



FOCUSED ENVIRONMENTAL ASSESSMENT FOR THE SOUTH TERMINAL SUPPORT AREA AT TAMPA INTERNATIONAL AIRPORT

HCAA Project No. 1100-13
RS&H No. 204-2187-049

TAMPA, FL



DRAFT EA

OCTOBER 28, 2013

**FOCUSED ENVIRONMENTAL ASSESSMENT FORM
FOR
AIRPORT DEVELOPMENT PROJECTS**

**FEDERAL AVIATION ADMINISTRATION
ORLANDO AIRPORTS DISTRICT OFFICE | SOUTHERN REGION
AIRPORTS DIVISION**

Airport Name: Tampa International Airport (TPA)

Proposed Project: Consolidated Rental Car Facility and Associated Improvements within the South Terminal Support Area

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: _____

Date: _____



This Form is to be used only for limited types of projects. You must contact an FAA ORL/ADO Environmental Protection Specialist (EPS) before completing this form. See instructions page.

APPLICABILITY

This Form can be used if the proposed project meets the following criteria:

- 1) It is not a project that is normally categorically excluded (see paragraphs 303 and 307-312 in FAA Order 1050.1E) or
- 2) It is a project that is normally categorically excluded but, in this instance, it involves at least one extraordinary circumstance that will impact the human or natural environment (see FAA Order 1050.1E, paragraph 304 and the applicable Appendix section. or
- 3) The proposed project is one that normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B), but it is not anticipated to result in any significant impacts and
- 4) The proposed project must fall under one of the following categories of Federal Program actions:
 - (a) Approval of a project on an Airport Layout Plan (ALP).
 - (b) Approval of Federal funding for airport development.
 - (c) Requests for conveyance of government land.
 - (d) Approval of release of airport land.
 - (e) Approval of the use of Passenger Facility Charges (PFC).
 - (f) Approval of development or construction on a Federally obligated airport.



INSTRUCTIONS

NOTE: This Form was prepared by FAA Orlando Airports District Office/Southern Region Airports Division and is intended for use in this District only.

Introduction: This Focused Environmental Assessment (EA) Form is based upon the guidance in Federal Aviation Administration (FAA) Orders 5050.4B – *NEPA Implementing Instructions for Airport Actions* and 1050.1E – *Environmental Impacts: Policies and Procedures*, and the FAA *Environmental Desk Reference for Airport Actions*, which incorporate the Council on Environmental Quality's (CEQ) regulations for implementing NEPA, as well as US Department of Transportation (DOT) environmental regulations, and many other Federal statutes and regulations designed to protect the Nation's natural and human resources. The information provided by sponsors and their consultants through the use of this Form enables the FAA ORL/ADO to evaluate compliance with NEPA and the applicable Federal special purpose laws.

Use: This Form is intended to be used when a project cannot be categorically excluded (CATEX) from a formal EA, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, this Form is intended to meet the intent of, and satisfy the FAA's regulatory requirements under NEPA. Proper completion of this Form would allow the FAA to determine whether the proposed airport development project can be processed as a Focused EA with the accompanying documentation, or whether a more detailed EA or EIS must be prepared.

This Form is to be used in conjunction with applicable Federal orders, state and local, laws and regulations, and guidance documents, and in consultation with the appropriate Federal, state and local resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation in this Form is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by Federal and state agencies, or Tribal governments, are to be coordinated, and completed if necessary, prior to submitting this Form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for their sufficient review and response time. Complete information will help FAA expedite its review. **Please note: When requesting Discretionary Funding for an airport project, the appropriate environmental documentation should be submitted to the ORL/ADO by April 30th of the year preceding the year funding is requested.**

Availability: *An electronic version of this Focused EA Form is available upon request from an ORL/ADO EPS. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*



COMPLETE THE FOLLOWING INFORMATION:

1. PROJECT LOCATION:

Airport Name and Identifier:	Tampa International Airport (TPA)		
Airport Address:	4100 George J. Bean Parkway		
City:	Tampa	County:	Hillsborough
State:	Florida	Zip Code:	33607

2. AIRPORT SPONSOR INFORMATION:

Point of Contact:	Jeff Siddle, Director of Planning and Development		
Address:	4100 George J. Bean Parkway, Tampa, FL 33607		
Business Phone:	813-870-8700	Cell:	n/a
FAX:	n/a	EMAIL:	JSiddle@TampaAirport.com

3. EVALUATION FORM PREPARER INFORMATION:

Point of Contact:	David Alberts, Reynolds, Smith and Hills, Inc.		
Address:	10748 Deerwood Park Boulevard South, Jacksonville, FL 32256		
Business Phone:	904-256-2500	Cell:	n/a
FAX:	800-464-4358	EMAIL:	David.Alberts@rsandh.com



4. PROPOSED PROJECT *List and clearly describe all components of the proposed project including all connected actions. Attach graphics of the Proposed Project area with the locations(s) of the proposed action(s) identified on the current ALP and a recent aerial. Briefly identify whether the Proposed Project would impact any specially protected resources (e.g., wetlands, floodplains, listed species) and list any Federal, state, or local permits that would be required for impacts to these resources. Summarize project costs, including mitigation costs, if applicable. Discuss how the project will be funded. Include a project schedule identifying when the project would be constructed and operational.*

At the direction of the Federal Aviation Administration (FAA), the Hillsborough County Aviation Authority (HCAA) is preparing this Focused Environmental Assessment (Focused EA) for proposed landside and surface transportation improvements in the southern portion of the Tampa International Airport (the Airport) property (see [Attachment A: Exhibit A-1](#)).

HCAA proposes to build support facilities (Proposed Project) within the South Terminal Support Area (STSA). As shown in [Exhibit A-2](#), the Proposed Project would include the construction and operation of the following:

- a multi-story Consolidated Rental Car Facility (ConRAC);
- an Automated People Mover (APM) including three loading and unloading passenger stations and one maintenance station; and
- a multi-story garage west of the ConRAC for employee/tenant parking which is currently located in several lots throughout the Airport's property.

In addition, the following connected actions will be evaluated as part of the environmental analysis:

- development of a quick turnaround facility (QTA) and rental car storage and maintenance area east of the proposed ConRAC;
- modification of connector Taxiway "J" bridge to accommodate the APM and roadway improvements;
- partial relocation of the Bessie Coleman Boulevard (existing service road) from the existing U.S. Post Office to Airside A; and
- roadway improvements in the STSA including transportation modifications along Airport Service Road at Spruce Street and the intersection of O'Brien Street.

The ConRAC is proposed to be a five-level parking garage with approximately 7,300 spaces. It would be located south of the existing Economy Parking garage and east of Airport Access Road.

The APM would transport passengers to and from the ConRAC, Economy Parking, Employee/Tenant Parking, and the east side of the Main Terminal. The APM alignment would be located under the Taxiway J bridge and over George Bean Parkway and Bessie Coleman Boulevard. This would prevent the APM from impeding on-airfield or surface traffic at the Airport. However, the proposed APM alignment would traverse the approach Runway Protection Zone (RPZ) of Runway 10. As a result, part of the master plan update process includes HCAA coordination with the Federal Aviation Administration (FAA) to study the airfield operations implications to comply with Advisory Circular 150/5300-13B, *Airport Design*. HCAA has recommended a modification to standards be sought from the FAA to allow the APM alignment to traverse the RPZ of the cross wind runway (Runway 10-28) due to the lack of viable options (FAA Study #2013-ASO-974 through 988-NRA). The results of coordination efforts will be discussed in the Final Focused EA as coordination on the issue is ongoing.

The proposed, relocated employee parking west of the proposed ConRAC would be a four to five-level parking garage with approximately 4,100 spaces. The garage would also be served by the APM.



The on-Airport roadway improvements would improve approximately 10,700 linear feet of roadways and require the installation of associated new signals and lighting. The improvements would include the following actions:

- widening the portion of Airport Service Road running north to south in the STSA in order to provide a four-lane, undivided roadway section with auxiliary lanes for access to different sections of the STSA;
- constructing a three-lane roadway at APM Station 2 which would provide a roadway segment dedicated to curb-side loading and unloading of the APM without delaying traffic on the main roadway segment;
- realigning a segment of Bessie Coleman Boulevard, from the northeast corner of the STSA to south of Airside A, east of its existing location (approximately 4,000 feet) to facilitate the ability to access the Aircraft Rescue and Fire Fighting (ARFF) station while accommodating the interface from surface to elevation APM guideway;
- converting the STSA north access roadway to a three-lane road with two westbound lanes and one eastbound lane; and
- converting the STSA south access entry roadway from a two-way segment to a roadway serving only eastbound traffic .

Current on-Airport rental car businesses would be temporarily relocated during construction of the Proposed Project. The HCAA currently plans to relocate the effected businesses to temporary facilities in the northern portion of the STSA, behind the Economy Parking garages. These businesses would be moved into the new ConRAC after construction is complete.

The Proposed Project would potentially impact on-Airport surface waters and wetlands (see [Sections 8\(16\)](#) and [8\(17\)](#) of this Focused EA). HCAA has obtained the following permits to allow the project to unavoidably affect those sensitive environmental resources:

- a conceptual Environmental Resource Permit (ERP) from the Southwest Florida Water Management District (SWFWMD);
- a wetland permit from the Hillsborough County Environmental Protection Commission (HCEPC); and
- a National Pollution Discharge Elimination System (NPDES) permit from the Florida Department of Environmental Protection (FDEP).

As a result of the potential wetland impacts, the existing SWFWMD ERP is in the process of being modified and would be completed prior to construction of the Proposed Project. See [Sections 8\(16\)](#), [8\(17\)](#), and [10](#) of this Focused EA for further details on permits.

Funding – According to the Draft 2013 Airport Master Plan Update (AMPU), the Proposed Project would cost approximately \$898,800,000.¹ Funding from the FAA, Florida Department of Transportation (FDOT), rental car facility charges (RCFC), passenger facility charges (PFC), and bonds, as applicable, would finance the Proposed Project.

Schedule – Construction of the Proposed Project is anticipated to be complete in 2017.

5. DESCRIBE THE PURPOSE OF AND NEED FOR THE PROJECT

Provide a concise description of the purpose and need for the Proposed Project. Attach, as appropriate, any current airport planning analysis that supports or justifies the purpose and need. If Federal funding is to be requested, airport planning analysis must be reviewed and concurred with by an ORL/ADO Program Manager prior to submitting this Form to the ORL/ADO EPS. Per Applicability section of this Form (Page 2, number 4), identify the proposed Federal Action.

FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, requires that an EA fully address and describe the Purpose and Need for a Proposed Project. According to FAA Order 1050.1E, Change 1, Section 405(c), the discussion of



Purpose and Need identifies the problem facing an Airport (the "Need" for the action) and the proposed solution to the problem (the "Purpose" of the action).

The Purpose and Need for the Proposed Project:

Section 2.0 of the Draft 2013 AMPU notes the Airport will sustain an increase of 17,200 aircraft operations and 1.4 million enplanements (i.e., passengers) from 2011 – 2016. The AMPU concludes the increase in demand will substantially reduce the Airport's ability to serve the ground-based transportation needs of passengers, employees, and tenants. This reduced service will result in rental car facilities, employee/tenant parking, airport roadways, and terminal curbsides reaching their respective maximum capacities by 2016. The following problems would occur:

- existing rental car companies will find it difficult to provide good service and they would have an inability to handle the influx of rental cars.
- future airport employees and tenants who will serve the influx of passengers will experience a shortage of available parking.
- existing car rental and parking areas will experience increased congestion, and lower Levels of Service (LOS) on the Airport's roadway system due to an inefficient roadway system.

Without the Propose Project improvements to passenger, employee, and tenant vehicle parking areas and the roads serving them, Airport users, employees, and tenants will experience diminished service levels. The consolidation of rental car facilities, expansion of employee and tenant parking, and improvements to on-Airport roadways will enable HCAA to maintain a high level of service to the 1.4 million additional passengers who will use the Airport.

For further details associated with the Purpose and Need, see [Attachment B](#) of this EA.

6. ALTERNATIVES TO THE PROJECT:

(1) Discuss the consequences of the "No Action" alternative e.g. what are the operational, safety, efficiency, or economic effects to the airport sponsor of taking no action.

No Action Alternative

Under the No-Action Alternative, landside improvements (ConRAC, ready/return and QTA, employee/tenant parking, APM, maintenance/storage, etc.) would not be implemented at the Airport.

The No-Action Alternative would not allow rental car companies to provide continued good service based on the projected increases in passenger demand. Without the employee/tenant garage parking, the projected increased passenger demand would result in a shortage of parking for future Airport employees and tenants.

Under the No-Action Alternative, the Airport's rental operations have a higher potential for pedestrian/car accidents when compared to the build alternatives. The No-Action Alternative does not enable the Airport to have the facilities needed to efficiently meet future rental car needs due to projected passenger demands and improve the safety of its users.

The AMPU transportation analysis describes that an APM serving the ConRAC alone would eliminate more than 8,500 vehicle trips per day on George Bean Parkway from rental cars. Without improved efficient roads serving car rental and general parking areas, the level of service of the Airport roadway system will continue to decrease.



However, to satisfy the intent of CEQ regulations, FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*; FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*; and other special purpose environmental laws, a No-Action Alternative is also considered for analysis and comparative purposes.

(2) Other than the Proposed Project and No Action alternative, list any other alternatives considered. For each alternative considered:

- **List any connected actions**
- **Explain whether it is considered reasonable and/or feasible e.g. an alternative is not considered reasonable if it would not meet the purpose and need and/or if it is not technically or economically feasible**
- **Identify if it would impact specially protected resources (e.g. wetlands, floodplains, listed species) and list any Federal, state, or local permits that would be required for impacts to these resources**
- **Attach drawings, if appropriate, to aid in understanding alternative configurations.**

Alternatives

As a result of the Proposed Project’s potential to impact environmental categories protected under special purpose environmental laws (e.g., wetlands), additional build alternatives to the Proposed Project were evaluated due to unresolved conflicts regarding environmental resources (FAA Order 5050.4B, paragraph 706.d.(5)).

As summarized in **Table 6-1**, the TPA Draft 2013 AMPU² identifies and describes seven (7) build alternatives to the Proposed Project that have the potential to address the Airport’s rental car, employee/ tenant parking issues, and roadway congestion.

Table 6-1
Summary of Alternatives Evaluated

Alternative	Title	Description
Alternative 1	Blue Side Garage	Consolidate rental car operations now occurring in the Blue and Red Sides of the Main Terminal Garage. The resultant facility would be a single rental car area located in the Blue Side Garage adjacent to the Main Terminal Garage.
Alternative 2	Blue Side Garage Return/Quick Turn-around (QTA) with Short-Term Garage Ready Lots	Develop a ConRAC, including ready/return and QTA operations, within the existing Main Terminal complex and utilize a portion of the Blue Garage along with part of the Short-Term parking facilities located adjacent to the Main Terminal.
Alternative 3	North Terminal Area ConRAC Option	Construct a ConRAC, including ready/return and QTA operations, and maintenance/storage facility in the North Terminal area of the Airport property. In addition, an APM and employee/tenant parking garage would be constructed.
Alternative 4	Convert South Economy Garage to a ConRAC	Retrofit the South Economy Garage to accommodate a ConRAC facility, including a ready/return area, and QTA. The Garage is near the existing rental car maintenance/storage area. Access to the South Economy Garage would not interfere with the continued operation of the North Economy Garage as a public parking facility for the Airport. In addition, an APM and employee/tenant parking garage would be constructed.



Alternative 5	ConRAC West of Economy Garage	Build the ConRAC facility, including a ready/return area, and QTA component to an area on the Airport west of the Economy Garage. The existing rental car maintenance/storage area would remain in its current location. This alternative would also include the construction of an APM and employee/tenant parking garage.
Alternative 6	South of USPS Facility	Construct a ConRAC facility, including a ready/return area and QTA south of the existing USPS facility along the west side of the north/south Airport Service Road (i.e., "spine" road) in the STSA. Construction would occur immediately south of the existing cell phone lot. This alternative would also include constructing an APM and employee/tenant parking garage.
Alternative 7	Other Modes of Transportation	This alternative would include constructing the ConRAC and associated improvements as described in the Proposed Project, however, shuttle buses would be used rather than the APM. Shuttle buses would transport passengers and employees to/from the ConRAC and the Main Terminal.

Source: TPA Draft AMPU, 2013.

See [Attachment C](#) of this EA for further, detailed information regarding Alternatives 1-6.

Alternative #2

N/A

(3) Summarize the alternatives analysis by comparing the Proposed Project, No Action alternative, and any other alternatives considered e.g. whether an alternative meets the purpose and need, is technically or economically feasible, or would impact specially protected resources. If the alternative analysis indicates that there are reasonable alternatives to the Proposed Project, do not complete this Form and contact an FAA ORL/ADO EPS. NOTE: The No Action alternative is carried forward in Environmental Consequences to provide a basis for comparison against the Proposed Project.

For this EA, a two-level evaluation process was used to evaluate the alternatives described in **Table 6-1:**

- Level 1 – Meets the Purpose and Need
- Level 2 – Alternatives that are Not Reasonable (i.e., not technically or economically prudent)

An alternative that satisfied the screening criteria was deemed reasonable and included in the EA for environmental analysis. An alternative that did not meet the screening criteria was rejected and not included in the EA for environmental analysis. See [Attachment C](#) for a complete description of the alternatives evaluation process.

Summary of the Alternatives Evaluation:

Level 1: In the Level 1 screening, two alternatives (Alternative 1 and 2) would not meet the Purpose and Need (see [Attachment C](#) for more detail). Alternative 1 does not meet the Purpose and Need because it does not provide good customer service and adds to traffic congestion. Alternative 2 does not meet the Purpose and Need because it does not provide good customer service and adds to traffic congestion.



Level 2: The following alternatives were not carried forward for further environmental analysis for the following reasons (see [Attachment C](#) for further details):

- Alternative 3 is not considered reasonable or prudent due to substantial costs and its adverse effects on long-term airside needs.
- While Alternative 4 would provide rental car and support facilities, it would significantly reduce the Airport's existing general parking capacity during peak periods that occur throughout the year.
- Alternative 5 was not retained for analyses because it is not reasonable due to its associated costs.
- Alternative 6 is not considered reasonable or prudent due to its adverse effects on long-term landside needs.

The Proposed Project meets the two-level screening criteria. In the Level 1 screening criteria, the Proposed Project would meet the Purpose and Need. The Proposed Project is practical and feasible from technical and economic standpoints. Therefore, the Proposed Project is further evaluated in [Section 8](#) of this EA. In addition, the No-Action Alternative was also retained to fulfill CEQ regulations implementing NEPA.

See [Attachment C](#) for further alternatives evaluation information.

7. **AFFECTED ENVIRONMENT**

Describe the existing conditions in the project area and vicinity (land use and cover, terrain features, level of urbanization, biotic resources, sensitive populations and receptors, etc.). Discuss any actions taken or proposed by the community or citizen groups pertinent to the Proposed Project. If not already provided, attach a graphic and recent aerial of the area with the location(s) of the proposed action(s) identified.

Surrounding Area – The Airport operates on approximately 3,330 acres³ in the Westshore Business District (WBD). The WBD has approximately 4,000 businesses, including restaurants, shopping malls, a community college, sporting complexes, hotels, and scattered residential areas. The Airport is approximately 6 miles west of Downtown Tampa (see [Exhibit A-1](#)).

The Airport is categorized as a primary airport within the National Plan of Integrated Airport Systems (NPIAS).⁴ There are three runways at the Airport. Runway 1L-19R is 150 feet wide and 11,002 feet long. Runway 1R-19L is 150 feet wide and 8,300 feet long. The crosswind runway, Runway 10-28, is 150 feet wide and 6,999 feet long.

The area surrounding the Airport is developed with primarily commercial, industrial, and residential land uses.⁵ The Airport is bordered on the north, south, and west by Hillsborough Avenue, Veterans Memorial Highway/Veterans Expressway, and Spruce Street.

Project Study Area – For this Focused EA, the project study area is the area in and around the Proposed Project (see [Exhibit A-2](#)). This Focused EA characterizes the existing conditions of the area and the potential impacts associated with implementation of the No-Action Alternative or Proposed Project.

The project study area is approximately 220 acres, lies within the Airport's property boundary, and includes the STSA. The project study area is primarily developed. Some of the current uses in this area are:

- economy parking garages;
- rental car support facilities;
- taxi and bus staging areas;



- a cell phone parking area;
- Flight Kitchen; and
- the United States Postal Service (USPS).

The majority of the undeveloped areas within the project study area have been cleared and maintained. Portions of the project study area are natural uplands and wetlands, each with varying degrees of disturbance.

Air Quality: Hillsborough County is an attainment area for all criteria pollutants having a National Ambient Air Quality Standard (NAQS), except for Lead.⁶ According to the Environmental Protection Agency (EPA), the City of Tampa is the area within Hillsborough County considered to be in nonattainment for Lead. The U.S. EPA NEPA Assist EnviroMapper shows the nonattainment area east of Downtown Tampa, approximately 8 miles from the Airport.⁷

Coastal Resources: The entire State of Florida is considered to be a coastal zone. Tampa is located near the west coast of Florida, approximately 15 miles east of the Gulf of Mexico and approximately ¼-mile east of Old Tampa Bay. The closest Coastal Barrier Resources System (CBRS) units to the project study area are approximately 16 miles to the west and south. Unit P24, Mandalay Point, is along the Gulf of Mexico. Unit FL-83, Cockroach Bay, is along Tampa Bay.⁸

Department of Transportation Act: Section 4(f) and Land and Water Conservation Fund Section 6(f) Resources: Skyway Park and Rocky Point Golf Course are the closest Section 4(f) resources to the Airport. Skyway Park is approximately ¾-mile west of the project study area. The park is owned by Hillsborough County and has baseball, softball, football, and soccer fields, picnic tables, and a playground available to the public.⁹ Rocky Point Golf Course is also owned by Hillsborough County and maintained by the Tampa Sports Authority.¹⁰ The golf course is open to the public. Users must schedule a tee time and pay a rate prior to use of this course.

Other Section 4(f) resources in the vicinity of the project study area include Baldamero Lopez Pool, Ben T. Davis Beach, Capaz Park, Lincoln Gardens Park, Loretta Ingraham Recreation Complex, Macfarlane Park and Cypress Point Park. These areas offer a variety of amenities to the public such as pools, concessions, grills, picnic areas, playgrounds, ball fields, trails, and restrooms.

Cypress Point Park is the closest Land and Water Conservation Fund (LWCF) site to the project study area.¹¹ The park is approximately ¾-mile southwest of the Airport. The Tampania House, approximately 1.25 miles south of the Airport, is the closest historic site to the Airport.¹²

Farmlands: As shown in [Exhibit A-3](#), a portion of the project study area consists of Myakka fine sand. According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, Myakka fine sand is classified as farmland of unique importance.¹³ However, U.S. Census Bureau classifies the area as an urbanized area. According to Part 523 Farmland Protection Policy Act Manual, Section 523.10(B), lands identified as "urbanized areas" on Census Bureau maps are not subject to the provisions of the Farmland Protection Policy Act (FPPA).¹⁴ Additionally, a majority of this area is already developed and/or cleared, and is not used for agricultural purposes.

Habitat for Protected Species: According to the U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and Florida Natural Areas Inventory (FNAI), federal and state protected species have the potential to be found in the vicinity of the Airport. However, a majority of the property is developed and/or maintained bahia grass (*Paspalum notatum*). Small portions of forested uplands are dominated by laurel oaks (*Quercus laurifolia*)



and live oaks (*Quercus virginiana*). The wetlands within the STSA are predominantly vegetated with hardwoods and weedy shrubs, such as the invasive exotic Brazilian pepper (*Shinus terebinthifolius*). The remaining natural areas consist of dense oak hammock and wetlands dominated by invasive exotic vegetation. In addition, these natural areas are completely surrounded by urban environments. These conditions make the remaining natural habitat unsuitable for most species with the potential to occur in the area.

Critical Habitat (as defined by the Endangered Species Act),¹⁵ Essential Fish Habitat (as protected by the Magnuson-Stevens Fishery Conservation and Management Act of 1976 and the 1996 Sustainable Fisheries Act),¹⁶ and/or species protected by the Marine Mammal Protection act do not occur within the project study area.

Federally-protected species: According to the USFWS, Federally-listed species have the potential to occur in Hillsborough County.¹⁷ Federally-listed species with the potential to occur in and around the project study area are:

- American Alligator (*Alligator mississippiensis*) – Threatened due to similarity of appearance
- Eastern indigo snake (*Drymarchon couperi*) - Threatened
- Wood Stork (*Mycteria americana*) – Endangered

None of the listed species were observed during a recent field investigation of the project study area (May 2013). According to a query of FNAI’s Biodiversity Matrix, including the four Matrix Units surrounding the project area, the Wood Stork is the only Federally-listed species which has been documented in the vicinity of the project study area.¹⁸

However, these species are not likely to occur within the project study area since appropriate habitat does not exist within the project study area or the remaining natural habitat is unsuitable for reasons previously discussed.

State Protected Species: According to the FWC January 2013 list of Florida’s Endangered and Threatened Species¹⁹ and a query of FNAI’s Biodiversity Matrix, several state-listed species have been documented or may occur within the vicinity of the project study area.

FNAI state-listed species documented in the vicinity of the project study area include:

- Wood Stork (*Mycteria americana*) – Endangered
- Little Blue Heron (*Egretta caerulea*) – Species of Special Concern
- Reddish Egret (*Egretta refescens*) – Species of Special Concern
- Snowy Egret (*Egretta thula*) – Species of Special Concern
- Roseate Spoonbill (*Platalea ajaja*) – Species of Special Concern

Additional state-listed species which could utilize the habitat within the project study area include:

- Eastern Indigo Snake (*Drymarchon couperi*) – Threatened
- Florida Pine Snake (*Pituophis melanoleucus mugitus*) – Species of special concern
- Gopher Frog (*Rana capito*) – Species of special concern
- Gopher Tortoise (*Gopherus polyphemus*) – Species of special concern
- Florida Burrowing Owl (*Athene cunicularia floridana*)- Species of Special Concern
- Tricolor Heron (*Egretta tricolor*) - Species of Special Concern
- White Ibis (*Eudocimus albus*) – Species of Special Concern

A database search of the FWC resources did not indicate any nesting by any of the aforementioned wading birds at or in the vicinity of the project study area.²⁰ Some species listed by the FWC are not likely to occur within this project study area because appropriate habitat does not exist within the project study area or the remaining natural habitat is unsuitable. Additionally, none of these species were observed and evidence of Florida



Burrowing Owls, Gopher Tortoise burrows, Gopher Frogs, or Florida Pine Snakes was not discovered in the project study area during field investigations conducted in December 2012 and May 2013. FWC did not express any concerns regarding State protected species during early coordination for this EA (see [Attachment D-2](#), FDEP letter dated July 8, 2013).

Other Protected Species: The Bald Eagle is no longer a USFWS-listed endangered or threatened species; however, it is protected by the Bald and Golden Eagle Protection Act and Migratory Bird Act. The Wood Stork is also protected by the Migratory Bird Act.

An FWC permit is required for any activity that is conducted at any time less than 660 feet from an eagle nest. A search of FWC database did not indicate any Bald Eagle nests within 660 feet of the project study area.²¹ The nearest documented Bald Eagle nests are approximately 4 miles away. HL026, which was last active in 1999, is located approximately 4 miles southeast of the project study area and HL044, which was active in 2010, is approximately 5 miles northwest of the project study area.

Floodplains: According to the current FEMA Flood Insurance Rate Map (FIRM), panel number 12057C0333H, approximately 74 acres of the project study area are within the 100-year floodplain (see [Exhibit A-4](#)).²² The base flood elevation is 9 feet. Most of this area is already developed and fill has been placed higher than the base flood elevation during previous construction.

Hazardous Materials: There are no contaminated sites listed or under consideration for EPA's National Priorities List established in accordance with CERCLA.

As part of its due diligence, HCAA and FDEP have conducted various levels of environmental analyses. Three known contaminated sites were identified within the project study area (see [Exhibit A-5](#)):

1. former Hertz site (centered under DTG leasehold) – arsenic soil contamination (four discontinuous subareas);
2. former Hertz site (DTG leasehold) – petroleum and arsenic contamination; and
3. Avis site – petroleum contamination.

Site rehabilitation using FDEP's risk-based corrective action provisions is ongoing for the three sites. The environmental cleanup for these sites is monitored and signed-off on by FDEP and/or the HCEPC, the lead delegated authority.

Hertz Rental Car Company is identified by EPA as a conditionally exempt small generator of hazardous waste in accordance with the Resource Conservation and Recovery Act (RCRA).²³ This is the only identified facility within the project study area considered small quantity, conditionally exempt small quantity, or large quantity generator of hazardous waste. There are no known old landfills and/or abandoned dumpsites where permitted solid waste management facilities existed within the project study area.

