Tampa International Airport Gains Global Recognition For Achieving Excellence in Efficiency

TAMPA, FL (July 7, 2005) -- Tampa International Airport has been awarded the Global Airport Efficiency Excellence Award at the Air Transport Research Society (ATRS) 2005 World Conference in Rio de Janeiro, Brazil (3-6 July, 2005).

The ATRS Global Airport Benchmarking Report, produced by leading transport academics from around the globe, features data from 116 airports and separates out airport groups. One of the headline results is airport productivity which is ranked on a regional basis. Latest results show Tampa, Copenhagen and Singapore Changi were the most efficient airports in North America, Europe and Asia-Pacific respectively.

“An organization has to pursue excellence, in order to achieve it,” stated Alfred S. Austin, Tampa International Airport Chairman. “We are honored to accept this award. We pride ourselves on implementing a cost-competitive structure which is part of our long-term strategic initiatives. And the results say it all, another global award for Tampa.”

The objective of the ATRS study is to do a comprehensive, unbiased assessment of airport performance, including: productivity and efficiency and unit cost competitiveness. Over 30 performance measures were computed including identifying effects of the operating environment of the airport, business diversification (commercial services), outsourcing and service quality.

“Historically, benchmarking an airport’s performance is viewed differently between the airports and the airlines; airlines question the cost of all airport fees,” explained Louis E. Miller, Executive Director, Tampa International Airport. “Being innovative, we created a new airline-airport use and lease agreement in October 1999, for all signatory airlines. It establishes a “compensatory” rate making methodology where the signatory airlines pay fees and charges based on the Aviation Authority’s cost of providing facilities and services.”

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Rates and charges are calculated on annual basis and reviewed and adjusted, if necessary, throughout each fiscal year to ensure that sufficient revenues are generated to satisfy all requirements of the Authority's Trust Agreement. At the end of each fiscal year, the Authority recalculates rates and charges based on audited financial data and a settlement takes place with the signatory airlines. The airlines benefit from the rates and charges calculations with specific rebates of debt service coverage and sharing of net remaining revenues.

This net revenue sharing component was 18 percent in 2004 and escalates 1 percent annually to 20 percent in 2006. Non-signatory airlines are not eligible for the debt service coverage reduction or the "net revenue sharing" component.

In fact, during FY2004 the Aviation Authority distributed \$6.9 million back to the airlines for revenue sharing.

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Attachments
Productivity chart - 3
TPA chart – 4

[Louis E. Miller](#) *Executive Director*

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Peter O. Knight Airport Plant City Airport Vandenberg Airport

ATRS Global Airport Benchmarking Report

Underlying productivity

Top 25 North American Airports

Rk	City	Airport	Index
1	Tampa	Int'l	1.00
2	Vancouver	Int'l	0.86
3	Atlanta	Hartsfield Int'l	0.85
4	Sacramento	Int'l	0.85
5	Fort Lauderdale	Hollywood Int'l	0.82
6	Raleigh/Durham	Int'l	0.80
7	Minn./St. Paul	Int'l	0.79
8	Las Vegas	McCarran	0.78
9	Chicago	Midway	0.73
10	Ottawa	Int'l Airport	0.71
11	Charlotte	Douglas	0.71
12	Boston	Logan Int'l	0.67
13	Orlando	Int'l	0.66
14	Indianapolis	Int'l	0.64
15	Nashville	Metropolitan	0.64
16	Phoenix	Sky Harbor	0.62
17	Oakland	Int'l	0.61
18	Honolulu	Int'l	0.60
19	Calgary	Int'l	0.60
20	Montreal	Dorval Int'l	0.56
21	Houston	George Bush	0.56
22	Kansas	Int'l	0.55
23	Portland	Int'l	0.54
24	Denver	Int'l	0.53
25	Dallas/Ft. Worth	Int'l	0.53
Mean Top 25 North American Airports			0.69

Airport Productivity Analysis

Inputs	Outputs
Labor	Aircraft movements
Other non-capital (soft cost) inputs	Passengers
Runways	Cargo tones
Terminals	Other revenues
Gates (Air bridges)	(including concessions)

"2005 Global Airport Efficiency Excellence Award"

Tampa International Airport (TPA)

Category	Year	Regional Rank	Figure	Regional Avg.
Labour Productivity	2003	17	0.686	0.665
Soft Cost Input Productivity	2003	7	1.141	0.731
Passengers per Soft Cost Input	2003	12	1.222	0.983
Gross Variable Factor Productivity	2003	6	0.937	0.656
Residual Variable Factor Productivity	2003	1	1.158	0.638
Unit Variable Cost	2003	6	1.183	1.988
Variable Input Price	2003	30	1.108	1.145
Cost Competitiveness	2003	2	0.050	-0.507
Yield Index	2003	35	0.900	1.169
Operating Income	2003	22	\$62,856,450	\$67,833,796
Profit Margin	2003	7	50%	35%
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Passengers per Movement	2003	19	66	60
Int'l Traffic Share	2003	35	2.8%	12.7%
Passengers per Gate	2003	21	283,545	274,344
Passengers per M ² of Terminal Space	2003	27	117	138
Movements per Runway	2003	35	77,151	101,096
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Passengers per Employee	2003	25	35,038	43,046
Movements per Employee	2003	32	530	749
WLUs per Employee	2003	30	37,253	51,778
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Aeronautical Revenue Shares	2003	49	32%	53%
Revenue per Passenger	2003	25	\$8	\$9
Revenue per Movement	2003	18	\$540	\$553
Revenue per Employee	2003	25	\$285,792	\$371,615
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Labour Cost	2003	23	\$26,796,562	\$45,186,374
Labour Cost per Passenger	2003	22	\$1.75	\$2.07
Labour Cost per Movement	2003	29	\$116	\$126
Average Employee Compensation	2003	27	\$61,319	\$77,032
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Landing Charges for CRJ200	2003	4	\$44	\$112
Landing Charges for A321	2003	4	\$151	\$401
Landing Charges for B747	2003	4	\$586	\$1,702
Terminal Charges per Passenger	2003	30	\$2.04	\$2.18