The Airport's main fuel farm is located in the East Side Development Area on Airport property. Landmark Aviation and Tampa International Jet Center, fixed based operators at the Airport, also operate and maintain their own fuel farms. These fuel farms are located in the southeast portion of the Airport, but northeast of the project study area. There are also 51 fueling positions in the project study area associated with the existing rental car companies.²⁴

Wetlands: Based on field investigations conducted during the Conceptual ERP process, there are approximately 5.71 acres of surface waters (see [Exhibit A-6](#)) and approximately 3.94 acres of wetlands (see [Exhibit A-7](#)) within the STSA. The wetlands are predominately forested with a mix of hardwoods, some pond cypress (*Taxodium ascendens*), sabal palms (*Sabal palmetto*) and assorted shrubs such as Carolina willow (*Salix caroliniana*), Wax myrtle (*Myrica*



cerifera), saltbush (*Baccharis halimifolia*), and invasive exotic species (i.e., Brazilian pepper). Wetland impacts in this area have been permitted through a Conceptual ERP from SWFWMD, a Dredge and Fill permit from USACE, and a wetland permit from the HCEPC (see [Section 8\(17\)](#) for further information).

Some of the undeveloped areas in the project study area are jurisdictional wetlands by Federal definition. Most of the wetlands within the project study area are jurisdictional wetlands by state definition.²⁵ These wetlands were delineated and surveyed as part of the Conceptual ERP process.

8. ENVIRONMENTAL CONSEQUENCES –IMPACT CATEGORIES

Environmental Impact Categories (refer to corresponding sections in Appendix A of FAA Order 1050.1E and the FAA Airports Desk Reference for more information and direction). The analysis provided for each impact category below must comply with the requirements and significance thresholds as described in FAA Order 1050.1E and the FAA Airports Desk Reference. The Proposed Project and No Action alternative must be compared for each environmental impact category.

(1) AIR QUALITY

(a) Review whether the Proposed Project is located in an attainment, nonattainment, or maintenance area for any of the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act. **Note:** To review the current list of areas designated nonattainment, see the U.S. Environmental Protection Agency reference book, *The Green Book Nonattainment Areas for Criteria Pollutants* at www.epa.gov/oaqps001/greenbk/.

If the Proposed Project is in an attainment area, identify below that it is “In Attainment Area” and go to (b). **If the Proposed Project is in a nonattainment or maintenance area, do not complete this Form. Contact an ORL/ADO EPS for further direction.**

According to the U.S. EPA, the City of Tampa is a nonattainment area for lead. However, the U.S. EPA NEPAassist EnviroMapper identifies the nonattainment area east of downtown Tampa; therefore, lead is not considered a regional pollutant.

Given the distance between the nonattainment area for lead and the project study area, the Proposed Project is located in an attainment area for all criteria pollutants. The cars utilizing the Proposed Project facilities would use unleaded fuels and would not affect lead concentrations in the Tampa area.

(b) Are the airport’s current operational and/or enplanement activity levels below the FAA thresholds for requiring an air quality analysis? **Note:** For general aviation airports, total operations must be less than 180,000 general aviation and air taxi annual operations. For commercial service airports, total enplanements must be less than 1.3 million or there must be less than 180,000 general aviation and air taxi annual operations. If **YES**, document and go to Category (2) Coastal Resources. If **NO**, document and go to (c).

Document operational and/or enplanement activity levels:

No. According to the FAA’s 2013 Terminal Area Forecast (TAF), the Airport had a total of 8,170,318 enplanements and 189,497 general aviation operations in 2012.²⁶

Although the Airport’s current operational and enplanement activity levels are above the FAA’s thresholds for requiring an air quality analysis, implementation of the Proposed Project would not change the Airport’s capacity and/or operational characteristics (see [Section 8\(1\)\(c\)](#) of this Focused EA).



(c) Compared to the No Action alternative, describe in detail below whether the Proposed Project will or will not change the airport's capacity or operational characteristics, such as increase or induce aircraft operations, increase ground service equipment (GSE), cause airfield congestion, move aircraft activity closer to sensitive populations or receptors, increase vehicular traffic to the airport or increase traffic at off airport intersections.

If the Proposed Project will change the airport's capacity or operational characteristics, regardless of whether it is in an attainment area, **do not** complete this Form and contact a FAA ORL/ADO EPS for further direction. If the Proposed Project is in an attainment area, and will not change the airport's capacity or operational characteristics after providing an explanation, go to Category (2) Coastal Resources.

Explain:

As described in [Section 5](#) of this Focused EA, HCAA needs to consolidate rental car facilities, expand employee and tenant parking, and improve on-Airport roadways to ensure it is able to maintain a high level of service to the 1.4 million additional passengers who will use the Airport. Implementation of the Proposed Project would not:

- increase aircraft operations;
- increase ground service equipment;
- cause airfield congestion;
- move aircraft activity closer to sensitive populations and/or receptors;
- increase vehicular traffic on- or off-Airport property; or
- alter off-Airport traffic patterns.

Rather, implementation of the Proposed Project would improve vehicular movement in the area of the Main Terminal and southern portions of the Airport. Passengers, employees, and tenants would primarily use the proposed APM to travel to and from the STSA and Terminal. This would decrease vehicle miles traveled by rental cars and personal cars, and reduce the frequency of shuttle buses traveling to and from the Terminal and current parking areas. The reduction in vehicle miles traveled would reduce vehicular emissions, thereby improving air quality on-Airport property.

Design of the ConRAC and associated maintenance and storage facility may include the necessary features to address potential elevated concentrations of carbon monoxide emissions associated with rental cars combustion engines. These features may include enhanced ventilation systems or the implementation of anti-idling policies to minimize excess emissions. These design features have not been determined at this time, but would be considered by HCAA.

Compared to the Proposed Project, the No-Action Alternative would not accommodate the projected increase in vehicular traffic of on-Airport roadways. The inability to accommodate the projected increase in vehicular traffic would increase congestion and decrease the LOS of on-Airport roads (see [Section 6\(1\)](#) of this Focused EA); thereby increasing air quality emissions at the Airport.

Compared to the No-Action Alternative, the Proposed Project would not change the Airport's capacity or operational characteristics, such as increase or induce aircraft operations, increase ground service equipment (GSE), cause airfield congestion, move aircraft activity closer to sensitive populations or receptors, increase vehicular traffic to the airport or increase traffic at off airport intersections. Therefore, after discussion with the FAA ORL/ADO EPS, only an emissions inventory for construction activities for the Proposed Project was prepared. A construction emission inventory was conducted to determine if the Proposed Project would have a significant effect on criteria pollutant concentrations as outlined in the NAAQS. Reasonably foreseeable emissions resulting from the Proposed Project were quantified as part of a construction emission inventory. The geographic area that the Proposed Project would



occur is in attainment for all six criteria pollutants.

The vehicle mix, trip distances, and assumed travel speeds for material delivery, dump truck usage, and worker commute vehicles were input into the Emission Dispersion Modeling System (EDMS), which is the FAA preferred model for air quality analyses. To estimate emissions associated with on-road motor vehicles including haul trucks, deliveries, and vehicles utilized by construction workers, the following assumptions were applied:

- construction worker vehicle miles traveled (VMT) were calculated assuming 40 miles per work day (round trip);
- 1.25 employees per vehicle over the duration of the construction schedule;
- haul truck and workers assume an average vehicle speed of 40 miles per hour; and
- work schedule of approximately thirty months and a work team of approximately 75 workers working concurrently on individual construction projects.

For NEPA purposes, *de minimis* thresholds are significance thresholds that identify if a project would result in a significant impact to air quality pursuant to NAAQS concentration standards. [Table 8-1](#) presents a summary of the results from the construction emission inventory over the entire duration of construction activities in total tons and in tons per year for each calendar year construction activities are assumed to occur. Results, calculations, assumptions, and emission factors used in these calculations can be found in [Attachment E](#).

Since the combined direct and indirect emissions resulting from the Proposed Project would remain below *de minimis* thresholds, they are exempt under the General Conformity Rule. Therefore, emissions resulting from the Proposed Project are not considered to be significant.¹

Table 8-1
CONSTRUCTION EMISSION INVENTORY¹

CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}
Construction Equipment					
89.14	9.41	56.67	5.35	4.83	4.8
Construction Worker Emissions from VMT					
3.75	0.076	0.03	0.015	0.042	0.019
Supply and Equipment Delivery					
0.03	0.044	0.095	0.002	0.009	0.005
Total Criteria Pollutant Emissions					
92.92	9.53	56.8	5.37	2.46	2.43
Annualized Emissions³⁴					
30.1	3.17	18.93	1.79	0.82	0.81
De Minimis Thresholds⁵					
100	100	100	100	100	100

CO: Carbon Monoxide
 VOC: Volatile Organic Compounds
 NOx: Nitrous Oxide
 SOx: Sulfur Oxide
 PM: Particulate Matter

- 1: Represented in tons.
- 2: Construction activities would not result in lead emissions.
- 3: Assumed construction schedule would mean emissions would occur over three construction years.
- 4: Tons Per Year during the assumed three year construction schedule (TPY)
- 5: 40 CFR § 93.153.

Source: RS&H, 2013

¹ 40 CFR § 93.153(c)(1).



Note: If the level of annual enplanements exceeds 1,300,000 or the level of general aviation and air taxi activity exceeds 180,000 operations per year or a combination thereof, a NAAQS assessment may be considered after the Draft EA has been reviewed.

(2) COASTAL RESOURCES

The Florida Department of Environmental Protection (DEP), Office of Intergovernmental Programs, Florida State Clearinghouse (FSC) coordinates a review of Federal actions under the following authorities: Presidential Executive Order 12372; Section 403.061 (42), Florida Statutes; Coastal Zone Management Act, 16 U.S.C. Sections 1451-1464, as amended; and, National Environmental Policy Act, 42 U.S.C. Sections 4321-4347, as amended.

(a) Is the Proposed Project consistent with the Enforceable Policies of the Florida’s Coastal Management Program (CMP)? To make this determination, review the Florida Coastal Management Program Guide at <http://www.dep.state.fl.us/cmp/default.htm>

Discuss Proposed Project’s consistency with Florida CMP Enforceable Policies.

Yes. The Proposed Project would be consistent to the maximum extent practicable with the enforceable policies of the Florida Coastal Management Program (FCMP). The Proposed Project would not affect coastal resources, create plans to direct future energy actions, propose rulemaking that alters the use of the coastal zone in a way that is inconsistent with the Program, or involve Outer Continental Shelf (OCS) leases.

Coordination with the Florida Department of Environmental Protection (FDEP), indicates funding of the Proposed Project is consistent with the FCMP (see [Attachment D-2](#), FDEP July 8, 2013 letter). The State’s final concurrence with the Proposed Project’s consistency with FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

The No-Action Alternative would not alter the Airport’s existing environs. Therefore, the No-Action Alternative would be consistent with FCMP.

(b) Is the location of the Proposed Project within the Coastal Barrier Resources System (CBRS), as delineated by the U.S. Fish and Wildlife Service (FWS) or Federal Emergency Management Agency (FEMA) coastal barrier maps?

Explain:

No. The Proposed Project is not located within a designated coastal barrier resource zone. The Proposed Project would be located approximately 16 miles east of CBRS Unit P24A and approximately 16 miles north of CBRS Unit FL-83 (see [Section 7](#) of this Focused EA).²⁷

Given the distance of the project study area from the CBRS units, the Proposed Project would not affect either of these CBRS units. Similarly, the No-Action Alternative would not affect any CBRS units.

Note: Upon approval by the FAA ORL/ADO EPS, this completed Form must be submitted as a Draft Environmental Assessment (Draft EA) to the FSC for review and comment (See Section (13) Public Involvement for further information). The FSC’s comment letter and enclosures must be attached to the Final EA submitted to the FAA ORL/ADO EPS. Also, prepare responses to any FSC agency comments received on the Draft EA to the Final EA.

(3) COMPATIBLE LAND USE

(a) Compared to the No Action alternative, would the Proposed Project result in significant noise impacts to non-compatible land uses? Cross-reference (or summarize) information from Category (13) Noise, addressing the Proposed Project’s effects on compatible land uses as



compared to the No Action alternative. Explain per Table 1 in 14 CFR Part 150, *Airport Noise Compatibility Planning*.

Note: Include a discussion of any local noise ordinances or zoning related to aircraft noise, and the airport's most recent Part 150 Study including noise compatibility plan, if applicable.

Explain:

No. The Proposed Project is located entirely within the southern portion of the Airport's property and would not increase the number of enplanements, operations, or change operational characteristics at the Airport, compared to the No Action alternative. The size and shape of the Airport's noise contours for the Proposed Project would not change (see [Section 8\(13\)](#) of this Focused EA), compared to the No Action alternative.

Areas in the immediate vicinity of the Airport are primarily commercial and industrial land uses. The closest noise sensitive land use (i.e., residential land use) is Dana Shores, approximately ¾-mile west of the Airport. Dana Shores is west of Veterans Expressway and north of State Road 60. There are also residential land uses southwest and east of the Proposed Project. One residential neighborhood, Carver City/Lincoln Gardens, is south of Spruce Street and north of Interstate 275, approximately one mile southeast of the project study area. Other residential neighborhoods near the project study area include Beach Park (approximately 1.40 miles south), Westshore Palms (approximately 1.30 miles southeast), North Bon Air (approximately 1.50 miles southeast), and Swann Estates (approximately 1.60 miles southeast). These neighborhoods are south of Interstate 275. According to Hillsborough County Planning Commission, the above mentioned neighborhoods are single family homes and/or mobile homes (see [Exhibit A-8](#)).²⁸ Commercial and industrial land uses, as well as highly used roadways (e.g., Veterans Expressway) provide a buffer between the Airport and these residential areas. Compared to the No-Action Alternative, the Proposed Project would not increase on-Airport surface traffic noise. Therefore, implementation of the Proposed Project would not result in adverse noise impacts to non-compatible land uses.

(b) Would the Proposed Project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Refer to FAA Order 1050.1E and the FAA's Airports Desk Reference for thresholds of significance and cross-reference with Categories (14) Secondary (Induced) Impacts and (15) Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risk

Explain:

No. The Proposed Project would occur entirely on Airport property. Implementation of the Proposed Project would not disrupt surrounding communities, require the relocation of surrounding residences or off-Airport businesses, or significantly impact natural resource areas. While included in the early coordination for this EA, comments were not received from the Florida Department of Economic Opportunity, Hillsborough County, or Tampa Bay Regional Planning Council with regards to the Proposed Project (see [Attachment D-2](#), FDEP letter dated July 8, 2013). The Tampa-Hillsborough Planning Commission approved the AMPU on August 26, 2013.

The Proposed Project would include the relocation of on-Airport businesses (i.e., rental car maintenance/storage facilities) during construction of the Proposed Project (see [Section 4](#) of this focused EA). However, the relocation of these businesses on Airport property would not have off-Airport land use ramifications. Various meetings were held with rental car companies during the AMPU process and coordination with these companies is ongoing in order to ensure their inclusion in the project and that any potential concerns regarding relocation are addressed.



(c) Would the Proposed Project be located near or create a potential wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"?

Explain:

The Proposed Project is located near Old Tampa Bay. Birds and other wildlife may be frequent the area's estuarine and marine deep water and wetlands.

However, implementation and operation of the Proposed Project would not create a potential wildlife hazard. The Proposed Project would include the removal of trees and other vegetation within the STSA. The removal of these trees and other vegetation may decrease the potential for wildlife hazards on Airport property. Stormwater retention, associated with the Proposed Project, would meet the requirements of FAA AC 150/5200-33B and would not create a wildlife hazard (see [Section 8\(16\)](#) of this Focused EA for further details).

Per FAA Federal Aviation Regulation (FAR) 139.337, the Airport has an existing wildlife hazard program in place to diminish wildlife on the Airport. In response to revisions of this regulation, the Airport developed the Wildlife Hazard Management Plan (WHMP), which was approved in 2007.

NOTE: FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports" provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants.

(4) CONSTRUCTION IMPACTS

Compared to the No Action alternative, would construction of the Proposed Project:

(a) Increase ambient noise levels due to equipment operation.

Explain:

Yes (Temporary). Construction related activities associated with implementation of the Proposed Project have the potential to cause short-term effects on ambient noise levels. Noise generated by construction equipment would vary depending on the equipment type, model, operational mode, duration of operation, and the specific type of work in progress. However, construction noise would be localized and temporary. Construction activity would also be in compliance with Hillsborough County, Chapter 1-10, Noise, Rules of the Environmental Protection Commission (see [Attachment D-2](#), the June 7, 2013 HCEPC letter).

The closest noise sensitive land use (i.e., residential land use) (i.e., single family/mobile home residential land use) is approximately ¾-mile west of the Airport (see [Section 8\(3\)\(a\)](#) of this Focused EA). Temporary noise impacts to nearby residential areas are not expected since construction activities associated with implementation of the Proposed Project would be localized to the project study area. Additionally, Veterans Expressway/Veterans Memorial Highway, a major roadway, is between the project study area and this residential neighborhood. The construction related noise is not likely to increase the noise currently experienced by this residential area from vehicular traffic (see [Exhibit A-8](#)).

The No-Action Alternative would not include construction activities. Therefore, the No-Action Alternative would not result in increased ambient noise levels due to construction equipment operation.



(b) Degrade local air quality due to dust, equipment exhausts, and burning debris.

Explain:

Yes (Temporary). Short-term effects on ambient air quality could occur during the Proposed Project's construction period. An increase in emissions would be related to disturbing land (particulate dust emissions), motor vehicles accessing the construction site and traversing disturbed grounds, and direct emissions from construction equipment.

As described in [Section 8\(1\)\(c\)](#), short-term emissions associated with the combustion of hydrocarbons, such as diesel fuel, would be minor and would not cause significant air quality impacts to the surrounding areas.

Fugitive dust emissions would also be temporary. The use of Best Management Practices (BMPs) and other sustainable measures (see [Section 8\(12\)\(b\)](#) of this Focused EA) associated with this Proposed Project would prevent exceeding the *de minimus* levels and significant air quality emissions due to dust emissions and construction equipment emissions.

The No-Action Alternative would not degrade local air quality due to dust, equipment exhaust, and/or burning debris (see explanation in [Section 8\(4\)\(a\)](#)).

(c) Deteriorate water quality when erosion and pollutant runoff occur.

Explain:

Yes (Temporary). The Airport is located near Old Tampa Bay and there are approximately 5.71 acres of surface waters within the project study area (see [Section 7](#) of this Focused EA). Construction of the Proposed Project has the potential to cause temporary water quality impacts. Rain events could result in stormwater runoff containing pollutants associated with construction activities. These pollutants could include sediments due to clearing activities, fuels, lubricants, and solvents associated with the maintenance and operation of construction equipment.

A NPDES construction permit would be obtained prior to any construction (see [Attachment D-2](#), HCEPC letter and SWFWMD letter). The permit would include BMPs to avoid and minimize potential temporary impacts (see [Section 8\(16\)\(a\)](#)). The use of sustainable measures during construction activities would also minimize temporary, construction-related water quality effects (see [Section 8\(12\)\(b\)](#) of this Focused EA).

The No-Action Alternative would not deteriorate water quality since the construction of the ConRAC and related development would not occur. Associated construction permits would not be required under the No-Action Alternative.

(d) Disrupt off-site and local traffic patterns?

Explain:

Yes (Temporary). Construction of the Proposed Project could cause minor, localized traffic disruptions to Spruce Street from construction vehicles modifying the intersection with Airport Service Road. There is also the potential for other on-Airport traffic disruptions during the previously discussed roadway improvements (see [Section 4](#) of this Focused EA).

However, potential traffic disruption would be temporary, relatively minor, and would not permanently degrade Levels of Service (LOS) of Spruce Street or other roadways in the vicinity of the Proposed Project.

The No-Action Alternative would not cause disruption of off-Airport or local traffic patterns since no construction activities would take place.



(5) DEPARTMENT OF TRANSPORTATION ACT: SECTION 4(f) AND LAND AND WATER CONSERVATION FUND SECTION 6(f) RESOURCES

Compared to the No Action alternative, would the Proposed Project have a:

(a) Direct impact (physical disturbance or “taking”) or indirect impact (constructive use) on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance?

If **YES, do not** complete this Form and contact the FAA ORL/ADO EPS.

No. The Proposed Project is located entirely within the southern portion of the Airport’s property. It would not increase the number of operations or change the operational characteristics at the Airport. Therefore, the sizes and shapes of the Airport’s noise contours would not change.

In addition, the Proposed Project’s roadway improvements would not physically or constructively use any Section 4(f) resources. See [Section 7](#) of this Focused EA for a discussion of the Section 4(f) resources in the vicinity of the project study area.

The ConRAC and associated development would not be constructed under the No-Action Alternative. Therefore, the No-Action Alternative also would not impact any Section 4(f) resources.

(b) Direct impact or indirectly impact on any public park or recreation resources that has received a Federal Grant from the NPS Land and Water Conservation Fund (LWCF) for development or improvement? Review <http://waso-lwcf.ncrc.nps.gov/public/index.cfm> for a listing of recreation facilities. If **YES, do not** complete this Form and contact a FAA ORL/ADO EPS.

No. The closest LWCF site is approximately ¾-mile southwest of the Airport along Old Tampa Bay (see [Section 7](#) of this Focused EA). For the reasons stated above ([Section 8\(5\)\(a\)](#)), implementation of the Proposed Project would not directly or indirectly affect this resource.

Similarly, the No-Action Alternative would not directly or indirectly affect Section 6(f) resources.

(6) FARMLAND--PRIME, UNIQUE OR STATE-SIGNIFICANT FARMLAND

(a) Compared to the No Action alternative, does the Proposed Project involve the acquisition of Prime, Unique or state or locally significant farmland, or the conversion/use of these types of farmlands that are protected by the Federal Farmland Protection Policy Act (FPPA)? Contact the Florida Natural Resources Conservation Service (NRCS). For more information see: <http://www.fl.nrcs.usda.gov/contact/index.html>

If **YES**, attach record of coordination with the Florida NRCS, including Form AD-1006.

Explain. Attach the NRCS Form AD 1006, Farmland Conversion Impact Rating, if applicable:

No. The Proposed Project would occur entirely on Airport property. As previously described in [Section 7](#), there are approximately 25 acres of Myakka Fine Sand in the southern portion the study area (see [Exhibit A-3](#)). The NRCS classifies these soils as farmlands of unique importance. However, the 2010 U.S. Census identifies the project study area as an “urbanized area”; therefore, the project study area is not subject to the provisions of the FPPA. Implementation of the Proposed Project would not impact prime, unique, or state or locally significant farmland, or the conversion of these types of farmlands.



The No-Action Alternative would not involve the conversion of any land from its current use. Therefore, the No-Action Alternative would not result in the acquisition of prime, unique, or state or locally significant farmland.

Note: Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not land used for water storage or urban built-up land. The assessment is completed on Form AD-1006, Farmland Conversion Impact Rating.

(7) FISH, WILDLIFE, AND PLANTS

Compared to the No Action alternative, describe the potential of the Proposed Project to:

(a) Directly or indirectly impact plant communities and/or involve the displacement of wildlife. This answer should also cross reference Categories 16, Water Quality, and 17, Wetlands, if jurisdictional water bodies or wetlands are present.

Explain:

Implementation of the Proposed Project would result in the conversion of approximately 21.14 acres of developed land (including some disturbed uplands that are mowed and maintained by Airport staff), 0.65-acre of other surface waters (see [Section 8\(16\)](#) of this Focused EA), and 2.45 acres of disturbed wetlands (see [Section 8\(17\)](#) of this Focused EA).

The upland areas within the project study area are of little value to wildlife because they are developed. The wetlands within the STSA are predominantly vegetated with hardwoods and weedy shrubs, such as the invasive exotic Brazilian pepper (*Shinus terebinthifolius*). Despite heavy cover of weedy species, the wetlands do provide some marginal habitat for wetland dependent species. As a result, construction activities would have a permanent impact on wildlife and habitat within the project study area (i.e., permanent conversion of approximately 2.45 acres of wetlands to developed land).

The Airport is entirely surrounded by development, except for the southwest corner of the property which borders Old Tampa Bay. Most freshwater wetlands within the area are disturbed or man-made. The marshes and mangrove swamps of Old Tampa Bay provide the largest, nearest, adjacent expanse of natural wetlands. Wading birds currently utilizing the wetlands within the project study area are anticipated to utilize remaining adjacent on-site natural freshwater wetlands, man-made surface waters, and natural estuarine wetlands associated with Old Tampa Bay. These adjacent habitats are expected to provide suitable alternate foraging habitat to any displaced wading birds.

Significant impacts to listed wetland-dependent wildlife are not anticipated due to the small acreage of wetlands to be impacted and the unlikelihood of species to occur within the project area.

As stated in the County EPC letter (See [Attachment D-2](#), HCEPC letter dated June 7, 2013), a NPDES Stormwater Permit would be required for project construction since construction would disturb more than 1 acre of land. The Airport has had continuous NPDES permit coverage since 1992 under industrial section S of the Multi-Sector General Permit. In accordance with the existing NPDES Stormwater Permit and HCAA’s existing conceptual ERP (see [Attachment G](#)), BMPs would be employed during construction to reduce sediment transport from the site to adjacent wetlands. An additional NPDES construction generic permit would be required to begin construction. Compensatory mitigation for direct wetland impacts would be provided pursuant to state and federal regulatory agency policies (see [Section 8\(16\)](#) and [Section 11](#) of this Focused EA for further details).



The ConRAC and associated development would not occur under the No-Action Alternative. Therefore, the surface waters and wetlands described in this section would not be affected. Additionally, no permits would be required as part of the No-Action Alternative.

(b) Potentially impact any Federally-listed or candidate species of flora or fauna, or impact designated critical habitat protected under the Endangered Species Act (ESA) or the Marine Mammal Protection Act (MMPA); or potentially impact Essential Fish Habitat identified under the Magnuson-Stevens Act? Attach records of consultation with U.S. Fish and Wildlife (FWS) and National Marine Fisheries Service (NMFS), as appropriate. If **YES, do not** complete this Form and contact a FAA ORL/ADO EPS.

Explain and attach records of consultation with FWS and NMFS, as appropriate:

No. According to the USFWS on-line resources, Federally-listed species have been observed in Hillsborough County (see [Section 7](#) of this Focused EA). However, these species, or evidence of these species, were not observed in the project study area during the recent field investigation (May 2013). An early coordination letter was sent to USFWS. To date, no comments were received. Implementation of the Proposed Project is not anticipated to affect any Federally-listed species due to lack of suitable habitat, implementation of standard protection measures during construction, and previously obtained wetland mitigation.

The USFWS *Standard Protection Measures for the Eastern Indigo Snake* specifies education of the construction contractor concerning avoidance of indigo snakes and post-construction reporting. Although evidence of the Eastern indigo snake was not found during field investigations, this protection measure would be implemented during the construction phase to avoid any unintended impacts should the species be found on-site.

Implementation of the Proposed Project may affect, but not adversely affect, the Wood Stork (*Mycteria americana*). The Proposed Project is located within a Wood Stork Core Foraging Area (CFA) for three rookeries (615333, Sheldon Road, and East Lake/Bellows Lake).²⁹ The Proposed Project may result in the loss of forage biomass within the CFA. The potential loss of 2.45 acres of wetlands/forage biomass within the service area would be offset through the previously obtained and ongoing updates to wetland mitigation compensation and modification of the Conceptual ERP.

As previously stated, the No-Action Alternative would not affect any wetlands or surface waters within the project study area (see [Section 8\(7\)\(a\)](#)). The No-Action Alternative would not involve any construction or alteration of the existing Airport environment. Therefore, the No-Action Alternative would not impact any Federally-listed or candidate species.

(c) Potentially impact state listed species protected in the State of Florida? Explain, and attach records of consultation with state jurisdictional agencies (Florida Fish and Wildlife Commission (FWC) and Florida Department of Environmental Protection (DEP), as appropriate. Discuss mitigation required and permits as applicable.

Explain:

No. FWC and FNAI have identified State-listed species in Hillsborough County (see [Section 7](#) of this Focused EA). Threatened and/or endangered species were not observed during the field investigation and the Proposed Project is not anticipated to adversely affect State-listed species.

As previously described, no evidence of the Eastern Indigo Snake or Wood Stork was discovered in the project study area (see [Section 8\(7\)\(b\)](#) of this Focused EA). Mitigation measures have been taken to offset the potential loss of wood stork forage biomass (a potential indirect impact of the Proposed Project).

No evidence of Florida Burrowing Owls, Florida Pine Snakes, Gopher Frogs, or Gopher Tortoise



burrows was discovered in the project study area during a recent field investigation. Field investigations and a database search of FWC resources did not indicate any nesting by the Little Blue Heron, Reddish Egret, Snowy Egret, Roseate Spoonbill, Tricolor Heron, or White Ibis nearby the project. Therefore, the Proposed Project is not likely to affect these species.

FWC did not have any comments regarding the Proposed Project and State-listed species (see [Attachment D-2](#), FDEP letter dated July 8, 2013).

The No-Action Alternative would not affect any State-listed species (see explanation in [Section 8\(7\)\(b\)](#)).

(d) Affect species protected under the Migratory Bird Treaty Act? Attach record of consultation with FWS. If **YES**, contact an FAA ORL/ADO EPS.

Explain:

No. Nests and/or individuals of the Bald Eagle or Wood Stork species were not observed during the recent field investigation. The closest Bald Eagle nests are approximately 4 miles southeast and northwest of the project study area. However, as previously described, the project study area is within the CFA for three Wood Stork rookeries (see [Section 8\(7\)\(b\)](#) of this Focused EA).

The Proposed Project may result in the loss of forage biomass within the CFA. The potential loss of 2.45 acres of wetlands/forage biomass within the service area has been offset through previous wetland mitigation measures and the ongoing updates to wetland mitigation compensation and modification of the Conceptual ERP. Therefore, the Proposed Project would not affect Bald Eagles or adversely affect Wood Storks.

The No-Action Alternative would not impact any species protected under the Migratory Bird Treaty Act and would not affect any foraging biomass within the CFA.

(e) If applicable, include a discussion of construction related impacts to these resources and discuss measures to reduce impacts.

Explain:

Temporary air, noise, and water quality impacts on wildlife and associated habitats within the project study area are anticipated to be minimal during the construction of the Proposed Project. To assure the protection of these and other listed species, appropriate coordination with the USFWS and FWC would be continued during the design and construction phases. As noted in letters in [Attachment D-2](#) from the HCEPC, SWFWMD, FDEP, and USACE, standard protection measures, permitting, and relocation would be implemented if necessary.

Impacts to wetlands within the CFA, as defined by the USFWS, require special mitigation to replace foraging biomass. The *USFWS Wood Stork Foraging Analysis Methodology* is used to calculate impacts to biomass available for Wood Stork consumption. These impacts are typically offset through on-site or off-site wetland mitigation. The USACE has already issued a permit to fill the wetlands within the STSA. Further coordination with the USFWS should not be required during the permitting phase of the Proposed Project. Since the project is located within the CFA and wetland mitigation has been provided, it is not anticipated that the project would adversely affect the Wood Stork.

The No-Action Alternative does not involve any construction activities. Therefore, the No-Action Alternative would not have any temporary construction related impacts.

Note: Analyses for undisturbed areas including water bodies must be conducted in consultation with FWS, other Federal agencies (NMFS, EPA), and state agencies (DEP and water management districts), having expertise on affected biotic resources and their habitats.



Federal and state listed species lists must be consulted and the potential for occurrence in the project area must be documented. Include an analysis of construction impacts and measures to reduce impacts to ensure that this document properly addresses temporary, constructed-related impacts on these resources.

(8) FLOODPLAINS

(a) Compared to the No Action alternative, would the Proposed Project be located in, or would it encroach upon, any base/100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)? If **YES**, you must quantify the encroachment and attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and proceed to (b) and (c). If **NO**, go to Category (9).

Explain and quantify the floodplain encroachment and attach FEMA FIRM if applicable:

Yes. The Proposed Project is located in and would encroach upon base/100-year floodplains as designated by FEMA (see [Exhibit A-4](#)). According to FIRM panel number 12057C0333H, the project lies partially in Zone AE with a base flood elevation of 9 feet (see [Attachment F](#) for the FEMA FIRM). The Proposed Project would impact approximately 20 acres of the 100-year floodplain (see [Section 8\(16\)](#) of this Focused EA).

Floodplain compensation would be sought during the design and permitting phases for impacts to the 100-year floodplain. Additionally, stormwater control permits would be obtained from Hillsborough County and the SWFWMD to compensate for the addition of impervious surfaces.

The No-Action Alternative would not involve the construction of any new structures associated with the Proposed Project. Therefore, the No-Action Alternative would not encroach upon the 100-year floodplain.

(b) If the Proposed Project would cause an encroachment of a base/100-year floodplain, describe the measures to be taken to provide an opportunity for early public review during the EA process, in accordance with FAA Order 1050.1E, Appendix A, Section 9.2.c.

As summarized in [Section 6, Table 6-1](#) and discussed in detail [Attachment C](#), no practicable alternative outside the 100-year floodplain exists. As a result, the Proposed Project would unavoidably occur in the 100-year floodplain. Early coordination for this Focused EA occurred with applicable Federal, state and local agencies. An early coordination letter was sent to FEMA on May 7th, 2013.

In accordance with FAA Order 1050.1E, Appendix A, Section 9(2)(c), the public will have the opportunity to review the potential floodplain impacts during the review period of this Draft Focused EA.

(c) In accordance with Executive Order 11988, provide the reasons why the Proposed Project must be located in or affect the base/100-year floodplain. Include (1) a description of significant facts considered in making the decision to locate in or affect the floodplain including alternative sites and actions; (2) a statement indicating whether the proposed action conforms to applicable state or local floodplain protection standards; (3) a description of the steps taken to design or modify the Proposed Project to minimize potential harm to or within the floodplain; and (4) a statement indicating how the proposed project affects the natural or beneficial values of the floodplain. Cross reference Category (17) Wetlands, as applicable.

Explain:

Executive Order 11988 requires federal agencies to avoid, to the extent possible, long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable



alternative.

(1) As stated in [Section 8\(8\)\(b\)](#) above, there are no practicable alternatives outside of the 100-year floodplain.

(2) Floodplain protection standards are in place to protect people and property, reduce future flood losses in Florida, make sure federal flood insurance is available, save tax dollars, and avoid liability and lawsuits. The Proposed Project would conform to applicable state and local floodplain protection standards.

(3) The design of the Proposed Project is not yet finalized. Steps would be taken during the design and permitting of this project to minimize impacts to the floodplain to the greatest extent practicable. According to SWFWMD ERP Applicant Handbook, Section 3.3, any impacts to existing floodplain storage below the base flood elevation, such as existing drainage ditches, could be replaced in kind using the cup for cup methodology. SWFWMD implements this no net encroachment regulation as set forth by the National Flood Insurance Program (NFIP) in Chapter 44 of the Code of Federal Regulations (44 CFR).

In accordance with the SWFWMD letter dated June 19, 2013 (see [Attachment D-2](#)), drainage calculations or modeling would be provided during the permitting process to demonstrate that discharges from the Proposed Project area would not cause an adverse impact during a 25-year, 24-hour storm event. These calculations or modeling would also demonstrate that the Proposed Project would not impede the conveyance of contributing off-site flows or increase flood stages on off-site properties.

(4) The Proposed Project may affect natural and beneficial values of the floodplain. However, the beneficial value of the floodplain would remain through wetland mitigation and floodplain compensation. Therefore, the Proposed Project would not diminish the ability of the floodplain in or around the project study area to:

- carry and store floodwaters;
- sustain agriculture, aquaculture, or aquatic or terrestrial organisms;
- provide for groundwater recharge;
- provide recreational opportunities; or
- maintain water quality.

(9) HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

(a) Compared to the No Action alternative, would the Proposed Project require the use of land that may contain hazardous substances or may be contaminated by hazardous materials? Explain your response and describe how such land was evaluated for hazardous substance contamination. Attach record of consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), Florida DEP and the results of electronic database searches.

Explain:

As stated in [Section 7](#) of this Focused EA, site rehabilitation using FDEP's risk-based corrective action provisions is ongoing. Should the Proposed Project be implemented, the next step would be source removal by excavation. HCAA's standing policy is to monitor known conditions and remediate prior to or during construction. Any facilities that have regulated petroleum storage system(s) would undergo tank removal and tank closure assessments under close coordination with HCEPC, the local delegated authority. Also, as part of the due diligence process, prior to demolishing any structures, property asbestos surveys and later asbestos abatement would be conducted in accordance with NESHAP, FDEP, and HCEPC requirements.

Implementation of the Proposed Project would include the removal of existing fuel position



structures. Demolition activities would comply with applicable local, state, and Federal rules and regulations, including the National Emission Standards of Hazardous Air Pollutants (NESHAP), Subpart M, Asbestos, if applicable (See [Attachment D-2](#), HCEPC letter). HCAA has standard demolition specifications to ensure NESHAP and other applicable laws are adhered to and an asbestos survey is typically commissioned during design phases of a project. HCAA would involve the HCEPC and other local permitting agencies in the planning process after the design-builder has been selected.

After construction of the Proposed Project is complete, the fuel positions would be located in the ConRAC. Design of the ConRAC and associated maintenance and storage facility could include features to address potential levels of volatile organic compound emissions. As discussed in [Section 8\(1\)](#) of this Focused EA, those design features have not yet been determined.

The No-Action Alternative would not require the use of any contaminated sites or sites containing hazardous materials within the project study area (see [Section 7](#) of this Focused EA). However, HCAA would continue the site rehabilitation processes at the three sites identified in [Section 7](#) of this EA.

(b) Would the operation and/or construction of the project generate significant amounts of solid waste? If **YES**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Attach a record of consultation with the waste management handling facility.

Explain:

No. The construction of the Proposed Project would cause a temporary increase in municipal solid waste from the removal and disposal of inorganic materials and vegetation during clearing and grubbing activities. As noted in [Section 8\(12\)\(b\)](#) of this Focused EA, some of the removed vegetation may be ground and used to mulch disturbed areas or be reused to minimize dust and other construction disturbances (see [Attachment D-2](#), HCEPC letter dated June 7, 2013).

The Southeast County Landfill, approximately 25 miles southeast of the Airport, has sufficient capacity to receive the solid waste from construction of the Proposed Project. The landfill is projected to have the capacity to maintain the County's Level of Service Standard beyond the year 2025.³⁰

The County's Solid Waste Management Department projects between 480,000 and 665,000 tons of waste to be sent to the landfill each year between 2013 and 2025. Project-related construction, maintenance, and operation solid waste would be a small portion of this waste load. The landfill is anticipated to have the capacity for at least 13,600,000 tons each year during the same timeframe. Therefore, construction of the Proposed Project would not significantly impact the capacity of the landfill.

(c) Is there a sanitary landfill containing municipal solid waste (MSW) located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft? If **YES**, explain.

Explain:

No. The closest landfill to the Airport is the Southeast County Landfill, approximately 25 miles southeast of the Airport.³¹

Note: A sanitary landfill containing municipal solid waste (MSW) is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory



Circular 150/5200.33 " Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

(10) HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Compared to the No Action alternative, would the Proposed Project result in a direct impact (physical disturbance or "taking") or indirect impact (increased noise, degraded air quality etc.) on any properties in or eligible for inclusion in the National Register of Historic Places (NRHP)? You must include records of consultation with the Florida State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officer (THPO). Cross reference your response with other applicable impact categories such as noise, compatible land use, air quality and Section 4(f) and 6(f) resources. If **YES**, coordinate with an FAA ORL/ADO EPS. Explain:

No. The Florida Historic Preservation Officer (FLSHPO) has determined the Proposed Project would not affect historic resources (see [Attachment D-2](#)). The closest NRHP-listed resources are the Tampania House, approximately 1.25 miles south of the Proposed Project, and the George Guida, Sr. House, approximately 2.25 miles southeast of the Proposed Project (see [Section 7](#) of this Focused EA).

The Proposed Project would not change aircraft operations at the Airport. Therefore, there would not be any aircraft-related direct or indirect impacts on any NRHP resources. See [Sections 8\(1\)\(c\), Air Quality, 8\(3\)\(a\), Compatible Land Use, 8\(5\)\(a\), DOT Section 4\(f\) and Section 6\(f\) Resources, 8\(11\)\(a\), Light Emissions and Visual Impact, and 8\(13\)\(d\), Noise](#) of this Focused EA for more information.

The Airport's existing environ would not change as a result of the No-Action Alternative. Therefore, the No-Action Alternative would not directly or indirectly affect any National Register of Historic Places (NRHP)-listed resources.

(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the Proposed Project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO and THPO, if applicable. If **YES**, coordinate with an FAA ORL/ADO EPS.

Explain:

According to the NRHP, the FLSHPO, and Florida State Clearinghouse correspondence (see [Attachment D-2](#)), the Proposed Project would not affect historic properties (i.e., prehistoric, historic, archeological, or paleontological resources). In addition, none of the buildings within the project study area are eligible for listing on the NRHP.

If paleontological resources are encountered during construction, all ground disturbing activities within 25 feet of discovered resources would stop immediately. The contractor would contact HCAA, FLSHPO, the Tribal Historic Preservation Officer (THPO), and FAA. HCAA would also contact the USACE as required in the USACE dredge and fill permit (see [Attachment G](#)). HCAA would ensure a qualified paleontologist is called as soon as possible to assess the situation. Consultation with the appropriate official(s) would be conducted to seek recommendations for the treatment of the discovery.

See [Attachment D-2](#) for early coordination with the FLSHPO and THPO.

(11) LIGHT EMISSIONS AND VISUAL IMPACTS

(a) Compared to the No Action alternative, describe any new lighting systems associated with the Proposed Project(s). Would the Proposed Project have the potential for airport-related



lighting impacts on nearby residential areas or other light-sensitive resources? Explain, and, if necessary, provide a graphic depicting the location of residential areas or other light-sensitive resources in the airport vicinity in relation to the Proposed Project’s new lighting system.

Explain:

No. The Proposed Project would occur entirely on Airport Property and would include the addition of lighting and signage in the STSA. However, the additional lighting and signage would not significantly increase the Airport’s overall light emissions and would only be visible during dark hours (e.g., after sunset). The ConRAC would likely be five stories tall, with the APM elevated to four or five stories in certain areas.

The closest light-sensitive land use (i.e., residential land use) is approximately ¾-mile west of the project study area. The natural vegetation on the western side of the Airport, along with existing structures (e.g., Veterans Expressway), would reduce project-related light emissions from reaching light-sensitive residential areas located to the west from the Proposed Project. Similarly, existing structures, trees, and other vegetative buffers would obstruct the view from other residential areas to south of the Proposed Project. Therefore, implementation of the Proposed Project would not likely impact nearby residential areas or other light-sensitive resources.

Additionally, light emissions associated with the Proposed Project would not impact the commercial businesses (e.g., hotels) south of the Airport along Spruce Street. The Proposed Project would be consistent with the existing Airport setting and would not result in visual impacts to those commercial areas.

The No-Action Alternative does not include any development associated with the Proposed Project and therefore would not result in increased light emission or visual impacts.

(b) Identify whether a community or jurisdictional agency would consider visual effects from the proposed action objectionable to people’s properties and people’s use of properties, particularly those covered by Section 4(f), 6(f), and Section 106 of the National Historic Preservation Act (NHPA).

Explain:

The Proposed Project would alter the existing landscape of the STSA in a way that remains consistent with the existing Airport setting. In most instances, existing structures on- and off-Airport property, trees, and other vegetative buffers would obstruct the view of Proposed Project from: Skyway Park, the closest Section 4(f) resource; Cypress Point Park, the closest LWCF site; and the Tampania House, the closest historic site.

(12) NATURAL RESOURCES, ENERGY SUPPLY, AND SUSTAINABLE DESIGN

(a) Compared to the No Action alternative, what effect would the Proposed Project have on energy supplies or other natural resource consumption? Would demand exceed supply? Explain. Letters from local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary.

Explain:

Constructing the Proposed Project would not create any major changes that would have measurable effects on local supplies of fuel, energy, or natural resources. During construction, trucks and other construction equipment would consume fuels as needed for construction purposes. The consumption would not strain local or regional diesel fuel supplies. Building the Proposed Project would not cause a shortage of available building materials. Therefore, construction of the Proposed Project would not result in significant adverse energy or natural resource impacts.



Operation of the ConRAC would serve the same number of vehicles as the No-Action Alternative. As described in [Section 5](#) and [Attachment B](#) of this Focused EA, the Airport forecasts an increase in passenger demand. This increase would strain and surpass the ability of the existing rental car companies. On-Airport rental car companies would increase the number of rental cars available with or without the ConRAC. The ConRAC would allow rental car companies to provide better, more efficient service than the No-Action Alternative. Therefore, the operation of the ConRAC would not affect energy supplies or natural resources compared to the No-Action Alternative.

As with the ConRAC, operation of the employee/tenant parking lot would serve the same number of employees/tenants as the No-Action Alternative. The number of employees/tenants accessing the Airport would be the same with or without the employee/tenant parking lot. As a result, the operation of the employee/tenant parking lot would not affect energy supplies or natural resources compared to the No-Action Alternative.

Operation of the APM would increase the Airport's electrical use. Design of the APM is not complete, but it is anticipated that one or two Power Distribution Substations would be required to house transformers, primary and secondary switchgear, direct current rectifiers, and other related equipment. The APM supplier for vehicle propulsion power for the system would install this additional electrical equipment.³²

Tampa Electric Company (TECO) has a substation location on Airport property. HCAA is currently installing infrastructure, conductors, and automated switchgear to provide additional power feed from the TECO Tampa Bay Substation in order to continue to meet existing and future electrical needs at the Airport.³³ Therefore, operation of the Proposed Project would not result in energy supply impacts to TECO.

The No-Action Alternative would not include the construction and/or operation of new facilities associated with the Proposed Project. Therefore, the No-Action Alternative would not affect energy supplies or other natural resource consumption.

(b) Identify whether the Proposed Project would incorporate sustainable design features such as conservation of resources, use of pollution prevention measures, minimization of aesthetic effects, and address public (both local and traveling) sensitivity to these concerns.

Explain:

The selected contractor may use sustainable measures when constructing the Proposed Project. These may include:

- minimizing land disturbances to the maximum extent practicable;
- controlling stormwater runoff to ensure sedimentation of area streams, floodplains, and wetlands does not occur; or
- reducing criteria pollutant emissions resulting from construction activities.

Soil stabilization techniques may include:

- preserving existing vegetation;
- mulching cleared vegetation and distributing mulch to disturbed areas to control erosion and runoff;
- hydroseeding exposed soils;
- distributing straw mulch; or
- using geotextile mats.

Controls for reducing unconfined particulate matter may include:

- enforced speed limits of 10 miles per hour when traveling over exposed or un-stabilized materials and/or soils;



- temporarily restricting operations during high wind conditions when necessary; and
- application of dust suppressants or water.

Additional controls for stormwater runoff may include:

- straw bale barriers;
- silt fences;
- sediment traps;
- sandbag barriers; or
- check dams.

Controls for reducing emissions from construction equipment may include:

- regular maintenance of construction equipment;
- prohibiting the idling of construction vehicles for longer than five minutes;
- stabilizing construction road entrances and vehicle staging areas; or
- requiring vehicle parking only on paved area.

HCAA is currently working on a Sustainability Management Plan and plans to incorporate sustainable design into the ConRAC. Sustainable measures could include the use of gray water, consolidating stormwater collection and treatment, use of reclaimed water, and green building components.

(13) NOISE

(a) Does the Proposed Project require a noise analysis per FAA Order 1050.1E, Appendix A, Section 14 Noise, paragraph 14.6? Airport operations must be below the threshold for both existing and forecast years. If **YES**, document airport operations and coordinate with the ORL/ADO EPS before beginning the noise analysis. If **NO**, document airport operations and go to Category 14, Wetlands.

Note: No noise analysis is needed for proposals involving Design Group I and II airplanes (wingspans less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the EA do not exceed 90,000 annual operations (247 average daily operations) or 700 jet operations (2 average daily operations). No noise analysis is needed for proposals involving existing heliports or airports whose forecast helicopter operations in the period covered by the EA do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes. Forecasts must be consistent with the most recent FAA Terminal Area Forecast (TAF).

Document current annual operations and forecast operations in the period covered by the EA.

As previously described, the Proposed Project would be located entirely within the Airport's property and would not increase the number of enplanements, operations, or change operational characteristics at the Airport, compared to the No-Action alternative.

The Airport's current and forecasted annual operations, including the forecast from the Draft 2013 AMPU³⁴, are shown below.

Year	Draft 2013 AMPU Forecast	2013 FAA TAF
<i>Operations</i>		
2011	191,315	192,691
2016	208,475	196,555*
2021	229,167	217,944*
2031	277,040	268,035*



Enplanements		
2011	8,409,648	8,162,033
2016	9,822,820	8,723,531*
2021	11,436,645	9,979,565*
2031	14,352,032	12,938,623*

Notes: *TAF Forecast
Source: HCAA, 2013; FAA TAF, 2013

There would be no difference between the Proposed Project and No-Action alternative noise condition. After discussions with the FAA ORL/ADO EPS, no noise analysis is required for the Proposed Project.

(b) If required, prepare a noise analysis that documents and compares:

- Existing conditions
- Opening year No Action conditions
- Opening year Proposed Project conditions
- Future year No Action (normally 5 years beyond project implementation) conditions
- Future year Proposed Project conditions

Noise contour sets for the DNL 65, 70 and 75 dB contours must be depicted on base maps that show the existing airport, the proposed project, and the vicinity of the airport. The base maps must identify noise sensitive uses and other land uses within the project's noise impact area.

Explain:

Not applicable (see [Section 8\(13\)\(a\)](#) above).

(c) For each set of noise contours prepared in (b), discuss and document in noise exposure data tables: the number of residences or people within each noise contour at or above the DNL 65 dB; and, the number of noise sensitive uses (e.g., schools, churches, hospitals, parks, recreation areas) within each noise contour at or above the DNL 65 dB.

Explain:

Not applicable (see [Section 8\(13\)\(a\)](#) above).

(d) Discuss whether there is a significant noise impact for the Proposed Project compared to the No Action, for the project opening year and future year.

If there is a significant impact, discuss mitigation measures that would reduce significant noise impacts below threshold levels. Discuss the Airport Sponsor's binding commitments to carry out those measures within its authority.

Note: A significant noise impact would occur when there is an increase of at least 1.5 dB over noise sensitive areas for the Proposed Project compared to the No Action, for the same time frames. Discuss any local noise ordinances or zoning related to aircraft noise. Cross reference your response with Categories 3, Compatible Land Use; 5, Section 4(f); and 10, Historical/Archaeological.

Explain:

Not applicable (see [Section 8\(13\)\(a\)](#) above).

(e) Discuss whether the Proposed Project has the potential to cause surface transportation noise impacts e.g. new, expanded or re-aligned airports access roads, increased auto or truck activity; increased vehicle speeds, or other surface-transportation related actions.



Explain:

As described in [Section 5](#) of this Focused EA, the on-Airport roadway system in the Terminal area is highly congested. The No-Action Alternative would not improve the congestion and bottlenecks in vehicular movements, particularly with cars traveling to and from the Terminal/STSA areas. The Airport's aviation forecast increase in operations and enplanements with or without the Proposed Project has the potential to increase traffic on Airport roadways. Project-related, on-Airport roadway improvements in the STSA would improve the LOS of on-Airport roadways by allowing the more efficient movement of vehicles.

The purpose of the on-Airport roadway improvements is to meet the forecasted demand of the Airport which would occur with or without the Proposed Project. Therefore, the proposed on-Airport roadway improvements would not increase auto or truck activity. Realignment of the Airport's existing access roads would not alter traffic patterns of surrounding off-Airport roadways. Therefore, the Proposed Project would not cause surface transportation noise impacts.

(14) SECONDARY (INDUCED) IMPACTS

(a) When compared to the No Action alternative, would the Proposed Project cause induced, secondary, or socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, or other factors identified by the public, etc.? If **YES**, describe how these impacts would be minimized or mitigated.

Explain:

No. The Proposed Project would occur entirely on Airport property and would not increase the number of people using the Airport. Construction and operation the Proposed Project would not:

- require the relocation of any off-Airport homes and/or businesses (see [Section 8\(15\)](#) of this Focused EA);
- disrupt, divide, or relocate surrounding residences or businesses;
- cause shifts in population movement and growth patterns; or
- adversely affect public service demands.

Similarly, the No-Action Alternative would not have secondary impacts to the surrounding community.

(15) SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

When compared to the No Action alternative, would the Proposed Project:

(a) Result in the need to relocate any homes or businesses? If **YES**, contact the ORL/ADO EPS for further guidance before completing this Form.

Explain:

Current on-Airport rental car businesses would be temporarily relocated during construction of the Proposed Project. The HCAA currently plans to relocate the effected businesses to temporary facilities in the northern portion of the STSA, behind the Economy Parking garages. This area has already been disturbed and paved and would not affect any environmental resources. These businesses would be moved into the new ConRAC after construction is complete. Construction of the Proposed Project is anticipated to be complete in 2017.

The Proposed Project would occur entirely on Airport property. Therefore, homes and off-airport businesses surrounding the Airport would not need to be relocated as a result of the



Proposed Project.

The No-Action Alternative would not require the relocation of surrounding homes or businesses, or on-Airport businesses.

(b) Cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or a decrease in Level of Service (LOS) on local roadways?

Explain:

No. One purpose of the Proposed Project is to improve access to the Airport and the efficiency of the on-Airport roadway system. Improvements to the on-Airport roadway system associated with the Proposed Project would help maintain and/or improve the long-term LOS of those roadways (see [Section 8\(13\)\(e\)](#) of this Focused EA).

The Proposed Project would not adversely alter surface traffic patterns or cause increases in surface traffic congestion on local roadways. See [Section 8\(4\)\(d\)](#) of this Focused EA for temporary construction impacts.

Roadway improvements in the STSA would not be made under the No-Action Alternative. As previously described throughout this Focused EA, the on-Airport surface traffic is projected to increase and the LOS of on-Airport roadways is projected to decrease. Therefore, the No-Action Alternative would increase surface traffic congestion and decrease LOS of on-Airport roadways.

(c) Would the Proposed Project impact minority and/or low-income populations? Human health, social, economic, and environmental issues must be considered in your evaluation. See *FAA Airports Desk Reference, Chapter 10 Environmental Justice for guidance*. If **YES**, contact the ORL/ADO EPS for before completing this Form.

Explain:

No. The project study area is located in U.S. Census Tract 12057980600. The bordering U.S. Census Tracts closest to the project study area are 12057002006, 12057004600, and 12057011708 to the east, south, and west respectively.³⁵

Tract 12057002006 to the east is approximately 75% minority and approximately 30% below poverty. Tract 12057004600 to the south is approximately 85% minority and approximately 20% below poverty. Tract 12057011708 to the west is approximately 25% minority and approximately 2% below poverty.

Although the census tracts to the east and south may be considered minority and low-income populations, direct and indirect impacts associated with the Proposed Project would only occur on Airport property. Additionally, implementation of the Proposed Project would not require the relocation of surrounding homes and/or off-Airport businesses. Therefore, the Proposed Project would not directly or indirectly affect low-income or minority populations.

The No-Action Alternative would not impact minority and/or low-income populations surrounding the Airport.

(d) Would the Proposed Project result in any environmental health risks and/or safety risks that may disproportionately affect children, in accordance with Order 1050.1E Appendix A, Section 16.2b? If **YES**, contact the ORL/ADO EPS for before completing this Form.

Explain:

No. Schools, daycare centers, or other similar facilities are not located within the project study area. The closest schools to the project study area are Roland Park K-8 School and Jefferson High School. Both schools are approximately 1 mile southeast of the project study area.



The construction and operation of the Proposed Project would occur in a secured and controlled environment. The Proposed Project would not have a substantial effect on products or substances that a child would likely touch, digest, or be exposed to. Therefore, implementation of the Proposed Project is not anticipated to result in risks to the health and safety of children.

The No-Action Alternative would not result in any environmental health risks and/or safety risks that would disproportionately affect children.

(16) WATER QUALITY

(a) When compared to the No Action alternative, will the Proposed Project require a water quality certificate (WQC) for construction activities or impacts to navigable waters, including jurisdictional wetlands? Explain the status of and/or any issues associated with obtaining this certificate. Attach any correspondence from the issuing agency. Cross reference your response with Category (17) Wetlands, if applicable.

Explain:

Yes. Implementation of the Proposed Project would directly impact approximately 0.65-acre of surface water (see [Exhibit A-6](#)), approximately 2.45 acres of wetlands and 20 acres of floodplains. These (and other wetland impacts throughout the Airport property, not related to the Proposed project) have been permitted through a Dredge and Fill permit from the USACE and conceptually permitted through the SWFWMD. The FDEP noted in its July 8, 2013 letter that the Project would require modifications of the Conceptual ERP from SWFWMD. HCAA would also need to notify the USACE prior to the start of construction, as per the existing Dredge and Fill permit. See [Attachment G](#) for all permits related to the Proposed Project.

Within the STSA, surface waters and wetlands are conceptually permitted and have been mitigated. Conceptual permits are preliminary and intended to streamline the construction permitting process once construction is eminent. Before construction can take place, a construction ERP will be required. If actual acres of wetland impacts exceed what was identified and mitigated during the conceptual permit, additional mitigation would be required. Currently, no additional mitigation is anticipated to be required.

Construction of the Proposed Project may temporarily affect surface water quality from soil disturbance. Runoff from the construction area could flow into nearby surface waters and adversely affect water quality. An NPDES construction permit would need to be obtained and would include BMPs to avoid and minimize the potential temporary effects. The NPDES construction permit would meet the requirements in the FDOT Statewide Airport Stormwater Study BMP Manual, dated December 2010, and FAA design criteria. The information utilized to obtain the water quality certificate (WQC) and NPDES would be required as part of the ongoing conceptual stormwater permitting effort. This NPDES and associates Stormwater Pollution Prevention Plan (SWPP) would be required in addition to the overall industrial section NPDES permit.

As recommended in FAA Advisory Circular (AC) 150/5200-33B, the Proposed Project would include the design of any necessary dry swale treatments and under drains in retention ponds to remove all standing water potentially caused by the Proposed Project on or near the airfield within 48 hours of a design rainfall effect. The stormwater facilities associated with the Proposed Project would not be wildlife hazard attractants.

The Proposed Project would create approximately 20 additional acres of impervious surface. However, stormwater management facilities would be installed to protect nearby waters. Stormwater treatment and attenuation for the Proposed Project has not been finalized. The design would meet the latest water quality standards of the SWFWMD.



An early coordination letter was sent to the Florida State Clearinghouse and appropriate agencies on May 7th, 2013 (see [Attachment D-1](#)). The FDEP indicated that the project would require an ERP modification from the SWFWMD and that any new sewer lines and water mains would require state water facilities permits. The SWFWMD indicated that an amendment to the existing ERP (ERP No. 49008387.043) and construction permits would be needed (see [Attachment G](#)). The Water, Waste and Air Divisions of the HCEPC responded June 7th, 2013 with comments regarding the project (see [Attachment D-2](#)). The Water Division of the HCEPC indicated that an FDEP NPDES stormwater permit will be required and that stormwater control permits from the County and water management district will be required to compensate for new imperious areas.

The No-Action Alternative would not impact any on-Airport surface waters and would not require HCAA to obtain any related permits.

(b) Is a National Pollutant Discharge Elimination System (NPDES) permit required for the Proposed Project? If **YES**, explain the status and attach any comments received from the issuing agency or a copy of the permit.

Explain:

Yes. Airports are required to obtain stormwater permits under the 1987 amendments to the Clean Water Act. The NPDES permit requires: (1) submission of information regarding existing programs to control pollutants and (2) field screening of major outfalls to detect improper discharges. Under Industrial Sector S of the multi-sector general permit, all discharges of stormwater runoff must be identified and characterized, including those containing deicing fluids, liquid fluids, and chemicals used for maintenance.

The Airport has had continuous NPDES permit coverage since 1992. An NPDES construction permit would be obtained prior to construction of the Proposed Project and would include BMPs to avoid and minimize the potential temporary effects (see [Attachment D-2](#), HCEPC letter dated June 7, 2013). Numerous BMPs per agency correspondence (see [Attachment D-2](#) and [G](#)) may be implemented in addition to BMPs noted in FAA Advisory Circular (AC) 150/5370-10A, *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*. A project specific SWPPP would accompany the NPDES Construction Permit.

HCAA would review the Airport's existing stormwater pollution prevention plan during the design phase. HCAA would make any appropriate BMP revisions to maintain water quality during and after construction of the Proposed Project.

(c) Would the Proposed Project affect a public drinking water supply, a sole source aquifer, or a Comprehensive State Groundwater Protection Program (CSGWPP)? If **YES**, attach records of consultation with EPA and state, local or tribal water quality agencies responsible for protection programs.

Explain:

No. There are no known groundwater resources in the vicinity of the Proposed Project. The Proposed Project would not affect any aquifers.

(d) Provide sufficient description of the mitigation measures the Airport Sponsor will carry out for the Proposed Project to: meet WQC terms or the conditions of any applicable NPDES permits; protect public drinking water supplies or comply with applicable CSGWPPs; develop oil response plans to contain any potential spills of oil or oil-based products associated with the Proposed Project; meet any other substantial water quality concerns that water quality agencies identify; or, use best management practices (BMPs) or best available technologies (BATs).



The 2008 Wetland Mitigation & Stormwater Mitigation Plan for the Tampa International Airport, which was developed as part of HCAA Project No. 5210 07, resulted in an approved modification to SWFWMD Environmental Resource Permit (ERP) No. 49008387.043. The ERP addresses both stormwater design and wetland impacts (see [Attachment G](#), letter dated July 29, 2008). This conceptual permit approves both the stormwater design (based on agency permitting requirements at the time the permit was issued) and associated wetland impacts on a conceptual level for a number of projects, one of which includes improvements in the STSA (see [Attachment G](#), Table A of the SWFWMD ERP, dated July 29, 2008). Conceptual permits, issued by the SWFWMD, approve the concepts of a phased development which is binding based on the rules in effect at the time of filing of the application.

The HCAA obtained wetland mitigation credits through the Senate Bill Mitigation. The Stormwater Master Plan and the SWFWMD ERP No. 49008387.043 are currently under revision and coordination with the SWFWMD is ongoing.

The Proposed Project would result in unavoidable wetland impacts (see [Section 8\(17\)](#) below). However, all wetland impacts within the STSA have been previously assessed and addressed through the conceptual permit discussed above. If FAA approves the Proposed Project, this conceptual permit would be modified before construction of the Proposed Project begins. HCAA, as part of the permit amendment application, would be required to demonstrate that either the existing, modified, or any new stormwater facilities are adequate to support the Proposed Project as designed.

(17) WETLANDS

(a) Compared to the No Action alternative, would the Proposed Project impact Federal or state jurisdictional or non-jurisdictional wetlands? If **YES**, provide an assessment of the Proposed Project's wetland impacts: identify both acreage and functional loss in accordance with U.S. Army Corps of Engineers (USACE) and state agency (water management district (WMD) or Florida Department of Environmental Protection (DEP) requirements. If protected species or habitat resources are affected, USFWS and FWC must be consulted and consultation must be attached. Cross-reference with Category (7) Fish Wildlife and Plants, as applicable. If **NO**, go to Category 18).

Explain:

Yes. The Proposed Project would impact state jurisdictional wetlands. According to the Draft 2013 AMPU, large undeveloped areas within the project study area have been investigated and are jurisdictional wetlands by Federal definition (see [Section 7](#) of this Focused EA).³⁶ However, none of these Federally jurisdictional wetlands would be affected by the Proposed Project.

Implementation of the Proposed Project would directly impact approximately 2.45 acres of low-quality wetland habitat and approximately 0.65-acre of surface water. Impacts to those wetlands have been previously assessed and addressed through a conceptual ERP from the SWFWMD, a permit from the HCEPC, and a Dredge and Fill permit from USACE. These permits are still valid. Wetlands were inspected during a field investigation in May 2013. Wetland conditions were the same as they were when permitting was originally completed.

Wetlands and other surface waters within the STSA have been permitted and mitigated through Conceptual ERP No. 49008387.043. At the time this permit was obtained, Uniform Mitigation Assessment Method (UMAM) which is used to calculate functional loss, did not exist. As noted earlier, conceptual ERPs, issued by the SWFWMD, approve the concepts of a phased development which is binding based on the rules in effect at the time of filing of the original conceptual ERP application. Therefore, functional loss calculations have not been required by the SWFWMD to date. Construction permits for each phase are required and would be reviewed under the permitting criteria in effect when the application for the conceptual permit was filed.



As a result, modification of the Conceptual ERP and Individual Construction ERPs are required to construct the Proposed Project, should FAA approve it. Permits to impact these wetlands have also been obtained from the HCEPC and the USACE.

Wetlands are suitable foraging habitat of the federally endangered Wood Stork; however, consultation is not necessary because the USACE permit has already been obtained.

The No-Action Alternative would not affect any on-Airport wetlands since no construction would occur.

(b) If the Proposed Project would affect wetlands and there is no practicable alternative, describe all practical means employed to avoid and minimize wetland impacts due to the placement of fill materials, dredging, stormwater runoff, construction, sedimentation, land use, or other reason.

Note: The alternatives analysis must discuss why there is no reasonable/practicable alternative to the Proposed Project.

Explain:

Section 6 and **Attachment C** of this Focused EA discuss the alternatives to the Proposed Project. Those alternatives were not considered reasonable and/or practicable for various reasons, including greater wetland impacts.

Section 8(12)(b) of this Focused EA discusses various design features to minimize wetland impacts due to placement of fill materials, dredging, stormwater runoff, construction, sedimentation, land use, or other various reasons.

(c) Provide a detailed description of proposed mitigation. Include location of proposed mitigation, acreage and functional gain, and estimated cost. USACE or state agency consultation must be attached.

Explain:

According to the 2013 FDOT Mitigation Plan, mitigation for the Proposed Project is located in the Brooker Creek Buffer Preserve, which is designated as FM 4143481. Identification number FM 4143481 is used to designate all Airport projects. Purchased mitigation credits equal 8.98 acres under Conceptual ERP 49008396.043 and federal permit 2002-01521 (IP-CJW). The SW-90 Brooker Creek Buffer Preserve Mitigation Plan is a Surface Water Improvement and Management (SWIM) project within the Tampa Bay Drainage Watershed. The Brooker Creek Buffer Preserve is a SWIM / County co-sponsored project since Brooker Creek flows into Lake Tarpon and Tampa Bay; both designated SWIM water bodies.

The mitigation activities at the Preserve, which is located 10 miles from the Proposed Project, would provide compensation for the Proposed Project's impacts to the low-quality wetlands. Use of this mitigation bank would meet FAA's Wetland Banking Strategy and would not cause hazards to aviation (e.g., create a wildlife hazard).

(d) Identify the type of permit that will be obtained for wetland impacts [WMD, DEP, USACE Section 404, or local] Identify whether the project qualifies for a USACE Nationwide General Permit or a USACE Standard Individual Permit. Attach WMD, DEP or USACE consultation.

Explain:

Federal, state, and local permits have already been obtained by HCAA for impacts to wetlands on Airport property. Specifically, a Conceptual ERP has been obtained from the SWFWMD (see **Attachment G**) and is currently under revision. In addition, an ERP Construction Permit will need to be obtained before any portion of construction can begin within the STSA. As part of that SWFWMD permitting process, an NPDES permit and accompanying SWPPP would be needed. An Individual Permit has been obtained from the USACE. A wetland permit has been



obtained from the HCEPC.

Note: Nationwide General Permits authorize a category of activities throughout the U.S., Puerto Rico, and U.S. Virgin Islands that are similar in nature and cause only minimal individual and cumulative environmental impacts. General Nationwide Permits may authorize minor filling, roads, utility lines, maintenance of existing structures and other minor activities; they may require mitigation.

Note: Standard Individual Permits are required for activities which may cause more than minimal adverse effects to the aquatic environment and exceed the terms and conditions of a general permit; they require public notice and review by state and federal resource agencies; most require mitigation.

(e) Attach a statement from the airport sponsor committing to the implementation of a mitigation plan developed to the satisfaction of the USACE in consultation with state and local agencies having an interest in the affected wetland.

HCAA has made escrow payments to the SWFWMD to mitigate for impacts yet to occur on Airport property. HCAA is committed to adding funds to the FDOT/SWFWMD Mitigation Inventory as projects are funded. Contributions to the mitigation fund have already been made but if additional wetland impacts occur then additional contributions would be required prior to issuance of ERP permits necessary to begin construction.

(18) WILD AND SCENIC RIVERS

(a) Is the Proposed Project within ¼ mile from the ordinary high water mark on each side of a Wild and Scenic River System (WSRS) river, a Study river, or a river listed on the National Rivers Inventory (NRI)? See Note below. If **YES**, contact an FAA ORL/ADO EPS.

Explain:

No. The Wekiva River, approximately 85 miles northeast of the Airport, is the closest Wild and Scenic River System (WSRS) to the Proposed Project.³⁷

The Alafia River and Hillsborough River, both located in Hillsborough County, are listed on the National Rivers Inventory (NRI).³⁸ The Alafia River is approximately 11 miles southeast of the project study area and Hillsborough River is approximately 3 miles east of the project study area.

Note: Florida has two rivers designated as wild and scenic in accordance with the Wild and Scenic Rivers Act; the Loxahatchee River in southeast Florida, and the Wekiva River in central Florida: <http://www.rivers.gov/rivers/florida.php> Florida rivers listed on the NRI can be found at the following website: <http://www.nps.gov/ncrc/programs/rtca/nri/index.html>

9. OTHER CONSIDERATIONS

(a) Is the Proposed Project likely to be highly controversial on environmental grounds?

Explain:

No. As described in [Section 4](#) of this Focused EA, the Proposed Project would occur within current Airport boundaries. The Proposed Project would improve parking and roadway issues that, if unaddressed as in the No Action alternative, would reduce the Airport's overall service levels. As discussed in [Section 8](#), unavoidable environmental impacts would occur (i.e., temporary construction, wetland, and floodplain impacts). However, HCAA would work with the proper agencies and the public to minimize these potential effects (see [Section 11](#) of this Focused EA).



Numerous meetings and workshops were held during the development of the Draft 2013 AMPU. These meetings and workshops involved the public, stakeholders, and various agencies throughout the AMPU process. HCAA has not received significant agency or public comments with regards to the development of a ConRAC and APM; therefore the Proposed Project is not likely to be highly controversial on environmental grounds.

(b) Is the Proposed Project likely to be inconsistent with any Federal, state, or local law or administrative determination relating to the environment?

Explain:

No. The Proposed Project would be consistent with the objectives of Federal, regional, state, and/or local plans or policies of Hillsborough County and/or the City of Tampa relating to the environment.

(c) Is the Proposed Project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located?

Explain:

Yes. The Proposed Project would be reasonably consistent with the plans, goals, policies, and/or controls adopted in the Hillsborough County/City of Tampa area. The Florida Department of Economic Opportunity, Hillsborough County, or Tampa Bay Regional Planning Council did not provided responses to the early coordination letter regarding the Proposed Project. Additionally, the Tampa-Hillsborough Planning Commission, the agency tasked with preparing the City of Tampa and Hillsborough County comprehensive plans, approved the AMPU on August 26, 2013.

10. PERMITS

List all required permits for the Proposed Project. Discuss coordination with appropriate agencies and the expected time frame for receiving identified permits. Indicate whether any difficulties are anticipated in obtaining required permits.

HCAA has a Conceptual ERP from SWFWMD, a Dredge and Fill permit from USACE, and a wetland permit from the HCEPC for potential wetland impacts associated with the Proposed Project. Prior to any further development within the STSA, modification of the conceptual ERP and an ERP Construction Permit would be required from the SWFWMD. In addition, additional coordination with the USACE and HCEPC would be required if the development differed from what was outlined in original permits. Copies of applicable USACE, SWFWMD, and HCEPC permits are included in [Attachment G](#).

HCAA would seek an NPDES Stormwater Permit prior to project construction since construction disturb more than 1 acre of land. In accordance with the NPDES Stormwater Permit, BMPs would be employed during construction to reduce sediment transport from the site to adjacent wetlands. Should the Proposed Project be implemented, HCAA would also comply with floodplain compensation requirements for impacts to the 100-year floodplain.

In their July 8, 2013 letter, FDEP stated the State found the Proposed Project to be consistent with the FCMP (see [Attachment D-2](#)). The State’s final concurrence will be determined during the environmental permitting process.

Note: Even though the Airport Sponsor has/shall obtain one or more permits from the appropriate Federal, state, and/or local agencies for the proposed project, initiation of any construction activities shall **NOT** begin until the FAA has issued its environmental determination.



11. MITIGATION

(a) Summarize all mitigation measures discussed in Environmental Impact Categories (1) through (18) of this Form that will be taken to avoid creation of significant impacts to a particular resource as a result of the Proposed Project. Discuss any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance. *Significant impact thresholds are provided in FAA Orders 1050.1E Appendix A for each resource impact category and in 5050.4B Table 7-1.*

The sections of this Focused EA listed below provide proposed mitigation for the Proposed Project:

- stormwater detention to minimize wildlife hazards: [Section 8\(3\)\(c\)](#) and [Section 8\(16\)\(a\)](#);
- construction-related noise: [Section 8\(4\)\(a\)](#);
- construction-related air quality: [Section 8\(4\)\(b\)](#);
- construction-related water quality: [Section 8\(4\)\(c\)](#);
- fish, Wildlife, and Plants: [Sections 8\(7\)\(a\), \(b\), \(c\), \(d\), and \(e\)](#);
- floodplains: [Sections 8\(8\)\(a\)](#) and [\(c\)](#);
- undiscovered paleontological resources: [Section 8\(10\)\(b\)](#);
- natural resources, energy, and sustainable design: [Section 8\(12\)\(b\)](#);
- water Quality: [Sections 8\(16\)\(a\), \(b\), and \(d\)](#); and
- wetlands: [Sections 8\(17\)\(a\), \(b\), \(c\), and \(e\)](#).

The measures would minimize and mitigate the unavoidable impacts on the affected environmental resources. The Proposed Project would not significantly affect any of the resources evaluated in this Focused EA. The mitigations noted would ensure all unavoidable effects are below applicable significant threshold.

12. CUMULATIVE IMPACTS

Cumulative impacts are impacts that a proposed action would have on a particular resource when added to impacts on that resource from past, present, and reasonably foreseeable future actions undertaken or proposed by the Airport Sponsor, the FAA, other Federal, state or local agencies, or a private entity.

(a) In order to determine whether the Proposed Project would have a cumulative effect on any of the environmental impact categories discussed in Categories 1 - 18, identify any projects on-airport that are connected to the Proposed Project and/or that may have common timing and/or location. Also, identify any projects in the vicinity that are located off-airport and outside of the Airport Sponsor or FAA's jurisdiction. For both on- and off-airport projects, generally use 3 years for past projects and 5 years for future foreseeable projects.

Note: List all sources of information including projects shown on an airport's ALP or identified in an airport's master plan, on airport projects approved by the FAA, the airport's 5 year CIP, the local jurisdiction's approved land use map and long range transportation plan, and substantial locally approved development projects. Identify off-airport projects that are within the same political jurisdiction or within 5 miles of the airport, and the existing and future 65 DNL noise contour. For wetland and biotic resource impacts consider water management district basin boundaries.

Explain:

Past: In 2010, the FDOT completed the Tampa Airport Interchanges project. This project



consisted of improvements to State Road 60/Memorial Highway from I-275 to the Courtney Campbell interchange.³⁹ The interchange between Spruce Street and State Road 60 was improved to a four-level interchange. The interchange between Courtney Campbell and State Road 60 was improved to a three-level directional interchange.

In the past three years the Airport has constructed and opened the new Belly Haul Cargo Building and the Ground Service Equipment Maintenance building in the Eastside Development Area.⁴⁰

Present: The City of Tampa is currently improving drainage issues in the Drew Park area, northeast of the project study area, along Lois Avenue between Tampa Bay Boulevard and Hillsborough Avenue.⁴¹ The City is also making improvements to intersection of Dr. Martin Luther King Jr. Boulevard and Lois Avenue. The existing traffic signal will be replaced, pedestrian features will be upgraded, and new right turn lanes will be provided in both directions of Dr. Martin Luther King Jr. Boulevard at this intersection.⁴² Improvements along Spruce Street between Lois Avenue and Himes Avenue are also planned. These improvements will include roadway, sidewalk, and drainage upgrades.⁴³ The FDOT is working on widening Veterans Expressway, west of the project study area.⁴⁴

Hillsborough County has various projects near the Airport. Phase II of the Swindon Pump Station project, Lower Sweetwater Plan Implementation, and Memorial Highway Drainage Improvements are related to stormwater and/or drainage improvements. The School Safety Circulation and Access Program is a transportation project which covers various roadways throughout the County, including a portion of Kelly Road east of the Airport.⁴⁵

The Short Term Parking Garage entrance and exit ramps at the Airport are being reconstructed and are expected to be complete May 2014. The Short Term and Long Term Parking Garages are also undergoing structural rehabilitation in order to extend the life of the garages. This project is in the second year of a ten year maintenance plan.

Reasonably Foreseeable: The City of Tampa plans to start the Lincoln Gardens Drainage Improvements project in Fiscal Year (FY) 2014. The project would provide a neighborhood-wide drainage solution for existing off-airport problems, as well as create a plan for future improvements.⁴⁶

The design for Runway 1L-9R and 10-28 and associated taxiways joint and slab rehabilitation is complete and is in the bidding phase. The project will include selective removal and replacement of damaged slabs, repair of concrete spall, and removal and replacement of concrete joint material. The rehabilitation of pavement and structures for a number of areas at the Airport is in the design phase. The Jim Walter Boulevard and East Service Road Rehabilitation project is in the bidding phase and will overlay Jim Walter Boulevard with 2 inches of asphalt from the International Mall east entrance road intersection to the West Shore Avenue intersection.⁴⁷

The Draft 2013 AMPU also lists several projects that may occur on Airport property in the next five years. These projects include constructing additional airport maintenance equipment storage space (2016), reconfiguring the fuel farm access roadway (2016), constructing a replacement air traffic control tower (2018), demolishing the Red Side Garage (2018), and constructing a new administration/tenant building in the STSA (2018).⁴⁸

(b) Consider the impacts of the Proposed Project together with the projects discussed in 12(a) above and discuss whether any of the cumulative impacts would exceed a significant impact threshold where one is provided. If no threshold is provided, discuss whether potential cumulative impacts would be considered substantial by any Federal, state, or local agency, or



the public. *Significant impact thresholds are provided in FAA Orders 1050.1E Appendix A and in 5050.4B Table 7-1 for each resource category.*

Explain:

The Proposed Project's mitigation, design elements, and permit requirements would reduce unavoidable, temporary construction-related air quality and water-related impacts, and the Project's long-term, operational and maintenance effects. When evaluated with regard to past, present, and reasonably foreseeable projects affecting the same environmental resources, the Proposed Project would not cause significant cumulative environmental impacts.

13. PUBLIC INVOLVEMENT

(a) Discuss whether any public meetings were held during development of the EA. Describe what efforts have been or will be made to notify the public of the availability of the Draft EA for public review. Discuss whether a public hearing is required or warranted, or required to satisfy the requirements of special purpose laws (see FAA Order 5050.4B paragraphs 402 and 403).

This Draft Focused EA is available for public review and comment between **October 31, 2013** and **December 2, 2013**. The Aviation Authority requests that your comments be postmarked by **December 2, 2013** to become a part of the official project record.

Copies of this Draft Focused EA are at the following locations during normal business hours:

Hillsborough County Aviation Authority
Tampa International Airport
4100 George Bean Parkway
Tampa, FL 33607

Hillsborough County Public Library
Charles J. Fending Public Library
3909 W. Neptune Street
Tampa, FL 33629-5815

Online: www.tampaairport.com/airport_business/index.asp

Note: Upon approval by the FAA ORL/ADO EPS, this completed Form must be issued as a Draft EA by the Airport Sponsor for a minimum 30-day agency and public review period. Notices of the availability of the Draft EA must be published in the local newspaper and on the sponsor's website, if available.

Certain special purpose environmental laws, regulations, or executive orders require public notice, and must be included as part of the Draft EA notice of availability. These include but are not limited to section 2(1)(4) of E.O. 11988, Floodplain Management, section 2(b) of E.O. 11990, Protection of Wetlands, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Order DOT 5610.2, Environmental Justice. Copies of the Draft EA must be submitted to the Florida State Clearinghouse, and to local and Federal agencies as determined by the FAA ORL/ADO EPS.

(b) Provide a list of all agencies and persons consulted in the preparation of this Form.

See [Attachment D-1](#) for the early coordination package and [Attachment D-2](#) for agency letters received.

The U.S. Housing and Urban Development Tribal Directory Assessment Tool (TDAT) was used to identify the appropriate Tribes for coordination. TDAT was designed to help users quickly



identify Tribes and provide appropriate Tribal contact information to assist with initiating Section 106 consultation. Since the Proposed Project would occur within Hillsborough County, FL, the Seminole Tribe of Florida and Seminole Nation of Oklahoma were sent the early coordination package for input and comment.⁴⁹

Agency

- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Federal Emergency Management Agency
- U.S. Department of the Interior
- Natural Resources Conservation Service
- U.S. Army Corps of Engineers
- National Marine Fisheries Service
- Florida Department of Environmental Protection*
- Florida State Historic Preservation Office*
- Florida Fish and Wildlife Conservation Service
- Florida Natural Areas Inventory
- City of Tampa Planning Division
- Southwest Florida Water Management District*
- Hillsborough County Development Services Department
- Hillsborough County Environmental Protection Commission*
- Seminole Nation of Oklahoma
- Seminole Tribe of Florida

* Agency response received (see [Attachment D-2](#))

14. LIST ALL ATTACHMENTS TO THIS FORM

- Attachment A – Exhibits
- Attachment B – Purpose and Need Supporting Documentation
- Attachment C – Alternatives Supporting Documentation
- Attachment D – Agency Correspondence
- Attachment E – Construction Emissions Inventory
- Attachment F – FIRM
- Attachment G - Applicable Permits



15. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and correct.

Signature:

Name, Title:	David Alberts, Southeast Region Environmental Service Group Leader
Affiliation:	Reynolds, Smith and Hills, Inc.
Date:	10/28/13
Phone Number:	904-256-2500
Email:	David.Alberts@rsandh.com

EA Project Team

Hillsborough County Aviation Authority (Tampa International Airport)

Jeff Siddle – Director of Planning and Development

Tony Mantegna – Height Zoning and Land Use Manager

Keith Fleming – Manager of Environmental Services

Alice Price – Project Director

Reynolds Smith and Hills, Inc. (RS&H)

David Alberts – RS&H – Project Manager – B.A. Geography, 16 years of experience. Southeast Region Environmental Service Group Leader. Responsibilities include technical writing of this Focused EA, document management, and coordination with the FAA, HCAA, and the technical team members assisting in the preparation of this Focused EA.

Edward Melisky – RS&H – Quality Assurance – M.S. Fisheries Biology, 36 years of experience. Responsible for this Focused EA’s quality assurance and compliance with NEPA, FAA Order 1050.1E and 5050.4B, and the *Environmental Desk Reference for Airport Actions*.

Cynthia Grizzle – RS&H – Environmental Scientist III – M.S. Environmental Management, 9 years of experience. Responsible for document research, permit research, and technical writing of affected environment and environmental consequences sections.

Natalie Deschappelles – RS&H – Environmental Specialist – M.S. Urban and Regional Planning, 1 year of experience. Responsible for document research, technical writing of the affected environment and environmental consequences sections, and technical exhibit preparation.



16. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred and all appropriate Federal, state and local permits and certifications have been obtained.

Signature:	[To be provided in the Final EA]
Name, Title:	Jeff Siddle
Affiliation:	Hillsborough County Aviation Authority
Date:	
Phone Number:	813-870-8700
Email:	JSiddle@TampaAirport.com



ENDNOTES:

¹ Tampa International Airport, Draft 2013 Airport Master Plan Update, Volume 1, Section 6, May 2013.

² Tampa International Airport, Draft 2013 Airport Master Plan Update, Volume 1, Section 5, Airport Facilities Alternatives, May 2013.

³ Hillsborough County Aviation Authority, Airport History, Drew Field Airport History, http://www.tampaairport.com/about/history/drew_field_airport_history.asp, accessed April 2013.

⁴ FAA, 2013-2017 NPIAS Report, Appendix B, Part 2, p. B-16, http://www.faa.gov/airports/planning_capacity/npias/reports/, accessed April 2013.

⁵ Hillsborough Metropolitan Planning Organization, GIS Maps and Data Files, Land Use Maps, <http://www.planhillsborough.org/gis-maps-data-files/>, accessed April 2013.

⁶ U.S. Environmental Protection Agency, *Green Book*, Currently Designated Nonattainment Areas for All Criteria Pollutants, <http://epa.gov/oaqps001/greenbk/ancl.html>, accessed April 2013.

⁷ U.S. Environmental Protection Agency, NEPAssist, EnviroMapper, <http://nepassisttool.epa.gov/nepassist/nepamap.aspx?action=searchloc&wherestr=Tampa>, accessed July 2013.

⁸ U.S. Fish and Wildlife Service, Digital CBRS Boundaries, <http://www.fws.gov/CBRA/CBRS-Mapper.html>, accessed April 2013.

⁹ Hillsborough County Government, Facilities, Skyway Park, <http://www.hillsboroughcounty.org/facilities.aspx?search=1&CID=11&pagenum=6&RID=350&Page=detail>, accessed April 2013.

¹⁰ Rocky Point Golf Course, History, <http://www.rockypointgc.com/home/index.php/history>, accessed April 2013.

¹¹ U.S. National Park Service, Find a Park, Florida, <http://www.nps.gov/state/fl/index.htm?program=all>, accessed April 2013.

¹² National Park Service, National Register of Historic Places, <http://nrhp.focus.nps.gov/natregsearchresult.do?fullresult=true&recordid=65>, accessed July 2013.

¹³ Natural Resources Conservation Service, Web Soil Survey, <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>, accessed April 2013.

¹⁴ U.S. Department of Agriculture, Part 523 Farmland Protection Policy Act Manual, Section 523.10(B), http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1049284.pdf, accessed July 2013.

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¹⁹ Florida Fish and Wildlife Conservation Commission, Florida's Endangered and Threatened Species, http://myfwc.com/media/1515251/threatened_endangered_species.pdf, accessed April 2013.

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⁴¹ City of Tampa, Capital Improvement Projects, Drew Park Flood Relief, http://www.tampagov.net/appl_my_tampa_address/capital_improvement_projects/index.asp?section=detail&id=ST-13-016, accessed June 2013.

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⁴⁷ Tampa International Airport, Aviation Authority Capital Improvement Program Project Status Report, June 6, 2013.

⁴⁹ U.S. Housing and Urban Development, Tribal Directory Assessment Tool, <http://egis.hud.gov/tat/Tribal.aspx>.



Attachment A – Exhibits

Exhibit A-1 – Location Map

Exhibit A-2 – Proposed Project

Exhibit A-3 – Farmlands within the Project Study Area

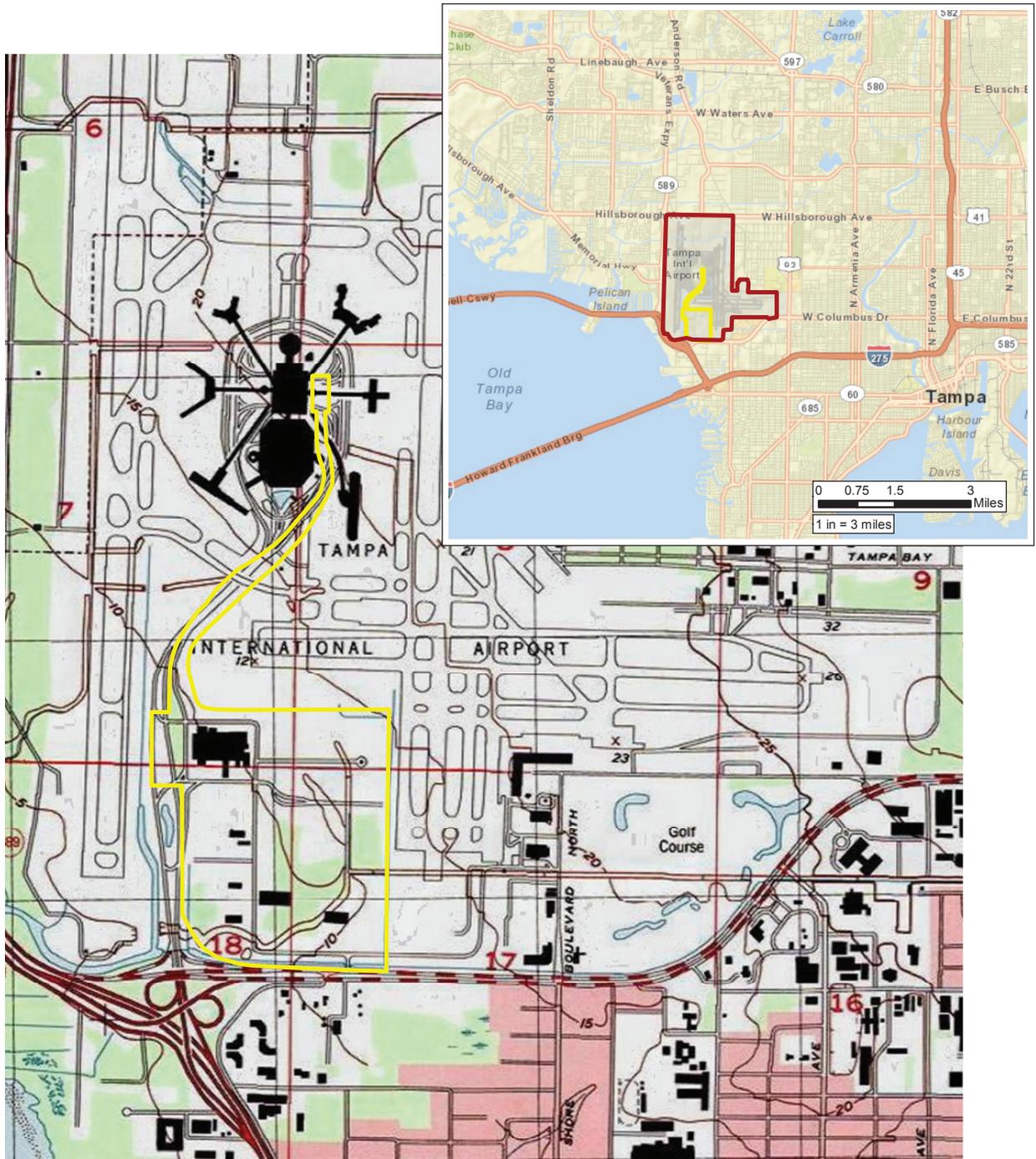
Exhibit A-4 – Floodplains within the Project Study Area

Exhibit A-5 – HCAA/FDEP Hazardous Sites within the Project Study Area

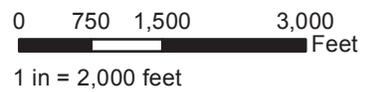
Exhibit A-6 – Other Surface Waters within the Project Study Area

Exhibit A-7 – Wetlands within the Project Study Area

Exhibit A-8 – Existing Land Use



Sources: Esri, 2013; USGS, 2011; HCAA, 2013; RS&H, 2013



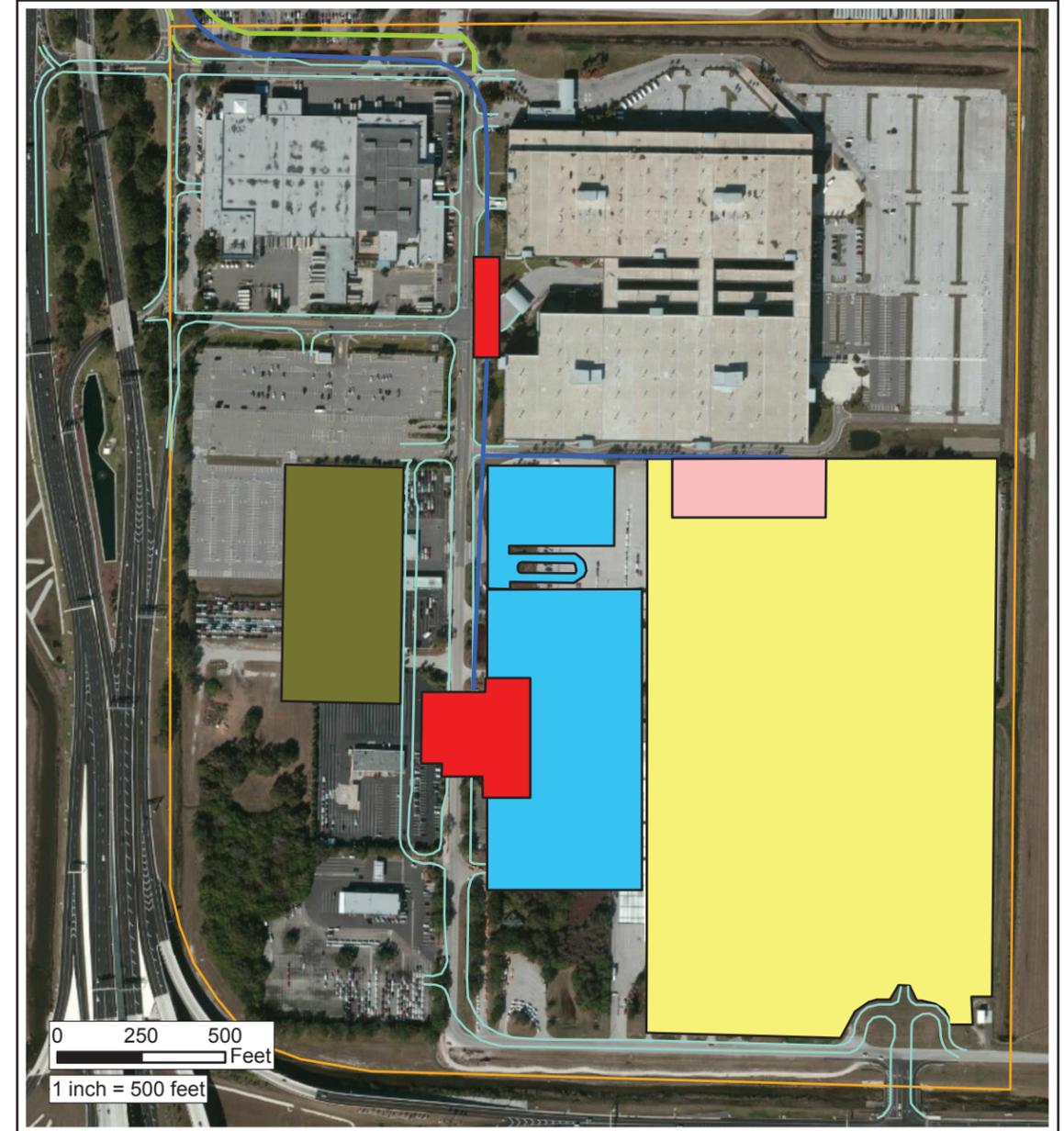
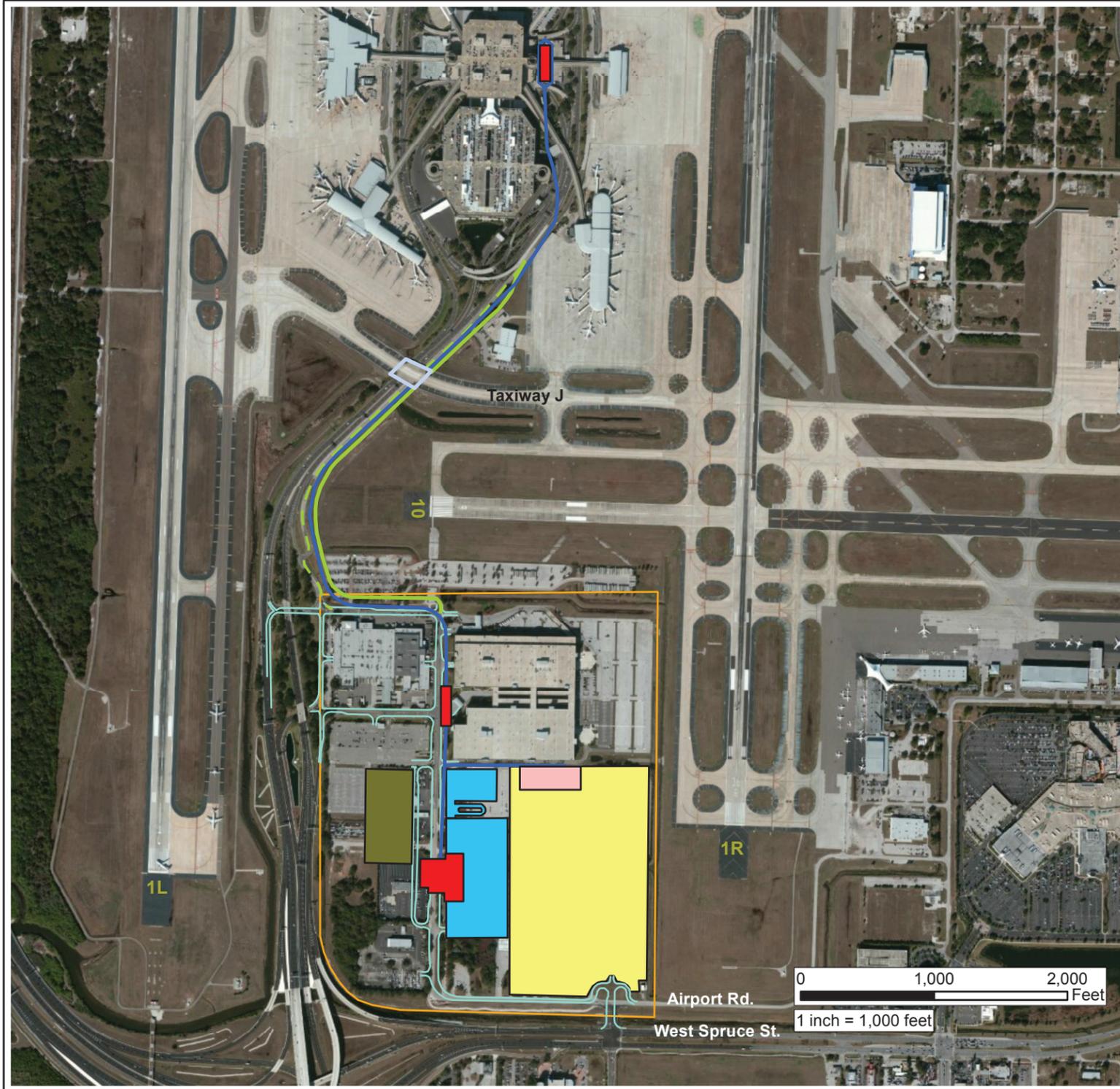
- Airport Property
- Project Study Area



Exhibit A-1
Project Location

Proposed Project

Proposed Project Components within the South Terminal Support Area

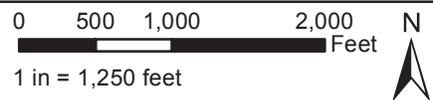


- | | |
|--------------------------------|---|
| South Terminal Support Area | Employee/Tenant Garage |
| CONRAC and Stacked QTA | Taxiway J Bridge Modification |
| Rental Car Storage/Maintenance | Bessie Coleman Boulevard Current Location |
| APM | Bessie Coleman Boulevard Realignment |
| APM Stations | On-Airport Road Improvements |
| APM Maintenance and Storage | |

Sources: Esri, 2013; HCAA, 2013; RS&H, 2013



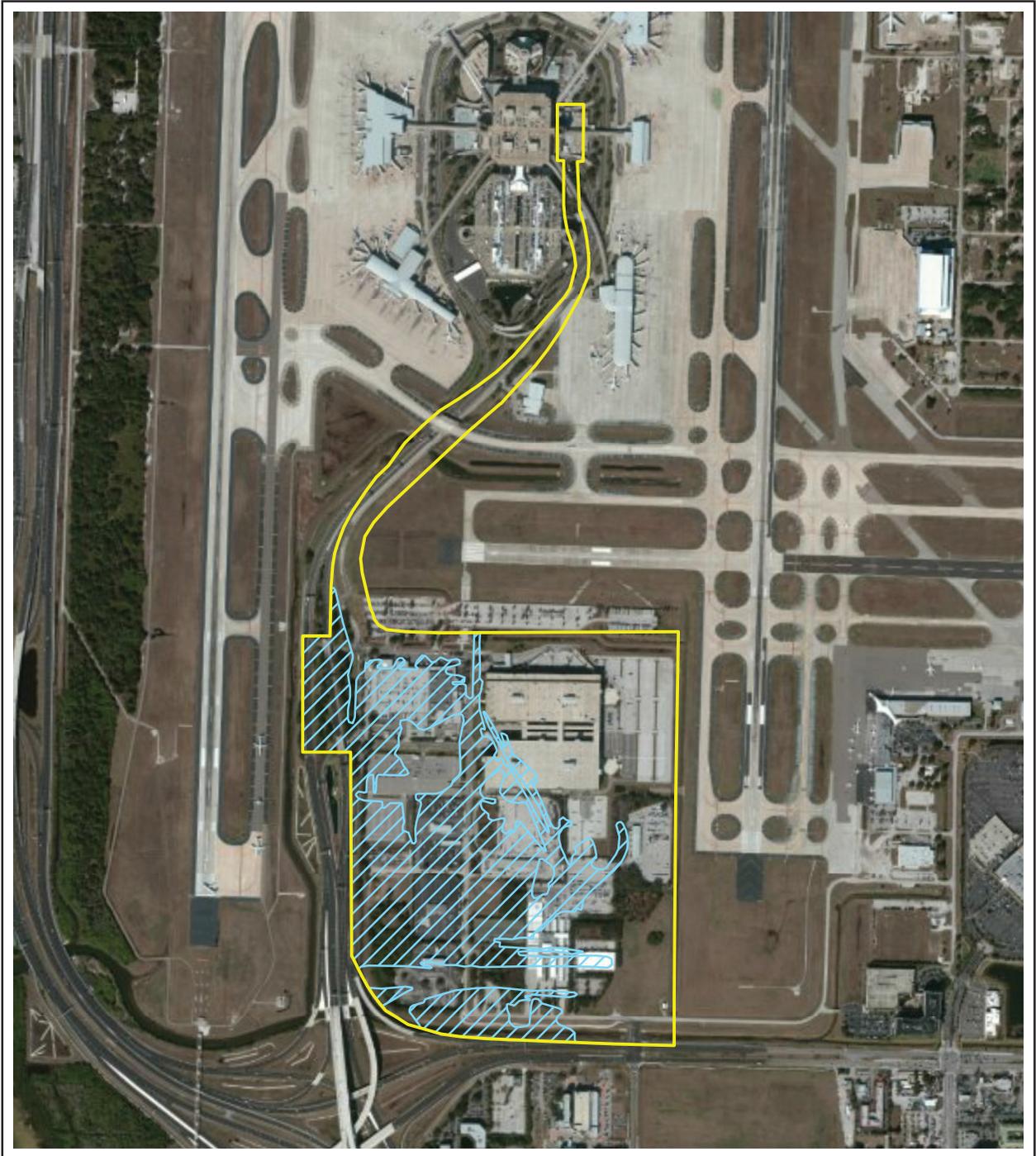
Source: Esri, 2013; NRCS, 2013; RS&H, 2013



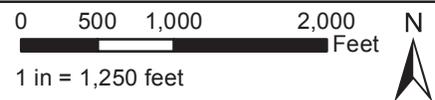
- Farmland of Unique Importance
- Project Study Area



Exhibit A-3
Farmlands within the Project Study Area



Source: Esri, 2013; FEMA, 2008; RS&H, 2013



-  100-year Floodplains (Zone AE)
-  Project Study Area



Exhibit A-4
Floodplains within the Project Study Area



Source: Esri, 2013; URS, 2013; RS&H, 2013

- Former Hertz Site - Arsenic Soil Contamination
- Former Hertz Site - Petroleum and Arsenic Contamination
- Avis Site - Petroleum Contamination
- Project Study Area

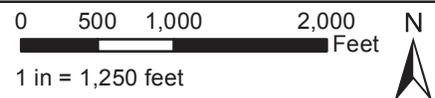
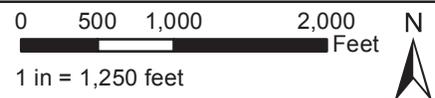


Exhibit A-5
HCAA/FDEP Hazardous Sites
within the Project Study Area



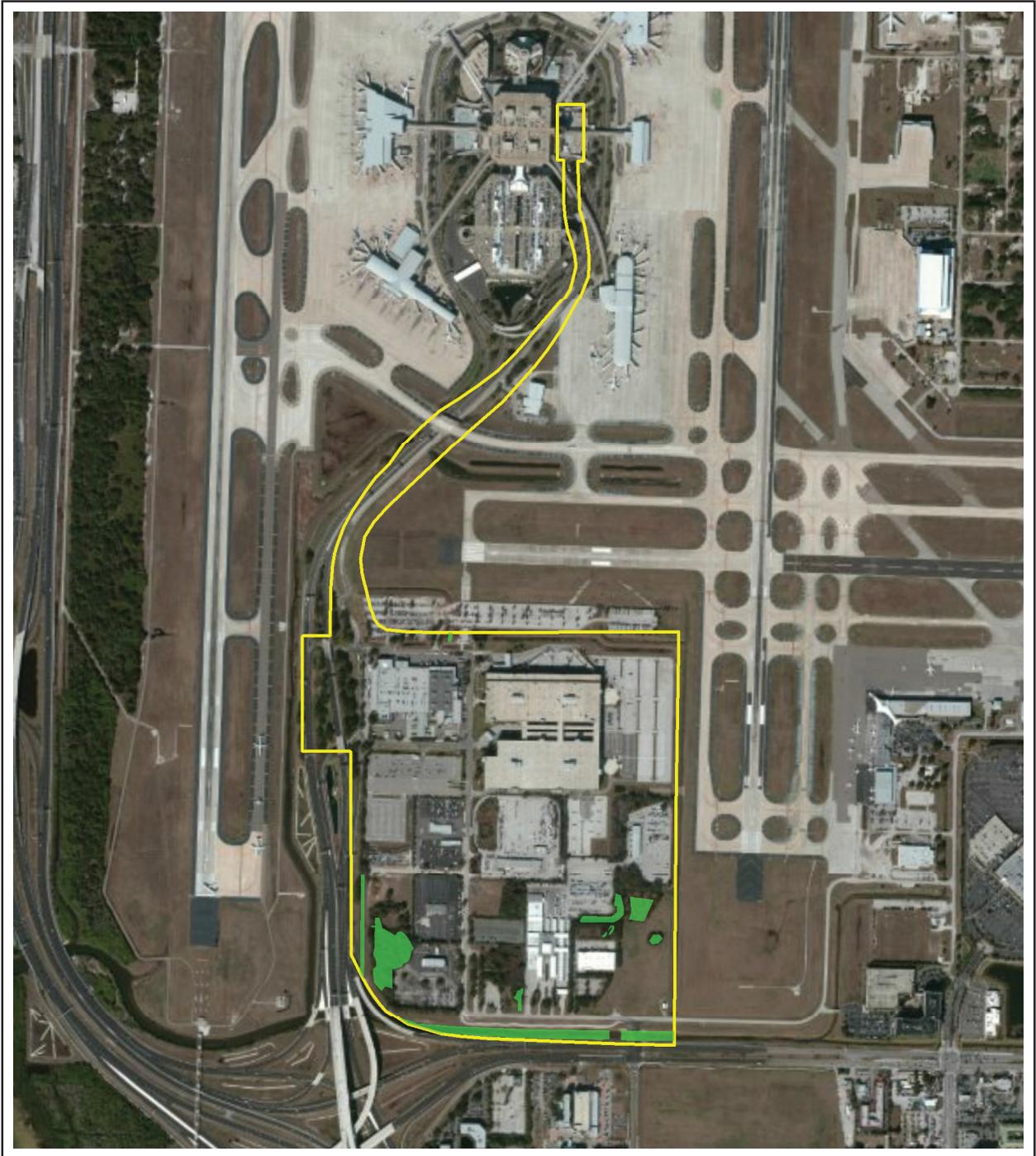
Sources: Esri, 2013; RS&H, 2013; HCAA, 2007



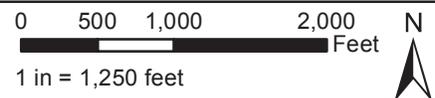
- Surface Waters
- Project Study Area



Exhibit A-6
Other Surface Waters
within the Project Study Area



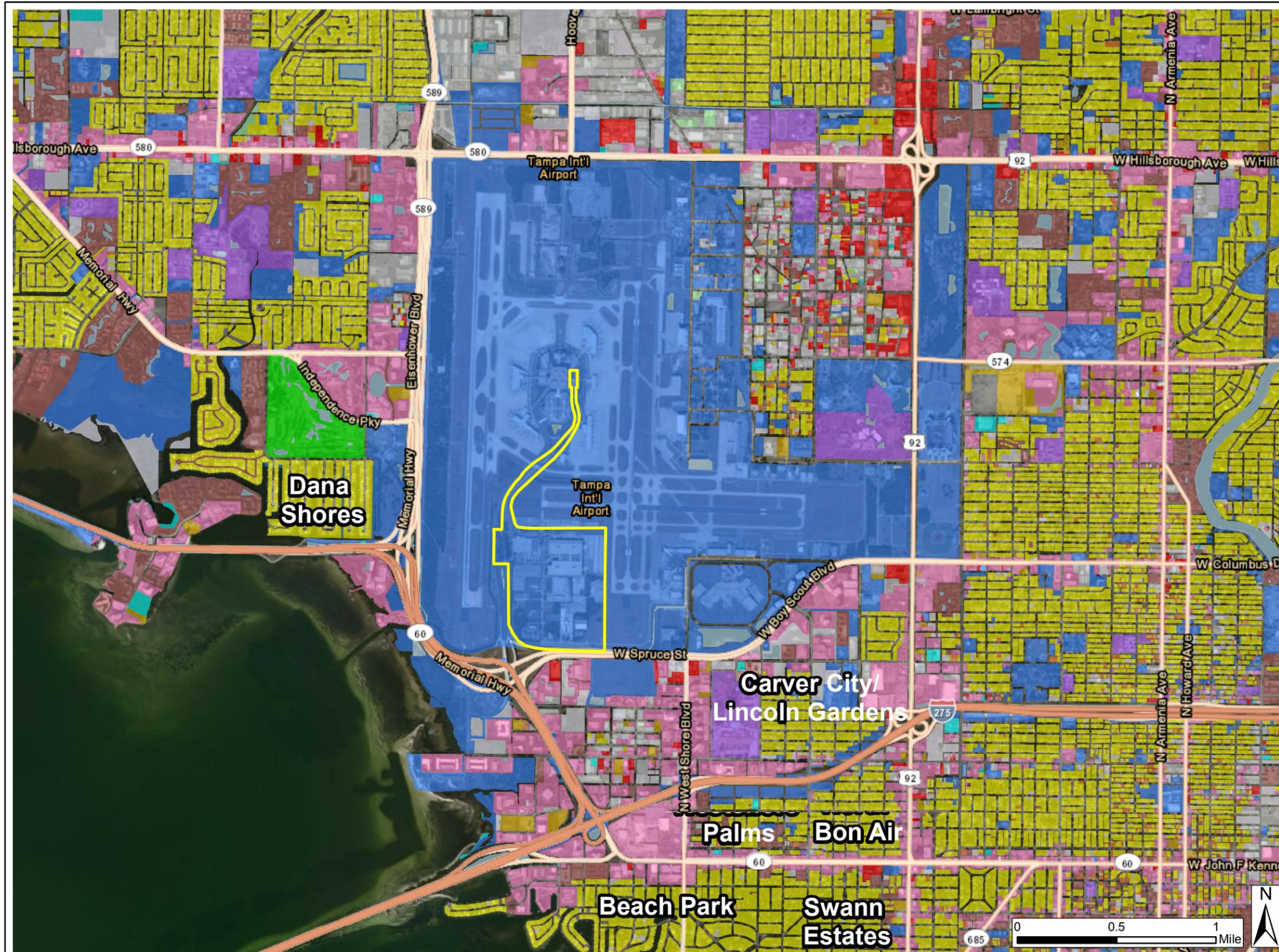
Sources: Esri, 2013; RS&H, 2013; HCAA, 2007



- Wetlands
- Project Study Area



Exhibit A-7
Wetlands within the Project Study Area



- Study Area
- Existing Land Use**
- SINGLE FAMILY / MOBILE HOME
- TWO FAMILY
- MULTI-FAMILY
- MOBILE HOME PARK
- VACANT
- PUBLIC / QUASIPUBLIC / INSTITUTIONS
- PUBLIC COMMUNICATIONS / UTILITIES
- RIGHT OF WAY
- EDUCATIONAL
- HEAVY COMMERCIAL
- LIGHT COMMERCIAL
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- MINING
- RECREATION / OPEN SPACE
- AGRICULTURAL
- NATURAL
- WATER
- UNKNOWN
- NOT CLASSIFIED



Attachment B – Purpose and Need Supporting Documentation

ATTACHMENT B

Purpose and Need Supporting Documentation

FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, requires that an EA fully address and describe the Purpose and Need for a Proposed Project. The “purpose” describes the problems an airport sponsor is facing, while the “need” describes why the airport sponsor wishes to solve the problem.

Section 2.0 of the Draft 2013 AMPU notes the Airport will sustain an increase of 17,200 aircraft operations and 1.4 million enplanements from 2011 – 2016. The AMPU concludes the increase in demand will substantially reduce the Airport’s ability to serve the ground-based transportation needs of passengers, employees, and tenants. This reduced service will be a result of rental car facilities, employee/tenant parking, airport roadways, and terminal curbsides reaching their respective maximum capacities by 2016. The Airport will experience following problems:

- The increased passenger demand would strain and surpass the abilities of existing rental car companies to provide good service and the existing roadway system’s ability to handle the influx of rental cars that demand creates.
- A shortage in parking for future airport employees and tenants who would be hired to serve the influx of passengers would occur.
- Inefficient roads serving existing car rental and parking areas would worsen congestion, substantially downgrading the Levels of Service (LOS) on the airport’s roadway system.

Without improvements to passenger, employee and tenant vehicle parking areas and the roads serving them, airport users, employees, and tenants will experience diminished service levels at TPA. Therefore, HCAA needs to consolidate rental car facilities, expand employee and tenant parking, and improve on-airport roadways to ensure it is able to maintain a high level of service to the 1.4 million additional passengers who will use the Airport.

B.1 Decreasing Level of Service of Parking and Rental Facilities for Airport Users

Currently at the Airport, the Blue side contains 671 dedicated rental car parking spaces. These spaces are located in the north half of the ground floor of the Long-Term Parking Garage. The Red side contains 635 dedicated rental car parking spaces. Returned cars are brought to the second level of the Blue side garage that has a nose to tail total capacity of approximately 1,930 vehicles.

The Quick Turnaround Area (QTA) is located in the southern half of the ground level of the Long-Term Parking Garage on the Blue side. There are currently 148 fueling positions and 13 wash bays. After being serviced, the cars are returned to the ready stall or put in remote storage located in the South Terminal Support Area (STSA).

Under this configuration, the existing terminal area that currently houses rental car facilities is a functionally constrained location. The AMPU documents several constraints that HCAA wishes to address through the Proposed Project. Examples of those constraints are:

- No space exists to accommodate new rental car company entrants, thereby limiting selection and price options for customers.
- The Blue Garage Level 2 return area is oversized and inefficient.
- The QTA area is constricted. As a result, limited queuing, stacking, storage, and constrained access to fueling positions make turn-around activities time consuming and inefficient. In addition, the constricted space leads to excessive and costly damage to vehicles. Rental companies have budgeted \$500,000 to \$800,000 per year to pay for damage their own drivers cause by moving cars in and around the confined QTA area.

- No area exists to expand the QTA or ready car area without further reducing already deficient Long Term Parking.
- Movement between the STSA and Terminal Complex is labor intensive. Travel times are high and movement between those areas is inefficient.
- Limited space substantially hinders the abilities of rental companies to maintain inventories of ready-to-rent cars to meet peak period rental demands. As a result, the company experiencing the shortage either transfers rental car contracts to a competitor or pays for customer accommodations at a hotel until the rental car company can provide a rental car to the customer.
- Split operations for storage, maintenance, and service facilities are inefficient and costly to maintain. They require maintaining and staffing redundant stations and hiring additional drivers to ferry vehicles to areas where rental demands are highest.
- Customers may spend over one hour in line waiting to get to the rental car counter during peak periods.
- Most of the Blue and Red side rental car access is not secure. As a result, rental companies cannot leave keys and contracts in ready-to-rent vehicles, causing customer delays. Therefore, the popular “choose any car in this category” service is often not available.
- The fuel islands are too close and the pumps are not far enough apart.
- The high flat peak activity level compounds the stress associated with rental car activity at the Airport because there is very little opportunity to either prepare for or recover from the peak activity.
- Due to the various factors above, TPA is one of the most expensive locations for rental car operations in the country. The extra cost is passed on to the customer.
- Pedestrian safety is also a concern in the existing car rental areas.

In addition to the constraints above, Blue side area patrons walking to the ready car area must cross in front of exiting vehicles. Also, customers who have returned vehicles cross the paths of service drivers taking the returned cars to the QTA.

Red side patrons also encounter numerous situations where pedestrian must cross the path of service drivers and customers in vehicles on their way to their ready cars. Some of these crossings are blind corners. For example, pedestrians leaving the elevator area serving Red level 1 cross the service path as they walk north toward the cars.

As a result, the Airport’s rental operations have a higher potential for pedestrian/car accidents when compared to other rental car locations. HCAA wishes to address this situation to ensure the Airport has the facilities it needs to efficiently meet future rental car needs due to projected passenger demands and improve the safety of its users.

Finally, reductions in the number of rental companies have made existing facilities at TPA inefficient. Enterprise now owns Alamo and National, Avis owns Budget, and Hertz bought the Dollar and Thrifty rental car companies. Therefore, consolidating rental car facilities is needed to provide a more efficient support facility.

B.1.1 Improve the Efficiency of Airline Passenger at TPA to Accommodate Forecast Demand and Maintain the Airport’s Level of Service

HCAA proposes to construct and operate a Consolidated Rental Car Facility (ConRAC) on a 14.4-acre site within the South Terminal Support Area (STSA). The purpose of the 2.3 million-square-foot ConRAC is to provide customers and rental car companies with a consolidated facility that would accommodate all vehicles required to meet peak day demands at the Airport. The main functional components of the ConRAC are:

- a customer service lobby;
- a consolidated facility with full rental stalls / return stalls / vehicle storage;
- a Quick Turnaround Area (QTA); and
- adjacent individual service sites.

The ConRAC facility would provide approximately 4,400 full rental spaces and be capable of accommodating approximately 7,300 peak hour vehicles given the distribution of space between ready space, return space, QTA and the rooftop storage. This would improve the efficiency of airline passengers, accommodate the forecast demand, and maintain the Airport's level of service. The projected capacity of the facility is sufficient to meet the projected peak demand at TPA while also supplying a level of vehicle storage not currently available. In addition, the proposed maintenance and storage facilities, when coupled with the capacity of the ConRAC structure, could provide additional capacity to accommodate several new entrants.

A key component of a ConRAC facility is a co-located quick turnaround area (QTA) facility. The QTA would house a host of critical functions that primarily include fueling, washing (car wash and vacuuming) and light maintenance. A properly located QTA would allow rental car companies to efficiently service returned vehicles and park them in ready spaces located in the ConRAC facility without entering or crossing a public roadway.

In addition, moving the ConRAC from the terminal area to the STSA would enable HCAA "re-claim" 2,414-space, long-term parking garage and a 635-space rental car garage (Red side). Rental car companies currently share these spaces with public parking patrons. Having over 3,000 existing space exclusively available for public parking would increase HCAA parking revenues and enhance its ability to be a self-sustaining operation.

B.2 Lack of Employee and Tenant Parking and Potential Safety Concern

HCAA provides 5,864 parking permits dedicated to airport employees. There are 2,874 employee parking spaces located on the Airport's property. These spaces are in several lots located throughout the Airport property. The Airport's main employee parking area is located on a 26-acre tract in the northeast section of the North Terminal Development Area. Accessed via Hoover Blvd off of Hillsborough Avenue, this lot contains 2,470 parking spaces.

The AMPU estimates that on average, 85 percent of the existing, on-airport employee parking spaces (2,400 spaces out of 2,874 spaces available) are occupied during a typical peak day. However, projected increases in TPA's annual passenger enplanements and annual aircraft operations will require more employees to meet those demands. Therefore, the airport will require additional employee parking capacity to provide sufficient parking for those future employees.

HCAA currently operates a bus shuttle between the employee parking area and the Main Terminal Complex on a continuous basis through much of the day. To access the main terminal, busses currently enter the Security Identification Display Area (SIDA) through a manned checkpoint located beneath the Taxiway B Bridge. Vehicles then wait to cross Taxilane A which operates in conjunction with Taxiway B as part of a dual crossfield taxiway/taxilane system on the north end of the terminal complex. Taxilane A is a busy movement area with a considerable number of aircraft moving about the northern end of the Main Terminal Complex. Currently, 33-passenger buses serving the north parking area operate every 5 to 7 minutes throughout the day. Those buses complete about 185 trips per day to move 6,000 employees. To date, no serious incident has occurred, but the potential for one exists. In addition, the accident potential would likely increase as the number of bus trips and aircraft operations on Taxilane A increase to serve TPA's projected passenger demands.

B.2.1 Construct a Multi-story Employee/Tenant Parking Garage

A multi-story, 4,100- parking space, Employee/Tenant Parking Garage is proposed for the STSA. The garage would occupy about 6.6 acres and be 4 to 5 levels high (depending upon the number of parking spaces). This structure would meet the parking need for additional employees and tenants to serve the increases in annual passenger enplanements at the Airport forecasted for 2016 and beyond. The employee use of a parking garage and APM in the STSA would eliminate the 185 trips per day across Taxilane A, thereby improving the safety of over 6,000 current and forecasted Airport employees.

According to Section 5.10.8.1 of the AMPU, the placement of the facility considers safety, so as not to interfere with Airport Surveillance Radar (ASR) related equipment. The ASR equipment requires a line of site electronic signal between the ASR and the vicinity of the approach light system on Runway 1L. In general, the proposed employee/tenant garage was configured and sited so the facility would be shadowed by the location and height of the existing economy garages relative to the ASR signal. As noted in the AMPU, a review of construction materials should occur during the design phase to ensure that the external materials do not result in any impacts to the Runway 19R localizer antennae.

B.3 Decreasing Level of Service of the On-Airport Roadway System

The current, highly-congested, on-airport roadway system in the Terminal area experiences significant bottlenecks. As a result, the AMPU estimates the existing level of service (LOS) along the George Bean Parkway varies from LOS A to D (Table 4.87, pg.4-182).

LOS is a qualitative measure of roadway traffic operations. The Highway Capacity Manual defines six levels of service, ranging from LOS A to F. LOS A represents the best level of service and LOS F represents the worst level of service. LOS C is the accepted standard for airport terminal roadways. Therefore, some of the roadway segments along the George Bean Parkway are currently operating below acceptable levels of service (see **Table B-1**).

Table B-1
George Bean Parkway to Terminal Segment Level of Service (2016)

Roadway Segments	LOS	With ConRAC LOS
Airport Entrance to Taxiway J	D	C
Taxiway J to Parking Off-Ramp	D	C
Parking Off-Ramp to Recirculating Roadway On-Ramp	C	C
Recirculating Roadway On-Ramp to Red Curbside On-Ramp	A	A
Red Curbside On-Ramp to Hoover Blvd	B	B
Red Curbside Off-Ramp to Blue Curbside On-Ramp	C	B
Recirculating Roadway Off-Ramp to Terminal Parking On-Ramp	E	C
Terminal Parking On-Ramp to Taxiway J	D	C
Terminal Parking On-Ramp to Airport Exit	C	B

Source: TPA AMPU, 2013

An increase in vehicular traffic is likely as the Airport's passengers and services increase. This would further worsen the LOS of on-airport roads. HCAA needs to address this situation to ensure the Airport provides a roadway system that efficiently serves its ground transportation needs now and in the future. Doing so would maintain the Airport's high level of service to airlines, passengers, employees, and tenants, while reducing airport-related, vehicular air quality emissions.

B.3.1 Improve Access to the Airport and Efficiency of the On-Airport Roadway System

HCAA is proposing to construct and operate an Automated People Mover (APM) system and construct on-airport roadways to improve the surface transportation access within the STSA. As described in the AMPU, on-Airport roadway improvements are needed to meet present passenger demands as well as those projected to occur by 2016. Doing so would allow HCAA to sustain the Airport's historically high level of service.

B.3.1.1 Construct and Operate an APM

Construction and operation of an APM from STSA parking areas to the Main Terminal would reduce on-Airport surface traffic and maintain/improve the LOS of on-Airport roadway segments.

APM Alignment and Part 77 surfaces - In order to provide the most efficient APM alignment, HCAA proposes displacing the Runway 10 threshold 498 feet to the east. This would address Part 77

requirements¹ and ensure placing the APM right-of-way in the approach Runway Protection Zone (RPZ) of Runway 10 does not adversely affect aircraft safety or the safety of the APM passengers. The displaced threshold would maintain the air carrier aircraft use of Runway 10 when wind and weather conditions preclude the use of the parallel runway system.

As noted in HCAA correspondence to FAA, a 6,500-foot-long landing distance on Runway 10 would meet air carrier demands and avoid the costs and disruption to airlines and their passengers of being diverted to another airport. In addition, maintaining Runway 10's current length (6,998 feet) would preserve the existing connector taxiway and provide almost 7,000 feet of pavement for takeoffs or accelerated stopping distance for aborted departures.

The type and frequency of air carrier turboprop and general aviation aircraft using Runway 10-28 is not extensive and is generally insignificant when applying probability and risk of an incident occurring. Air Carrier Turboprop aircraft using Runway 10-28 over a seven year period equated to an average 2.0 operations per day. General Aviation activity (other than jet) accounted 10 operations per day and General Aviation Jet activity accounted an average of 1.5 operations a day over the same seven year period.

In terms of runway use percentages over a seven year period, departures on Runway 10-28 have been primarily to the east (82%) and arrivals have been primarily to the west (70%). Therefore, this pattern provides assurance that supports reduced risk of an incident occurring between an aircraft and the APM. In addition, one of the 4 average daily operations that involve the Runway 10 RPZ would have to occur exactly within the 20-second window that the APM would be passing through the RPZ to pose a risk.

The data in the paragraphs above supports a low risk factor of an incident occurring within the Runway 10 RPZ. This would not adversely affect aircraft safety or the safety of the APM passengers.

Effects on Airport Roadways - The APM would reduce congestion on the Airport's roadway system by providing transportation to and from the terminal for passengers using the proposed STSA parking facilities. For example, **Table B-1** shows the APM would noticeably improve the LOS between the existing configuration and locating a ConRAC being in the STSA.

The APM would ensure the long-term viability of the existing terminal complex by substantially reducing the number of rental vehicles and shuttle buses using the George Bean Parkway. The transportation analysis performed as part of the AMPU shows that an APM serving the ConRAC alone would eliminate more than 8,500 vehicle trips per day on George Bean Parkway from rental cars. This reduction of roadway traffic and congestion would also reduce vehicle-related air quality emissions.

B.3.1.2 Construct On-Airport Roadway Improvements within the STSA

The existing alignments within the STSA are proposed to be widened along with other selected enhancements including the addition and improvement to signalization. Three new signalized intersections would occur at the Service Road connection with Airport Service Road and at the driveways into the employee parking garage and the rental car parking garage. The O'Brien Street entry point would be used primarily for rental car maintenance activity. The intersection of Airport Service Road and O'Brien Street would also provide direct access into the rental car maintenance facilities.

A curb roadway for pick-up and drop-off of customers is also proposed within the STSA. This curb road is proposed from the employee parking garage entry/exit point to the rental car facility entry/exit point. This would allow for approximately 800 feet of curb length with three lanes of capacity. This curb roadway can

¹ Title 14 Code of Federal Regulations Part 77 establishes:

- (a) The requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures;
- (b) The standards used to determine obstructions to air navigation, and navigational and communication facilities;
- (c) The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment; and
- (d) The process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

have direct access to the proposed APM station which provides access to the rental car facilities and the employee/tenant parking garage. This curb would be used primarily by commercial and transit providers. Bus rapid transit, private bus, limo, and shuttle services are examples of some of the users that would be accommodated along this curb roadway.

In addition, consolidating maintenance and storage areas and activities on the east side of the Airport Service Road would provide truck access for rental car carriers via Spruce Street to O'Brien Street and avoid other airport roadways.

Therefore, the total effect of these on-airport roadway improvements would contribute to maintaining and improving the LOS of the on-airport roadway system.



Attachment C – Alternatives Supporting Documentation

ATTACHMENT C

Alternatives Supporting Documentation

As a result of the Proposed Project’s potential to impact environmental categories protected under special purpose environmental laws, additional alternatives to the Proposed Project were evaluated due to unresolved conflicts regarding environmental resources (FAA Order 5050.4B, paragraph 706.d.(5)).

C.1 Alternatives

The Tampa International Airport (the Airport) draft Airport Master Plan Update (AMPU)¹ identifies and describes the alternatives that would address the Airport’s rental car, employee/ tenant parking issues, and roadway congestion. **Table C-1** summarizes those alternatives. The Airport’s AMPU, Volume 2, Section 5, *Airport Facilities Alternatives*, describes the above alternatives in greater detail.

**Table C-1
Summary of Alternatives Evaluated**

Alternative	Title	Description
Proposed Project	ConRAC South of the Economy Garages	Develop a ConRAC facility, including a ready/return area, quick turn-around area (QTA) and maintenance/storage, immediately south of the existing South Economy Parking Garages. In addition, connected actions include an Automated People Mover (APM) and employee/tenant parking garage. This alternative would remove rental cars from parking spaces near the Main Terminal and allow the Hillsborough County Aviation Authority (HCAA) to offer more parking spaces to the public.
Alternative 1	Blue Side Garage	Consolidate rental car operations now occurring in the Blue and Red Sides of the Main Terminal Garage. The facility would be in a single rental car location located in the Blue Side Garage adjacent to the Main Terminal Garage.
Alternative 2	Blue Side Garage Return/QTA with Short-Term Garage Ready Lots	Develop a ConRAC, including ready/return and QTA operations, within the existing Main Terminal complex and utilize a portion of the Blue Garage along with part of the Short-Term parking facilities located adjacent to the Main Terminal.
Alternative 3	North Terminal Area ConRAC Option	Develop a ConRAC, including ready/return and QTA operations, and maintenance/storage facility in the North Terminal area of the Airport property. In addition, connected actions include an APM and employee/tenant parking garage.
Alternative 4	Convert South Economy Garage to a ConRAC	Retrofit the South Economy Garage to accommodate a ConRAC facility, including a ready/return area, and QTA. The Garage is near the existing rental car maintenance/storage area. In addition, connected actions include an APM and employee/tenant parking garage. Access to the South Economy Garage would not interfere with the continued operation of the North Economy Garage as a public parking facility for the Main Terminal.
Alternative 5	ConRAC West of Economy Garage	Building the ConRAC facility, including a ready/return area, and QTA component in an area on the Airport west of Economy Garage. The existing rental car maintenance/storage area would remain in its current location. In addition, connected actions include an APM and employee/tenant parking garage.
Alternative 6	South of USPS Facility	Construct a ConRAC facility, including a ready/return area and QTA south of the existing USPS facility along the west side of the north/south Airport Service Road (i.e., “spine” road) in the STSA. Construction would occur immediately south of the existing cell phone lot. In addition, connected actions include an APM and employee/tenant parking garage.
No-Action Alternative ¹		Landside improvements (ConRAC, ready/return and QTA, employee/tenant parking, APM, maintenance/storage, etc.) would not be implemented at the Airport.

Note: ¹ To satisfy the intent of CEQ regulations, FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*; FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*; and other special purpose environmental laws, a No-Action Alternative is also considered for analysis and comparative purposes.
Source: TPA AMPU, 2013.

¹ HCAA, Tampa Draft Airport Master Plan Update, Section 5, Airport Facilities Alternatives, May 2013.

Section C.2 of this Attachment discusses the screening criteria used to determine if an alternative met the project Purpose and Need and, if it did, what environmental factors led to its rejection from for further consideration. **Section C.3** describes and evaluates the reasonable alternatives considered.

C.2 Alternatives Evaluation Process

A two-level evaluation process was used to evaluate an alternative's ability to meet the Purpose and Need and reasonability. An alternative that satisfied each screening criteria was deemed reasonable and included in the EA for environmental analysis. An alternative that did not meet the screening criteria was rejected and not included in the EA for environmental analysis.

Level 1 – Meets the Purpose and Need - The first level of alternatives evaluation was based on whether an alternative would meet the project's Purpose and Need. To do so, an alternative must:

- allow rental car companies to provide continued high-level service to the projected increases in passenger demand;
- address a shortage in parking for future airport employees and tenants needed to serve the projected increased passenger demand; and
- improve inefficient roads serving existing rental car and general parking areas, and preferably increase the level of service (LOS) of the Airport's roadway system.

Alternatives that did not fully meet these Purpose and Need criteria were rejected and not considered further.

Level 2 – Reasonable Alternatives – The second level of alternatives evaluation was based on whether an alternative was reasonable. CEQ regulations require the evaluation of "reasonable" alternatives. 49 U.S.C. 47106(1)(c)(C) requires an analysis of "possible and prudent" (i.e., "could you?" and "should you?") alternatives as a condition to granting Federal funds.

Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense. Therefore, alternatives were not further evaluated if they would be too costly to build or would effect airside/landside operations.

Those reasonable alternatives were included in the EA for further, detailed environmental analyses.

C.3 Evaluation of Alternatives

Section C.3.1 summarizes the alternatives that were initially considered because they did not meet the Purpose and Need. **Section C.3.2** summarizes the alternatives that were considered in the Level 2 analysis but rejected because they are not reasonable. **Table C-2** provides a summary of the two-level alternative evaluation process.

The No-Action Alternative was retained for detailed analysis for baseline comparative purposes and to meet CEQ and FAA requirements.

The following summarizes each alternative and its ability to meet the Purpose and Need.

C.3.1.1 Alternatives Not Meeting the Purpose and Need

Alternative 1 – This Alternative would consolidate the rental car facilities in the Blue Garage.

Effect on Customer Service - Alternative 1 would not accommodate the Airport's projected increase in future enplanements. Based on the projected parking demand, Alternative 1 would exceed the projected parking within the Long-Term Parking Garage by 457 spaces. The loss of long-term parking would significantly decrease in the level of customer service to the Airport users. Given the loss of needed long-term parking, the HCAA would likely need to provide additional parking elsewhere on the Airport. In addition, this added parking would need to be connected to the terminal.

**Table C-2
Summary of Alternatives Evaluation**

Evaluation Criteria	Alternatives							
	1	2	3	4	5	6	Proposed Project	No-Action Alternative
Level 1: Does the Alternative Meet the Purpose and Need?								
Does the alternative accommodate rental car companies' abilities to continue to provide good service for the forecasted increased passenger demand?	N	N	Y	Y	Y	Y	Y	N
Does the alternative accommodate a shortage in parking for future airport employees and tenants needed to serve projected enplanements?	N	N	Y	Y	Y	Y	Y	N
Does the alternative improve inefficient roads between the Main Terminal and existing car rental and parking areas and maintain/increase the level of service?	N	N	Y	Y	Y	Y	Y	N
Continue to Level 2?	N	N	Y	Y	Y	Y	Y	Y
Level 2: Reasonable Alternatives								
Is the alternative reasonable (i.e., practical or feasible)?	-	-	N	N	N	N	Y	N
Retained for Further Environmental Analyses?	-	-	N	N	N	N	Y	Y

Notes: In the evaluation criteria, "Y" indicates that the alternative meets the criteria and "N" indicates the alternative does not meet the criteria.
Source: RS&H, 2013.

C.3.1 Level 1 Analysis Results – Meets the Purpose and Need

Modifying or retrofitting the existing garage to accommodate future rental car operations and general parking needs would not address existing customer service issues. Differences in floor to ceiling heights, column spacing, and other structural complexities of the existing Garage would continue to adversely impact the capacity, configuration, and operational efficiency of this alternative to accommodate rental car and general parking requirements.

Effect on Roadway Congestion - This Alternative would require maintaining the movement of vehicles from the STSA to the Main Terminal Complex. As a result, it would continue to add traffic onto the sole terminal access roadway system. This would contribute to further reductions in the LOS the of Airport's roadway system provides. Those LOS are currently below standards for U.S. airports (LOS C is the standard).

Conclusion - Alternative 1 does not meet the Purpose and Need because it does not provide good customer service and adds to traffic congestion.

Alternative 2 – This Alternative would consolidate the rental car facilities in the Blue Garage and the short-term parking garage.

Effect on Customer Service - This action would cause a shortfall of 1,100 short-term parking spaces in the Main Terminal area by 2016. In addition, the ability to offset this short-fall would be seriously constrained by height limitations, line of sight considerations, and the lack of space available to expand parking near the terminal.

Effect on Roadway Congestion - The loss of short-term parking would have an immediate and highly adverse impact on the traffic using terminal roadways and terminal curbs. This is because drivers who would normally use the one-hour free parking in the short-term garage would likely "orbit" the Terminal area to avoid paying parking fees. As a result, a significant number of trips on the terminal roadway system would occur, further decreasing the Airport roadway's LOS. In addition, there would still be

significant traffic loads on George Bean Parkway due to vehicle movements between the rental car maintenance/storage areas in the STSA and the Main Terminal Complex.

Conclusion - Alternative 2 does not meet the Purpose and Need because it does not provide good customer service and adds to traffic congestion.

C.3.1.2 Alternatives Meeting the Purpose and Need

The Proposed Project and Alternatives 3, 4, 5, and 6, as described in **Section C.1**, would meet the Purpose and Need.

Effect on Customer Service – These alternatives would provide the parking facilities needed to meet passenger needs today and in the future. It would also provide parking for the employees and tenants serving Airport customers.

Effect on Roadway Congestion – These alternatives would reduce congestion and improve the LOS on the Airport's roadway system between the Main Terminal and existing car rental and parking areas.

Conclusion - The Proposed Project and Alternatives 3, 4, 5, and 6 would achieve the Purpose and Need.

C.3.2 Level 2 Analysis Results – Alternatives Not Considered Reasonable

Four alternatives (Alternative 3, 4, 5, and 6) were not considered reasonable alternatives.

C.3.2.1 Alternative 3

This alternative involves constructing a ConRAC and its maintenance/storage facility in the North Terminal area of the Airport property.

Cost Effects - Access to a ConRAC located in the North Terminal area would require the northerly extension of George Bean Parkway in an area between current Airside C and future Airside D development. This extension would require closing Taxiway A and accelerating the construction of Taxiway M currently planned for long-term development. Although Taxiway M would provide dual cross-field taxiway capability, its accelerated construction would increase the cost of the ConRAC by \$50 to \$60 million.

In addition, an Automated People Mover System (APM) that would connect the ConRAC solely to the main North Side Terminal would further increase the cost of the ConRAC facility.

Airside Effects - Using a 55 to 60-acre tract on the north side of the Airport to build the ConRAC and its affiliated maintenance/storage areas would negate the viability of future, North Side terminal development.

Conclusion - Based on the above factors, Alternative 3 is not considered reasonable or prudent due to substantial costs and its adverse effects on long-term airside needs. As a result, the EA does not consider this alternative further.

C.3.2.2 Alternative 4

Alternative 4 would consolidate the rental car facilities in the existing South Economy Garage.

Landside Effects - Implementing this alternative would improve rental car and general parking services. However, in doing so, it would cause parking shortfalls during the Airport's peak travel times occurring throughout the year. Thus, converting the South Economy Garage to a ConRAC would overwhelm parking facilities on and off the Airport that would fill the parking gap the conversion would cause. As a result, parking shortfalls would occur in the terminal area since existing parking facilities are consistently at their respective capacities. To accommodate daily and peak demands, HCAA would still need to develop additional surface and garage parking in the terminal area.

Conclusion - While the Alternative would provide rental car and support facilities, it would significantly reduce the Airport's existing general parking capacity during peak periods that occur throughout the year.

This shortfall would substantially reduce the Airport's ability to provide needed parking services to its current and future users. In addition, modifying an existing parking garage for use as a rental car facility would not provide the consolidated, state-of-the-art rental car facility and associated maintenance, quick turn-around, and storage areas needed to meet future demands. As a result, it is not a reasonable alternative.

C.3.2.3 Alternative 5

Alternative 5 would involve building the ConRAC facility and its affiliated maintenance and storage component to an area on the Airport west of Economy Garage.

Cost Effect - This alternative would require building a ConRAC facility in the South Terminal Support Area (STSA) at a location the U.S. Postal Service (USPS) currently occupies. Consequently, implementing Alternative 5 would substantially increase the cost of the ConRAC due to the significant costs associated with breaking the current 20-year lease between the HCAA and USPS and demolishing, rebuilding, and relocating the USPS facility. In addition, the potential loss of 600 to 700 jobs from the Tampa area.

Conclusion - This alternative was not retained for analyses because it is not reasonable due to its associated costs. As a result, this EA does not consider this alternative further.

C.3.2.4 Alternative 6

Alternative 6 would require building a ConRAC facility along the west side of the north/south Airport Service Road (i.e., "spine" road) in the STSA, immediately south of the current location of the existing cell phone lot.

Landside effect - Alternative 6 is not considered to be the preferred manner for addressing the future need for a fully consolidated and integrated rental car facility at TPA. Alternative 6 would result in significant traffic having to cross back and forth from east to west to access the ConRAC. Given the increased traffic volume on the roads in the South Terminal Support Area associated with the ConRAC this crossing traffic can become problematic. When other airport support uses that may be situated in the South Terminal Support Area are considered, including the potential for Employee Parking to be shifted to this area and its affiliated traffic, airport/tenant office uses and the possible development of a new hotel to replace the existing hotel in the terminal area, the crossing of traffic to and from the ConRAC becomes increasingly unsatisfactory.

Conclusion - Based on the above factors, Alternative 6 is not considered reasonable or prudent due to its adverse effects on long-term landside needs. As a result, the EA does not consider this alternative further.

C.4 Conclusion

The Proposed Project meets the two-level evaluation screening criteria. In the Level 1 screening criteria, the Proposed Project would meet the Purpose and Need. The Proposed Project is practical and feasible from the technical and economic standpoint. Therefore, the Proposed Project is further evaluated in [Section 8](#) of this EA. In addition, the No-Action Alternative was also retained to fulfill CEQ regulations implementing NEPA.



Attachment D – Agency Correspondence



Attachment D-1 – Early Coordination Package



10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2469
Fax 904 256 2502

May 7, 2013

NAME
AGENCY
ADDRESS
CITY, STATE ZIP

**RE: SOUTH TERMINAL SUPPORT AREA
FOCUSED ENVIRONMENTAL ASSESSMENT
HCAA PROJECT #1100 13
TAMPA INTERNATIONAL AIRPORT
TAMPA, FLORIDA**

Dear **MR./MS.**:

On behalf of the Hillsborough County Aviation Authority (Authority), this early notification letter is to inform you about the initiation of a Focused Environmental Assessment (Focused EA) for the potential construction and operation of landside support facilities (Proposed Project) within the South Terminal Support Area at Tampa International Airport (Airport). The purpose of the Proposed Project is to provide services and amenities to Airport tenants and users and to provide regional accessibility to the Airport that would result in economic value for the community and diversified revenues to support Airport operations.

As shown in **Attachment 1**, the Proposed Project includes the construction and operation of the following:

- a multi-story Consolidated Rental Car Facility (CONRAC)
- an Automated People Mover (APM) including three loading and unloading passenger stations and one maintenance station; and
- a multi-story employee/tenant parking garage west of the CONRAC.

In addition, the following connected actions will be evaluated as part of the environmental analysis:

- development of a rental car storage and maintenance area east of the CONRAC;
- modification to Taxiway "J" bridge to accommodate the APM and roadway improvements;
- partial relocation of Bessie Coleman Boulevard (existing service road) from the existing U.S. Post Office to Airside A; and
- roadway improvements in the South Terminal Support Area including transportation modifications along Airport Service Road at Spruce Street and the intersection of O'Brien Street.

In accordance with the *National Environmental Policy Act* of 1969 and Federal Aviation Administration (FAA) implementing regulations, the Airport is preparing a Focused EA to consider and document the potential environmental impacts associated with the Proposed Project. The Focused EA will be submitted to the FAA for acceptance and a decision to issue either a Finding of No Significant Impact (FONSI) or prepare an Environmental Impact Statement.

May 7, 2013
Page 2

On behalf of the Authority, we are sending you this early notification for the following reasons:

1. to advise your agency of the preparation of the EA;
2. to request any relevant information that your agency may have regarding the project study area (see **Attachment 2**); and
3. to solicit early comments regarding potential environmental, social, and economic issues for consideration during the preparation of the EA.

You may send any information and comments to me at the address provided below by June 7, 2013. Your prompt response is appreciated.

Mr. David Alberts
Reynolds, Smith and Hills Inc.
10748 Deerwood Park Boulevard South
Jacksonville, FL 32256-0597

Thank you for your interest in this project and we look forward to working with you as we prepare the EA. If you have any questions or need additional information regarding the Proposed Project, please do not hesitate to contact me at (904) 256-2469 or via email at david.alberts@randh.com.

Sincerely,

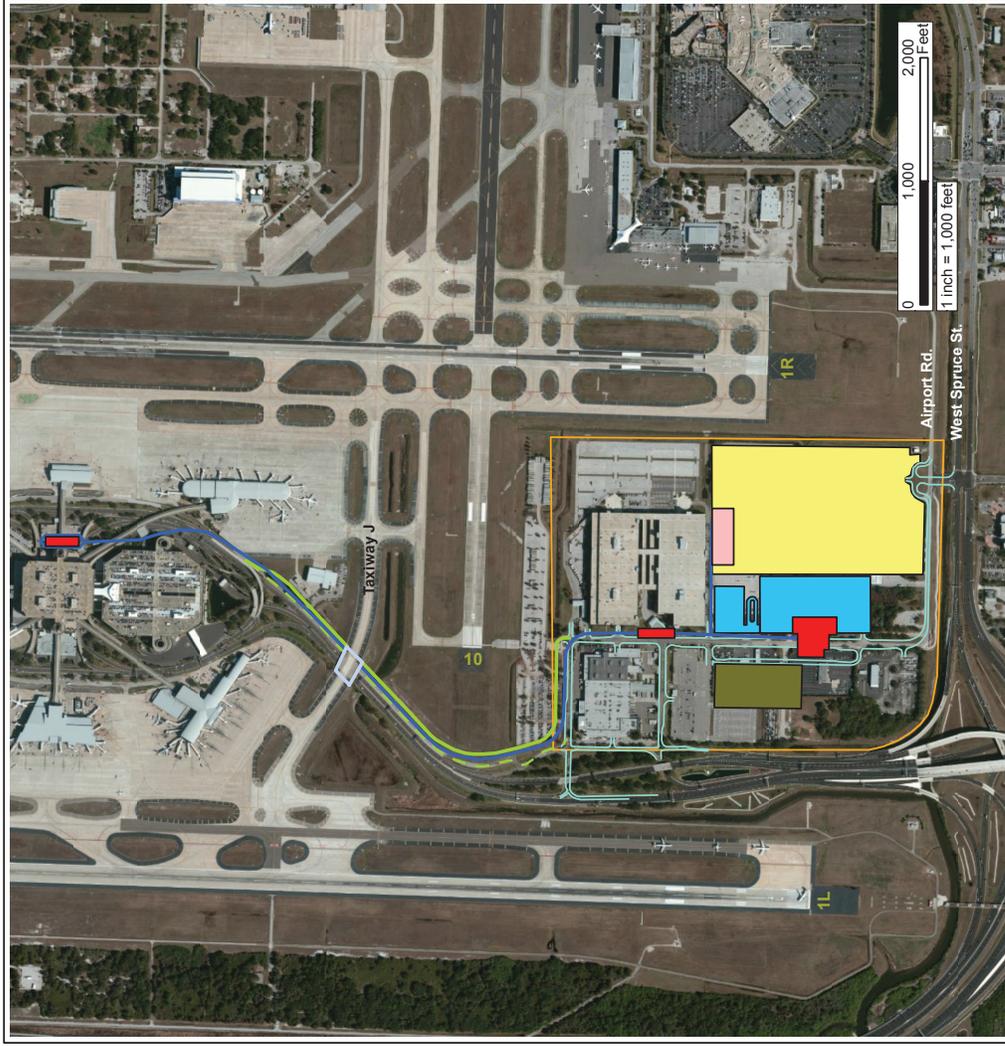
David Alberts
Southeast Region Environmental Service Group Leader

Reynolds, Smith and Hills, Inc.

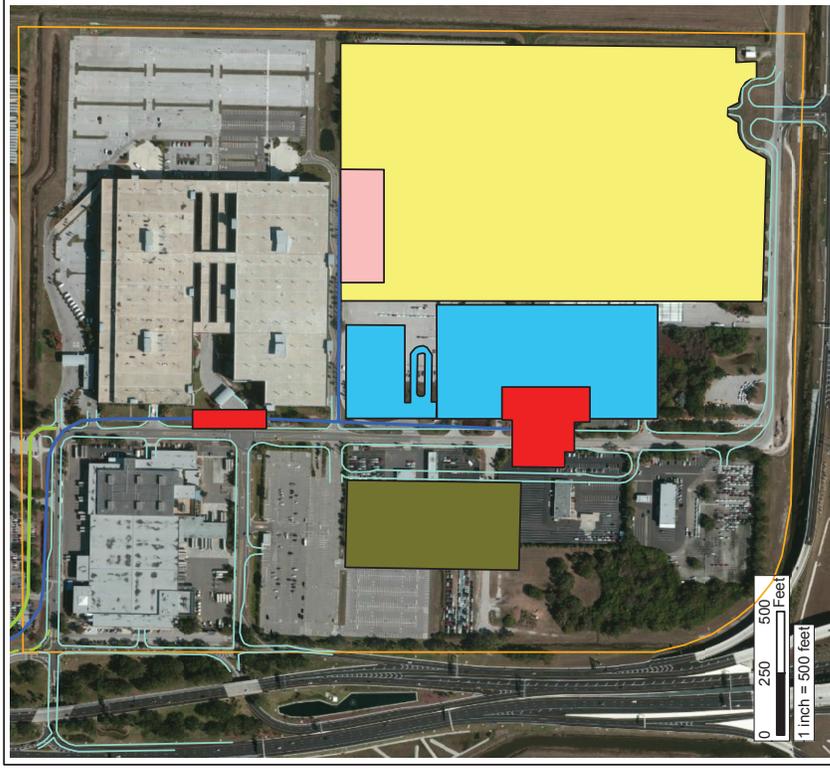
Enclosures (2)

Copy: Jeff Siddle – HCAA
Tony Mantegna – HCAA
Keith Fleming - HCAA
File

Proposed Project



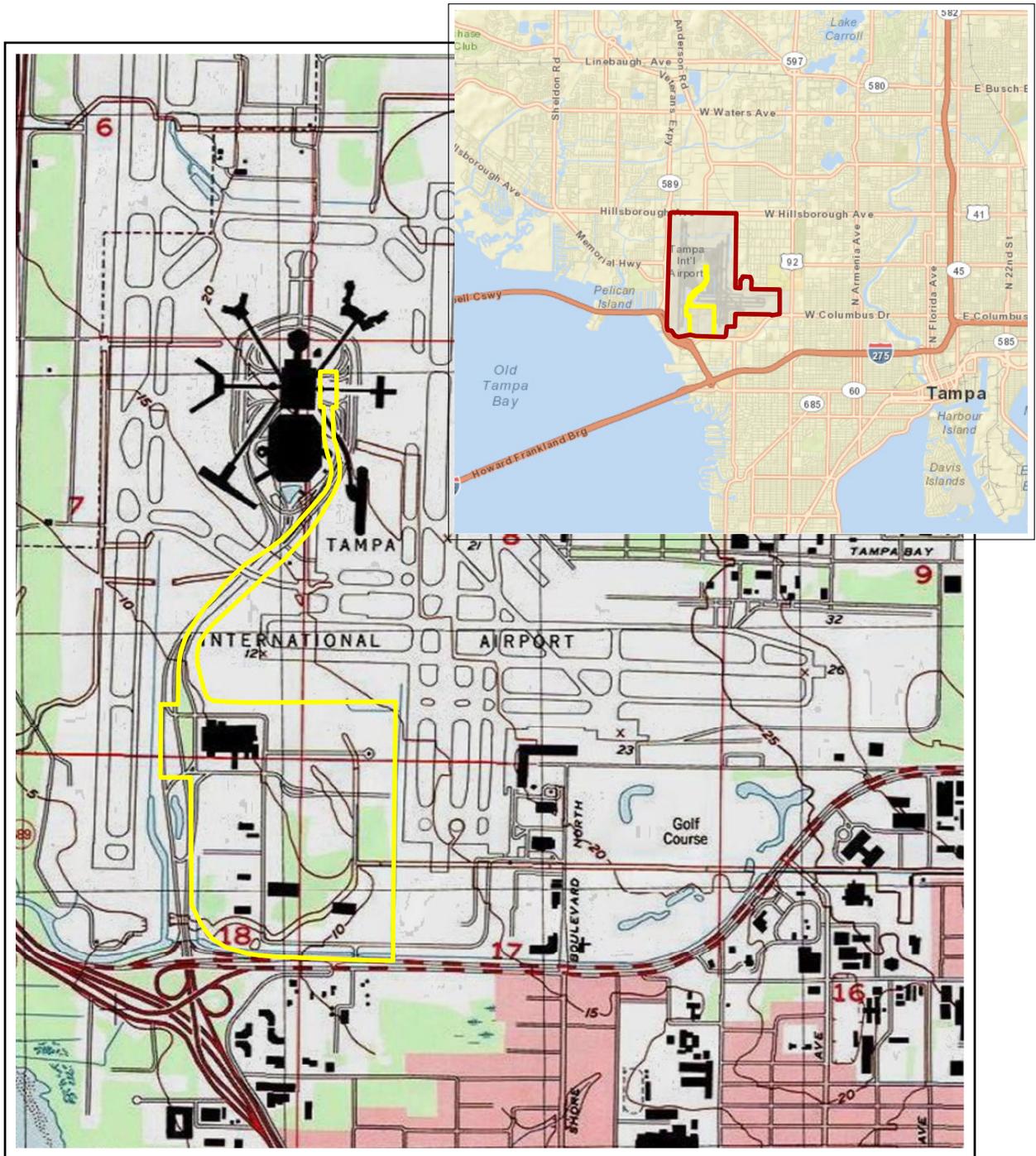
Proposed Project Components within the South Terminal Support Area



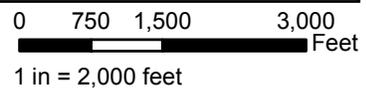
- South Terminal Support Area
- CONRAC and Stacked QTA
- Rental Car Storage/Maintenance
- APM
- APM Stations
- APM Maintenance and Storage
- Employee/Tenant Garage
- Taxiway J Bridge Modification
- Bessie Coleman Boulevard Current Location
- Bessie Coleman Boulevard Realignment
- On-Airport Road Improvements

Sources: Esri, 2013; HCAA, 2013; RS&H, 2013





Sources: Esri, 2013; USGS, 2011; HCAA, 2013; RS&H, 2013



- Airport Property
- Environmental Study Area



Attachment 2
Project Location

**EARLY COORDINATION MAILING LIST
TAMPA INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT**

FEDERAL AGENCIES

USEPA

U.S. Environmental Protection Agency
Region 4
Attn. NEPA Coordination
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-8960

USFWS

U.S. Fish and Wildlife Service
South Florida Ecological Services Field Office
Southeast Region 4
Attn. NEPA Coordination
1339 20th Street
Vero Beach, FL 32960

FEMA

Mr. Stuart Baker
Regional Counsel
Federal Emergency Management Agency
Region 4
3003 Chamblee Tucker Road
Atlanta, GA 30341

DOI

Ms. Joyce A. Stanley
Regional Environmental Protection Assistant
U.S. Department of the Interior
Office of Environmental Policy and Compliance
Atlanta Region
Suite 1144
75 Spring Street, S.W.
Atlanta, GA 30303

USDA

Ms. Jennifer Abbey
District Conservationist
Natural Resources Conservation Service
Plant City Service Center
201 South Collins St., STE 201
Plant City, FL 33563

USACE

Mr. Eric Summa
Planning Division
United State Army Corps of Engineers
Jacksonville District Office
701 San Marco Blvd.
Jacksonville, FL 32207

NOAA-NMFS

Mr. David Rydene
NEPA/EFH Specialist
National Marine Fisheries Service
Southeast Regional Office
263 13th Avenue South
Saint Petersburg, FL 33701

NATIVE AMERICAN TRIBES

Mr. Willard Steele
Seminole Tribe of Florida
Via email: wsteele@semtribe.com

Mr. Leonard Harjo
Seminole Nation of Oklahoma
Via email: principalchief@seminolenation.com

STATE AGENCIES

FDEP (include 10 attachment packets)

Lauren Milligan
Florida Department of Environmental Protection
Office of Intergovernmental Programs
3900 Commonwealth Blvd., MS 47
Tallahassee, FL 32399-3900

FL SHPO

Rob Bendus
Bureau of Historic Preservation
Division of Historical Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

FFWCC

Mr. Chris Wynn
Regional Director
Florida Fish and Wildlife Conservation Commission
Southwest Region
3900 Drane Field Road
Lakeland, FL 33811-1207

FNAI

Mr. Gary Knight, Director
Florida Natural Areas Inventory
1018 Thomasville Road, Suite 200-C
Tallahassee, FL 32303

LOCAL AGENCIES**City of Tampa**

Ms. Catherine Coyle
Manager
City of Tampa
Planning Division
1400 North Boulevard
Tampa, FL 33607

Southwest Florida Water Management District

Ms. Michelle Hopkins
Chief
Southwest Florida Water Management District
Environmental Resource Permit Bureau
7601 U.S. Highway 301
Tampa, FL 33637-6759

Hillsborough County

Hillsborough County
Development Services Department
Attn. NEPA Coordination
601 East Kennedy Boulevard
Tampa, FL 33602

**Environmental Protection Commission of
Hillsborough County**

Dr. Richard Garrity
Executive Director
Hillsborough County
Environmental Protection Commission
3629 Queen Palm Drive
Tampa, FL 33619



Attachment D-2 – Agency Coordination

<u>Date</u>	<u>Agency</u>
May 31, 2013	FAA (HCAA's response to FAA's letter dated October 3, 2012 regarding Master Plan Update 2012 – Runway 10 RPZ and Automated People Mover Interface)
June 7, 2013	Hillsborough County Environmental Protection Commission
June 7, 2013	Division of Historical Resources and State Historic Preservation Officer
July 8, 2013	Florida Department of Environmental Protection (Florida State Clearing House)
September 16, 2013	Natural Resources Conservation Service, Florida State Office



Joseph W. Lopano *Chief Executive Officer*

Robert I. Watkins *Vice Chairman*

Joseph F. Diaco, M.D. *Secretary*

City of Tampa Mayor Bob Buckhorn *Treasurer*

Hillsborough County Commissioner Victor D. Crist *Assistant Secretary/Assistant Treasurer*

May 31, 2013

Rebecca Henry, Program Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822-5024

RE: Master Plan Update 2012
Runway 10 RPZ and Automated People Mover Interface - Response to FAA
letter date 10-3-2012
Tampa International Airport
HCAA Project No. 5860 12

Dear Ms. Henry:

With respect to your letter we received on October 3, 2012 regarding the above referenced matter, we appreciate the willingness of the FAA to consider a possible Automated People Mover (APM) alignment that would pass through the RPZ of Runway 10 at Tampa International Airport (TPA). As you may remember, the ability to find an alignment for an APM, or for that matter widening the airport access road leading into the Main Terminal Complex, outside of the Runway 10 RPZ, is simply not possible. As you can see on attached Exhibit A the existing RPZ extends from the current west end of Runway 10-28 across all lanes of George Bean Parkway (Parkway) and the alignment of Taxiway W terminating near the centerline of Runway 1L-19R.

Further, the development of essential terminal support facilities including a Consolidated Rental Car Facility (ConRAC) and Employee Parking in the South Terminal Support Area is absolutely critical to the ongoing viability of the Main Terminal Complex. This factor has been firmly established in the current master planning process, which indicates long term parking, rental car and curbsides will reach maximum capacity in 2016/2017. The APM, which will connect the ConRAC, customer parking and employee parking to the main terminal, is a key component of ensuring the long term viability of the existing terminal complex by facilitating a significant reduction of personal vehicles, rental vehicles and shuttle buses from the Parkway. This plan will significantly extend the capacity of the Parkway and terminal curb without having to add new traffic lanes that are also located in the Runway 10 RPZ. The transportation analysis performed as part of the Master Plan update has shown that the in-terminal

rental car facilities alone puts more than 8,500 vehicle trips per day on the Parkway that cross the Runway 10 RPZ. The APM will eliminate these trips.

To facilitate your further consideration, the letter requested that a number of items be reviewed and additional data provided to the FAA. The following sections are responses to the specific comments that were contained in your October 3, 2012 letter including the development of options to attempt to minimize the impact of the APM within the RPZ.

FAA Comment:

When discussing the risks associated with this incompatible land use, please detail how many people, on average will be exposed to this new risk. This information should include how many people (in the APM) for how long (minutes) per day (frequency)

HCAA Response:

The APM system is envisioned to operate on two parallel tracks with three - three car trains providing a maximum capacity of up to 150 passengers if the cars were completely full, which will not be the typical or "average condition". Based on data associated with the terminal passenger peaking characteristics and passenger flow simulation, we identified an average 50% occupancy rate for the APM resulting in an estimated 75 passenger average occupancy in each train at any given time. Given the speed of the APM, and the three minute operational headway time, the APM would pass through the Runway 10 RPZ approximately 400 times a day for a 20 second time frame each time. Based on the above, the APM would be passing through the Runway 10 RPZ for a period of roughly 2.25 hours daily. We do not believe this poses any risk.

It should be noted that the average APM occupancy number also takes into account relocating the 2,650 space employee parking lot from its current site in the north terminal development area to a facility that will be in the south area (see attached Exhibit B). Currently employees board passenger buses that operate every 5 to 7 minutes throughout the day to and from the north parking area. These buses, which have a 33 passenger capacity, transport approximately 6,000 employees on a daily basis that pass through security checkpoint Alpha and cross Taxilane Alpha. Taxilane Alpha operates as a second crossfield taxiway on the north side of the terminal. By relocating the employee parking to the south the potential for interaction between buses and taxiing aircraft would be removed addressing what must also be considered as a potential safety related issue.

FAA Comment:

In addition to discussing the air carrier jet operations served by Runway 10-28, please provide information on the type and frequency of air carrier turboprop and general aviation aircraft using this runway.

HCAA Response:

The type and frequency of air carrier turboprop and general aviation aircraft using Runway 10-28 is not extensive and is generally insignificant when applying probability and risk of an incident occurring. Air Carrier Turboprop aircraft using Runway 10-28 generated 5,221 operations over a seven year period. This would equate to an average of 745 operations per year or 2.0 operations per day (see Exhibit C). General Aviation activity, other than jet, accounted for 24,550 operations over the same seven year period which equates to an average of 3,507 operations a year or approximately 10 per day (see Exhibit D). General Aviation Jet activity accounted for an additional 3,892 operations over the seven years or an average of 1.5 operations a day (see Exhibit E).

In summary, Runway 10-28 experienced approximately 13 general aviation and air carrier turboprop operations a day during the seven years of data analyzed. If you assume a 17 hour operational day, this equates to less than one operation an hour. This, along with the less than one Air Carrier Jet operation per day as identified in our September 5, 2012 letter, clearly delineates the limited operational activity on Runway 10-28. We believe this information supports our contention that there is a very low risk factor of an incident occurring within the Runway 10 RPZ

FAA Comment:

Include a discussion on how many operations land on Runway 10 and depart on Runway 28 giving a better assessment of the risks associated with the people and property beyond the end of Runway 10.

HCAA Response:

As part of the aircraft operational activity review that was performed on Runway 10-28 over the past 7 years (see Exhibits C-F), we have defined the operations that occurred relative to landings on Runway 10 and departures on Runway 28 by all aircraft categories. Based on the data summarized in Table 1.0, it was clear that operational use on Runway 10-28 favored Runway 28 with a 35/65 percent split. This was primarily due to ATCT procedures for avoiding unnecessary flyovers of runway 1L-19R. There were a total of 2,290 arrivals on Runway 10 which averages out to 327 arrivals per year or an average of less than one per day. On Runway 28, there were a total of 6,931 departures which averages out to

990 per year or an average of 3 per day. Arrivals on Runway 10 accounted for 18% of its total traffic over a seven year period while departures from Runway 28 accounted for 30% over the same period. This shows that Departures from 10 and Arrivals on 28 were dominant over the seven year period which sets a stable pattern showing consistency that provides assurance that supports reduce risk of an incident occurring between an aircraft and the APM. Thus, when the actual operations solely associated with Runway 10 arrivals and Runway 28 departures are considered, it is apparent that the likelihood of an incident is even less than previously noted. One of these 4 average daily operations, that involve the Runway 10 RPZ, would have to occur exactly within the 20 second window that the APM would be passing through the RPZ to pose a risk. The reasonable risk of such an event is highly unlikely.

Table 1.0

**RUNWAY 10-28 OPERATIONS
 7 Year Period**

	<u>RUNWAY 10</u>			<u>RUNWAY 28</u>		
	<u>ARR</u>	<u>DEP</u>	<u>Total</u>	<u>ARR</u>	<u>DEP</u>	<u>Total</u>
Turbo Prop	298	419	717	3789	715	4504
GA	1152	9367	10519	10137	3894	14031
GA Jet	279	234	513	1319	2060	3379
Air Carrier Jet	561	250	811	936	262	1198
TOTAL	2290	10270	12560	16181	6931	23112

RW 10-28 Operational use over 7 years		35672
Runway 10	35%	
Runway 28	65%	

Arrivals RW 10	18%
Departure RW 28	30%

Departure RW 10	82%
Arrivals RW 28	70%

FAA Comment:

We believe the sponsor should at least consider the viability of displacing or relocating the threshold of Runway 10. Could Runway 10-28 be shortened with minimal impacts to users? Further would it be appropriate to reduce the Airport Reference Code for this runway, thereby reducing the size of the RPZ.

HCAA Response:

We have identified three possible alternatives. Graphic depictions of each alternative are attached to this submittal (see Exhibit H).

Alternative #1: The first alternative, which was determined based on a detailed study completed in 2011, would be to displace Runway 10 threshold 498 feet to the east with no proposed mitigation measures based on the established low risk probability given runway utilization. As determined in the 2011 study the 498 feet will meet the proper clearances over the APM. This would leave the capability of occasional and documented limited use of the runway by air carrier aircraft for landings when wind and weather conditions preclude the use of the parallel runway system. Analysis has confirmed that 6,500 feet of landing distance available on Runway 10 is sufficient to meet the demand that has been documented in the past and precludes the costs and disruption to both airlines and their passengers of being diverted. Keeping the 498 feet of pavement would preserve the ability to utilize the existing connector taxiway and provide a TODA, TORA, and ASDA of 6,998 feet for Runway 10 departures which would have a benefit for commercial jet activity. Given the very low probability of an event occurring while the APM is within the RPZ, we believe that this alternative is reasonable from an incurred risk perspective and is our preferred alternative. It should also be noted that the TPA ATCT has expressed their concern relative to a reduction of runway length on Runway 10-28 due to the loss of flexibility that it causes to their operations and has indicated a preference to this alternative.

Alternative #2: This alternative involves displacing Runway 10 threshold approximately 1,398 feet to the East of its current location. This option includes the removal of 498 feet of existing runway on the west end of Runway 10-28 and constructing a new connector to the new runway end from Taxiway N. The removal of the 498 feet of pavement was to reduce maintenance cost. Based on the characteristics of the runway changing due to the reduced landing distance available for Runway 10 and take off distance available for Runway 28, which would prevent the use of a majority of commercial jet activity, there was no benefit to keep the 498 feet of pavement. The new Runway 10 threshold would be displaced 900 feet east of the relocated end of full strength pavement. Based on declared distance calculations this would provide 6,500 feet of takeoff run, takeoff

distance and accelerated stop for aircraft taking off from runway 10 and 5,600 feet of landing length for arrivals to Runway 10. Departures from Runway 28 would have 5,600 feet of takeoff run and takeoff distance, with 6,500 feet for accelerated stop and landing distance available. While providing for some operational capability the reduced TORA, TODA and LDA effectively precludes operations by air carriers during periods of wind and weather which preclude the use of the parallel runways, thus, requiring the diversion of these aircraft that can currently be accommodated at TPA. As noted, these limited capabilities would have real cost implications to the airlines and airport users over and above the inconvenience and disruption to travel as well as cost that must be considered given what fully appears to be a very low risk.

Alternative #3: This alternative involves the removal of the western 498 feet of Runway 10 resulting in a runway length of 6,500 feet, but also implements a mitigation concept off the west end of the runway that involves enclosing the APM corridor in a structure and placing fill to provide a slope ground surface based on a 1.25 degree allowable slope, starting 200 feet from the relocated runway end, the re-contoured sloped earthwork would raise to an elevation of approximately 11.2 feet above runway end elevation at the nearest point of the APM enclosure. This is undertaken to reduce the depth of any trenching or tunneling for the APM as the natural ground elevation is approximately 10 AMSL and TPA lies immediately adjacent to North Tampa Bay creating both high water tables and significant potential storm surge in tropical events which are highly problematic for a depressed or tunneled alignment. An analysis was conducted to define the cost of an enclosure 32' in width and 18.5' in height running through the RPZ along with the placement of the requisite fill as previously noted. The combined costs of these two actions were estimated to be between \$19 and \$20 million dollars.

This alternative would provide a fully available 6,500 foot Runway; however the estimated cost associated with the placement of the large quantity of fill coupled with the length and dimensions of the structure enclosing the APM alignment would appear challenging to justify from a cost versus risk versus benefit perspective. The structure that was evaluated was only for the APM alignment as per our earlier discussion. We understand that the Parkway, which is the only access to the main terminal complex and passes through the same Runway 10 RPZ, is allowed to continue in place and operate with no restriction based on its current configuration as a four lane alignment. However, when additional lanes are needed we would have to incur additional costs to enclose new lanes into an enclosure similar to what was described for the APM to comply with the new requirements.

Based on our review this alternative is not viable.

All concepts noted above take into account maintaining the lowest approach visibility minimums for C & D approach categories of one mile. In response to your question on runway length requirements for the Beech 1900 and EMB 120 we have confirmation from our consultants that 5,600 – 6,500 feet of runway is sufficient to operate off of. The runway length requirements for these aircraft are included as an attachment to this letter (see Exhibit G). We have also included the requirements for the SAAB 340 which is currently being phased to replace the Beech 1900.

FAA Comment:

If the sponsor considered downgrading the runway to Category A/B and to visual and not lower than 1 mile, the RPZ length would decrease the length to 1,000 feet, reducing the required displacement. To determine the feasibility of this, the sponsor should investigate the true critical aircraft of this runway, and how many category C and D aircraft actually use this runway.

HCAA Response:

A change to the approach category from C/ D to A/B would not be an acceptable solution to the Authority or its users. A significant amount of corporate activity falls within approach category C. Operational activity on Runway 10-28 by C&D aircraft exceeds the FAA's 500 annual itinerant operations rule of thumb, further negating this option. Thus, the reality is that the runway is appropriately designated given the activity that takes place. It is also the desire of the Authority to preserve the use of Runway 10-28 for the occasional use of air carrier operations. Further, as noted the ATCT has indicated concern relative to the loss of length or capability that could occur from a change in approach category.

FAA Comment:

Would it be possible to control the APM movement through the RPZ through the use of a light system or by other direction from the Airport Traffic Control Tower or other ground control means?

HCAA Response:

Instituting some form of APM vehicle control to interrupt the movement of the APM when operations are occurring on Runway 10-28 would significantly impact the ability of the system to perform its intended role, which is the efficient movement of airport customers between the main terminal complex and key terminal support facilities that have to be located in the South Terminal Support Area. This approach would undermine the rationale for the investment in APM technology to

provide a high level of service to a continually increasing number of airport users. Such an approach would result in significant impacts to the flow and function of areas of the terminal due to the back-up of passengers exiting the terminal and attempting to access the CONRAC and Economy Garages and vice versa. Based on our review this approach is not viable.

FAA Comment:

If available, please detail locations of any proposed utility stations that may be needed for the APM. Please be advised these also would be considered incompatible land uses and are not allowed within the RPZ.

HCAA Response:

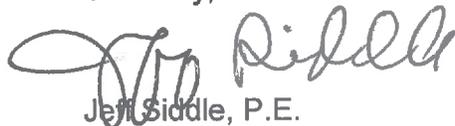
The APM under consideration is currently being reviewed and configured at a master plan level of detail which does not include specifying the placement of electrical switch cabinets, junction boxes or power substations. We can assure the FAA that we will take into full consideration the placement of these facilities at the time that the actual preliminary design is undertaken so that they do not result in adverse impacts within the RPZ for Runway 10.

Conclusion

The condition at Tampa International is unique and very different from other airports that are dealing with this matter due to the low utilization of Runway 10-28. We respectfully request the FAA provide a wavier that would allow the proposed APM alignment to traverse the Runway 10 RPZ at grade as described in Alternative #1 above. To implement any other alternative is cost prohibitive and would not meet a cost benefit analysis based on the risk and low utilization of Runway 10-28.

We look forward to your favorable response and will be happy to meet with you to discuss further.

Sincerely,



Jeff Siddle, P.E.
Director of Planning and Development
Tampa International Airport

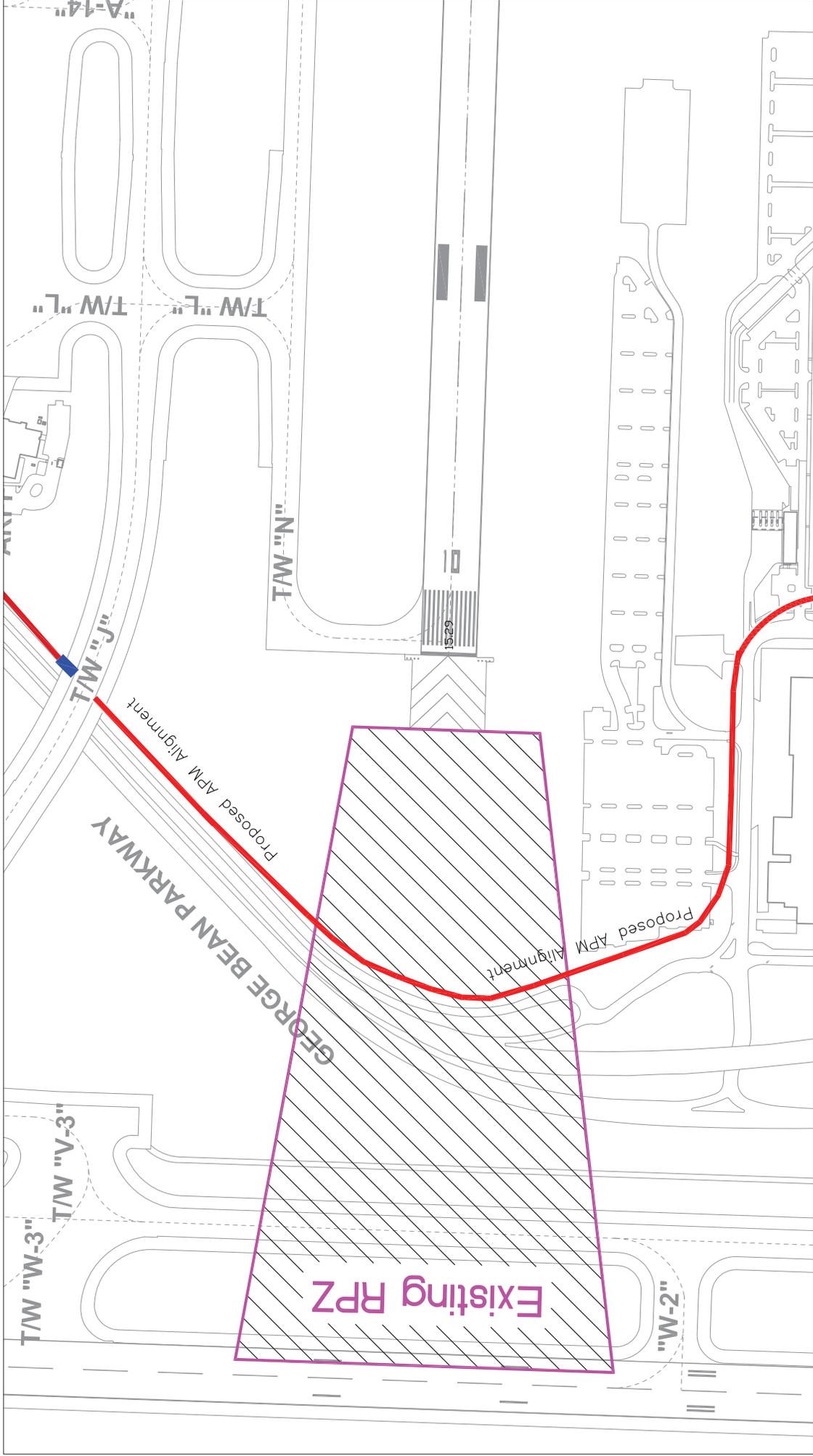
CC: Al Illustrato
Janet Zink
Tony Mantegna
Scott Knight

Exhibit A

Existing Runway Protection Zone
(RPZ)

Runway 10-28

Tampa International Airport



Existing Runway 10 RPZ

Proposed APM Alignment

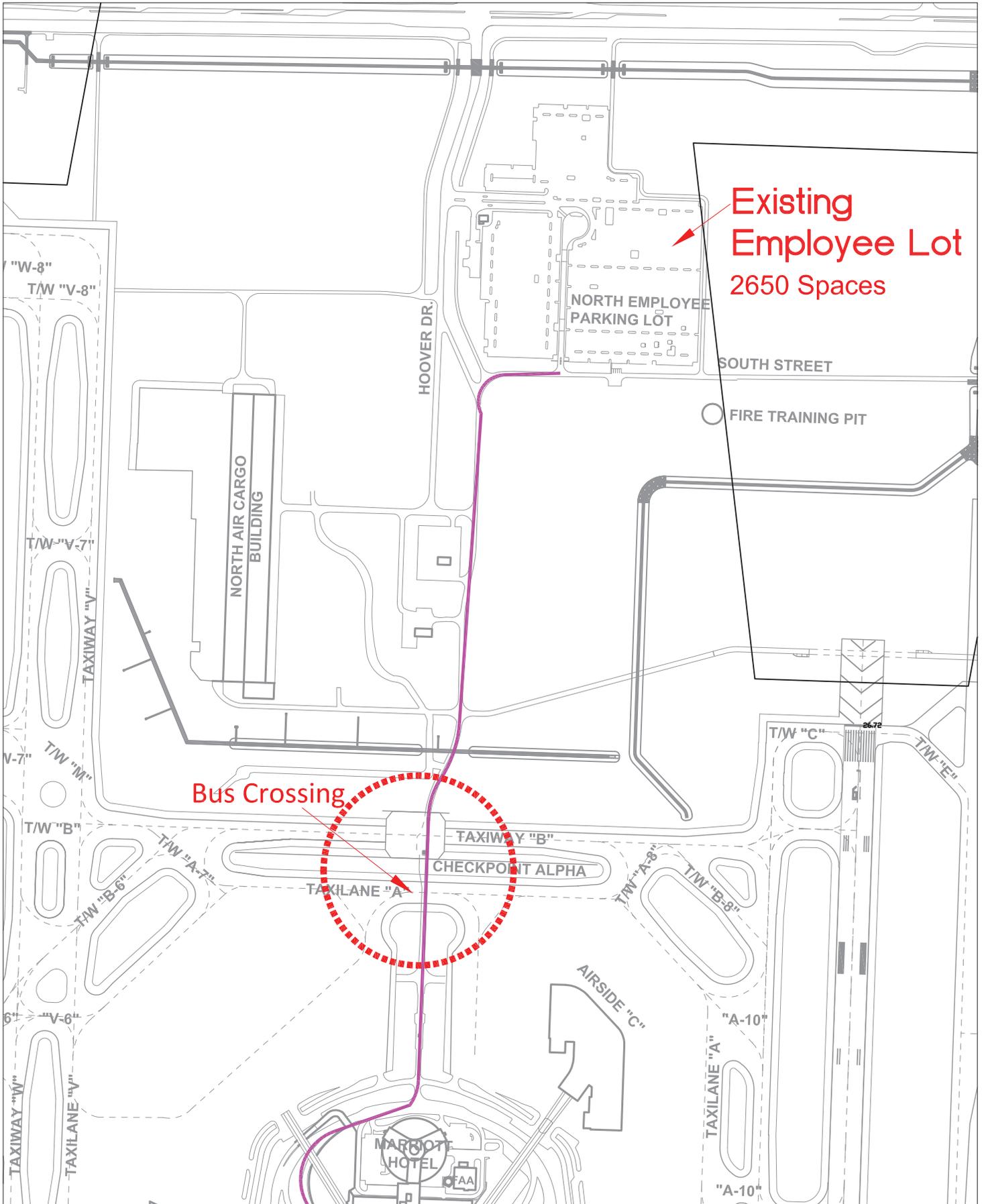
Exhibit A

Exhibit B

Current Employee Bus Operation

North Parking Area

Tampa International Airport



Existing
Employee Lot
2650 Spaces

Bus Crossing

Exhibit B

Exhibit C

Air Carrier Turboprop Operations

Runway 10-28

Tampa International Airport

2011

flight_type	(Multiple Items)
Date/Time	2011

Sum of ItemCount	flight_opr Runway			Airport Total
	A	D	D	
flight_equipment	10	28	28	
AT4L		1		1
AT72				14
B190	91	331	10	6144
D328				1
SF34				10
SW2				1
SW3				1
SW4				3
Airport Total	91	332	10	6175

2010

flight_type	(Multiple Items)
Date/Time	2010

Sum of ItemCount	flight_opr Runway			Airport Total
	A	D	D	
flight_equipment	10	28	28	
AT5T				1
AT72				15
B190	17	615	71	10534
D328				1
E110				1
E120		1		3
JS31				1
SF34			2	17
SH36				2
SW3				5
SW4				7
Airport Total	17	616	71	10587

10-28 APP-DEP Truboprop

2009

flight_type	(Multiple Items)
Date/Time	2009

Sum of ItemCount	flight_opr Runway			Airport Total
	A	D	D	
flight_equipment	10	28	28	
A328				1
AT43		1		10
AT45				2
AT4L		1		1
AT56		1		1
AT72				2
B190	63	604	69	10358
D328				2
E120				4
JS31				8
S340				1
SF34		1	1	594
SW2				1
SW3				6
SW4				5
Airport Total	63	608	70	10996

2008

flight_type	(Multiple Items)
Date/Time	2008

Sum of ItemCount	flight_opr Runway			Airport Total
	A	D	D	
flight_equipment	10	28	10	28
AT43			2	2
AT72				2
B190	44	762	83	18605
D328			1	2
DH8A			1	5
E120			6	2
JS31				78
SF34				12
SH36				4
SW3				4
SW4				6
Airport Total	46	780	83	282
				19018

10-28 APP-DEP Truboprop

2007

flight_type	(Multiple Items)
Date/Time	2007

Sum of ItemCount	flight_opt Runway			Airport Total
	A	D	D	
flight equipment	10	28	10	28
AT43				18
B190	25	285	23	40
D328				17642
DH8A				3
E120		11	2	4
JS31		1		817
SH36		1		7
SW3	1		1	2
SW4				62
Airport Total	26	298	26	45
				18561

2006

flight_type	(Multiple Items)
Date/Time	2006

Sum of ItemCount	flight_opt Runway			Airport Total
	A	D	D	
flight equipment	10	28	10	28
AT43				14
AT72			3	2
B190	9	205	24	33
D328				1
E120	1	25	5	1
JS32				988
SF34				4
SH36				7
SW2				2
SW3	3			2
SW4	1		1	4
Airport Total	14	230	33	41
				16839

10-28 APP-DEP Truboprop

2005

flight_type	(Multiple Items)
Date/Time	2005

Sum of ItemCount	flight_opr Runway				Airport Total
	A	D	D	D	
flight_equipment	10	28	10	28	
AT42					2
AT43			1		9
AT72		8	5	1	636
B190	35	797	102	234	18131
E110					3
E120	4	114	13	46	2662
JS31					4
JS32					2
SF34					3
SW2					4
SW3	2	6	5	9	173
SW4					11
SW7					1
Airport Total	41	925	126	290	21641

10-28 APP-DEP Truboprop

Exhibit D

General Aviation Activity

(Other than Jet)

Runway 10-28

Tampa International Airport

10-28 GA Aircraft Operations

2011

2010

Date/Time	2011	Column Labels				Airport Total
flight_type	(Multiple Items)	A	D	10	28	
Type	GA					
Sum of ItemCount						
Row Labels						
Cessna 210 Single Engine SEPV		20	1154	1300	47	3379
Cirrus SR22 Single Engine Fixed Pitch		5	60	62	10	444
Piper PA-31 Navajo Chieftain		7	85	42	33	437
Pilatus PC 12 Single Engine Turbo Prop		5	24	10	21	431
Twin Turbo King Air		2	31	5	15	391
Piaggio P180 Avanti		13	12	2	12	336
Beechcraft King Air 350 Twin Turboprop			20		9	314
Twin Piston engine MEVP		3	30	23	10	264
Beech Bonanza 36 Single Engine SEPV		4	31	11	6	200
Beriev BE-30 Twin engine turbo prop		3	7		12	164
Cessna 172 Single Engine SEFP			14		4	141
Cessna 182 Single Engine SEPV		1	17	10	3	134
Piper Malibu Single Engine Piston Variable Pitch Prop		6	9	6	18	123
Piper 46T		3	10	3	17	100
Piper Cherokee Archer SEPV			16		7	96
Piper Cherokee Six Single Engine Piston Prop		3	13	7	2	91
M20K Turbo Mooney Single engine Variable Pitch SEPV		2	10	4	1	73
Piper Seneca Multi Engine Piston Prop		1	6	2	4	67
Cessna 152 Single Engine SEFP		21	5	7		66
m20/Mark 21/Ranger Single engine Variable Pitch SEPV			11		3	63
Cessna 206 Single Engine SEPV		9	11			58
Cessna Golden Eagle 421 Twin Piston MEVP		1	3	2	3	55
Cessna 208 Caravan 1		2	2	1	7	46
Cessna Chancellor 414 Twin Piston MEVP		7	2	2		45
Cirrus SR20 Single Engine Fixed Pitch		1	14	3	1	42
Piper Cherokee warrior Single Engine			5		3	41
Piper Seminol Multi Engine Piston Prop		3	3	5	3	40
Beech Bonanza 35 Single Engine SEPV		1	7	6	1	40
Cessna 441 Twin Turboprop (Conquest/Conquest2)			2		2	36
TBM 700 Single Engine Turboprop			2		2	36
Piper Navaho 1 Multi engine Piston		2		1		34
Beech Bonanza 33 Single Engine SEPV		6	3			34
Cessna 340 Twin Piston MEVP			4		1	33
Cessna Single Engine		1	3	1		29
Aero Star 600/700 Twin Piston			4			29
Cessna 310 Twin Engine Piston aircraft		2		1		29
TBM 850 Single Engine Turboprop		1	2			29
Piper 32R		5	2			28
Diamond Multi Engine Piston			1			25
Diamond Single Engine Variable Pitch Piston Engine				1		20
Columbia Aircraft Manufacturing Single Engine		1	2			20
Turbo Commander 690 Twin Turbo Prop		1		1		17
Mitsubishi MU-2			1		1	17
Piper Dakota SEFP			1			17
Piper cheyenne 3 Multi Engine Turboprop		3	2			16
Cessna 425 Twin Turboprop (Corsair/Conquest)			1			15
Single Engine SEFP			1			15
Mark 20, MO20						13
Piper Cherokee arrow RG SEPV		2	1			13
Twin Piston engine MEVP Duchess			1	2		12
Cessna 335 Twin Piston MEVP		3	1			11
Commander 112		4	2			11
Helicopter			2		2	11
Cessna Super Skymaster 337 Twin Piston MEVP		3	1			11
Piper Aztec Multi Engine Variable Pitch		1	1			10
Piper Apache Twin Piston Light Aircraft						9
Lancair 4 (Piston-single)			2			9
Beech 100 Twin Turboprop		1	1			9
Piper Twin comanche Multi Engine Piston Prop MEPP			1			7
Cessna Single Engine Pressurize SEPV						7
Cessna Single engine turbo Prop		2	1			7
PAI Lancair 320 (Piston-single)		1	1			7
Cessna 150 Single Engine SEFP			1	2		6
Grumman Single Engine SEPV		1	1	2		6
Commander 5000				1		6
Turbo Commander 695 Twin Turbo Prop			1	2		6
Piper Cheyenne 2 Multi Engine Turboprop		1				6
Mooney						5
Piper Cheyenne 400		1				5
Piper Comanche Single Engine Variable Pitch						5
Soundowner 23/Musk 23 Single Engine Piston Fix Pitch Prop SEFP		1				5
Cessna 177 Single Engine SEPV Cardinal			1			5
Pilatus P3						4
Kodak Single Engine Turboprop						4
Piper Lance 2						3
DeHavilland Twin Otter (DHC-6)						3
Trinidad TB-20/21 SEPV						3
RV Single Engine Fix Pitch		1				3
Fairchild Dornier SA-227DC						3
Glasisr III Single Engine Piston SEPV				1		3
Beech E18s		1				2
Beech B36TC/Single Engine Turbo SEPV						2
Twin Piston engine MEVP Duke						2
Cessna 170 Single Engine SEFP						2
PAI Lancair ES (Piston-single)						2
Cessna Skyknight 320 Twin Piston MEVP		1				2
Single Engine Piston fix Pitch Prop SEFP						2
R-44 Raven Helicopter		1				2
CN 235 Turboprop						2
Piper super Cup						2
Legacy Single Engine Piston SEFP		1				2
Piper Aero Star Multi Engine Piston Prop						2
Lancair Legacy 2000 (Piston-single)						2
Cessna 402 Twin Piston MEVP						1
King Air 300						1
Light Twin						1
Mustan P51						1
Bell 206 Helicopter						1
PA-43-310PO						1
Swearingen Merlin II						1
SA-226AT/Merlin 3 Twin Turboprop						1
AERO Commander 680F Twin Piston Engine		1				1
King Air Multi Engine Turboprop						1
Cessna Cutlass RG/172RG Single Engine Piston SEPV		1				1
Cessna 180 Skywagon						1
DC 3 Twin Engine						1
Single Piston Prop						1
Piper Cherokee PA-28RT-201T Arrow		1				1
Experimental Single Engine						1
Piper T-1040 PA-31T3		1				1
Stenson 108-3						1
Airport Total		85	1704	1566	280	8432

Date/Time	2010	Column Labels				Airport Total
flight_type	(Multiple Items)	A	D	10	28	
Type	GA					
Sum of ItemCount						
Row Labels						
Cessna 210 Single Engine SEPV		11	973	1251	91	3552
Cirrus SR22 Single Engine Fixed Pitch		9	82	109	30	635
Twin Turbo King Air		5	44	32	37	463
Cessna 208 Caravan I		95	18	29	118	452
Piper PA-31 Navajo Chieftain		4	60	62	16	376
Beechcraft King Air 350 Twin Turboprop			32	23	27	375
Pilatus PC 12 Single Engine Turbo Prop		2	39	32	36	366
Twin Piston engine MEVP		3	38	27	14	292
Piaggio P180 Avanti		9	16	6	13	284
Beriev BE-30 Twin engine turbo prop		11	20	12	29	243
Beech Bonanza 36 Single Engine SEPV		3	37	25	7	213
Cessna 172 Single Engine SEFP		2	30	18	9	185
Piper 46T		3	13	18	13	155
Piper Malibu Single Engine Piston Variable Pitch Prop		2	11	16	10	146
Cessna 182 Single Engine SEPV			19	9	8	112
Piper Cherokee Archer SEPV			18	6	3	89
M20K Turbo Mooney Single engine Variable Pitch SEPV			14	17	3	85
Cessna Chancellor 414 Twin Piston MEVP			6	6	4	78
m20/Mark 21/Ranger Single engine Variable Pitch SEPV			10	11	3	71
Cessna 206 Single Engine SEPV		1	13	14	2	69
Cirrus SR20 Single Engine Fixed Pitch			13	7	2	61
Cessna Golden Eagle 421 Twin Piston MEVP		1	4	6	3	57
Piper Navaho 1 Multi engine Piston			7	2	4	56
Piper Cherokee Six Single engine Piston Prop		3	6	7	2	56
Piper Seneca Multi Engine Piston Prop			6	1	3	52
Cessna Single Engine		2	6	11	3	48
Cessna 340 Twin Piston MEVP			3	2	2	46
Beech Bonanza 35 Single Engine SEPV			5	4	1	45
Piper 32R		3	3	4	2	40
Piper Cherokee arrow RG SEPV			5	3	1	36
Piper Seminol Multi Engine Piston Prop		2	4	8		35
Cessna 310 Twin Engine Piston aircraft			2	4	2	32
Piper Cheyenne 2 Multi Engine Turboprop			1	2	4	32
Mitsubishi MU-2			4	1	3	30
Piper Cherokee warrior Single Engine			6	1		30
TBM 700 Single Engine Turboprop		1	1			29
Diamond Multi Engine Piston			3	5	1	29
Cessna 425 Twin Turboprop (Corsair/Conquest)			1	1	2	26
Aero Star 600/700 Twin Piston			3	1		24
Beech Bonanza 33 Single Engine SEPV			4	5	2	23
Columbia Aircraft Manufacturing Single Engine			5	1	1	22
Cessna 441 Twin Turboprop (Conquest/Conquest2)			1	1		17
TBM 850 Single Engine Turboprop			2	2	3	17
Piper Apache Twin Piston Light Aircraft			2	1		17
Mooney			4	1		16
Piper Dakota SEFP			1	4		16
Turbo Commander 690 Twin Turbo Prop			2	1	2	16
Single Engine SEFP						16
Cessna 150 Single Engine SEFP			5	1	1	16
Cessna 335 Twin Piston MEVP			3	3		16
Piper Comanche Single Engine Variable Pitch		1	2	2		15
Diamond Single Engine Variable Pitch Piston Engine			2	1	1	15
Beech 100 Twin Turboprop			1	1	2	14
Cessna 152 Single Engine SEFP			3	2		14
Piper Aztec Multi Engine Variable Pitch			2	3		13
Single Engine Piston fix Pitch Prop SEFP			1	2		12
Piper cheyenne 3 Multi Engine Turboprop			1	1		11
Commander 5000			1	4		11
Grumman Single Engine SEPV		1		3		10
Twin Piston engine MEVP Duchess						9
Cessna Single Engine Pressurize SEPV			4	1		9
Cessna Super Skymaster 337 Twin Piston MEVP			1	1		8
Piper Twin comanche Multi Engine Piston Prop MEPP			1	1		8
Cessna 402 Twin Piston MEVP			3			7
Fairchild Dornier SA-227DC						7
Helicopter			3	1		7
Soundowner 23/Musk 23 Single Engine Piston Fix Pitch Prop SEFP						6
Money 201 Single Engine Variable Pitch SEPV						5
SA-226AT/Merlin 3 Twin Turboprop						5
PA_28R Piper Arrow					3	5
Money Mark 20 Single Engine Variable Pitch SEPV					1	5
Light Twin					1	5
FZL Millec Aircraft Twin Turboprop					1	4
Mark 20, MO20						4
Experimental Single Engine						4
Cessna 177 Single Engine SEPV Cardinal					1	4
King Air 300						4
Single Piston Prop					1	4
Piper Lance 2					1	4
Cessna 180 Skywagon						4
Commander 112					1	4
Lancair Legacy 2000 (Piston-single)						4
Beech E18s						4
Trinidad TB-20/21 SEPV						3
Bellanca Turbo Super Viking SEFP						3
Cess						

10-28 GA Aircraft Operations

2009

2008

Date/Time	2009						
flight_type	(Multiple Items)						
Type	GA						
Sum of ItemCount	Column Labels						Airport Total
	A	28	10	D	28		
Row Labels	10	28	10	28	10	28	
Cessna 210 Single Engine SEPV	55	846	956	177			3113
Twin Turbo King Air	7	78	29	23			700
Beech 200 King Air Twin Turboprop	6	66	10	42			663
Cirrus SR22 Single Engine Fixed Pitch	6	78	76	23			512
Cessna 208 Caravan I	75	13	2	159			431
Beechcraft King Air 350 Twin Turboprop	4	46	8	19			415
Twin Piston engine MEVP	6	57	39	19			394
Pilatus PC 12 Single Engine Turbo Prop	3	30	4	22			360
Piper PA-31 Navajo Chieftain	8	37	35	12			302
Beech Bonanza 36 Single Engine SEPV	8	66	33	4			267
Beriev BE-30 Twin engine turbo prop	14	19	2	25			215
Piaggio P180 Avanti	9	1	14				193
Piper 46T	4	13	6	11			155
Piper Malibu Single Engine Piston Variable Pitch Prop	8	12	3	8			145
Cessna 172 Single Engine SEFP	23	17	5				127
Cessna 182 Single Engine SEPV	2	27	11	6			119
Cessna Golden Eagle 421 Twin Piston MEVP	1	13	9	3			110
Piper Cherokee Archer SEPV	18	13	8				96
M20K Turbo Mooney Single engine Variable Pitch SEPV	3	10	12	3			85
Piper Cherokee Six Single engine Piston Prop	13	5	1				75
Piper Seneca Multi Engine Piston Prop	8	8	1				63
Cessna 206 Single Engine SEPV	2	7	7	1			62
Cessna Single Engine	6	6	5				62
Piper Seminol Multi Engine Piston Prop	8	6	2				60
Cessna 340 Twin Piston MEVP	1	7	4				59
Cirrus SR20 Single Engine Fixed Pitch	13	12					64
m20/Mark 21/Ranger Single engine Variable Pitch SEPV	8	6	1				44
Cessna Chancellor 414 Twin Piston MEVP	1	7	2				41
TBM 700 Single Engine Turboprop	1	1	1				40
Turbo Commander 690 Twin Turbo Prop	2	2	1				40
Piper Navaho 1 Multi engine Piston	2	3	1				39
Piper Cherokee warrior Single Engine	13	1					37
Piper Cherokee arrow RG SEPV	3	7	1				37
Beech Bonanza 35 Single Engine SEPV	4	4					36
Piper Aztec Multi Engine Variable Pitch	7	5	1				33
Commander 5000	1	6	5	1			32
Piper 32R	6	1	1				31
Mitsubishi MU-2	2	1					29
Cessna 310 Twin Engine Piston aircraft	1	3	2				29
Twin Piston engine MEVP Duchess	3	3					26
Columbia Aircraft Manufacturing Single Engine	3	2					22
Beech 100 Twin Turboprop	1	1					21
Piper Cherokee PA-28RT-201T Arrow	2	3	1				18
Beech Bonanza 33 Single Engine SEPV	1	1	2	1			18
Aero Star 600/700 Twin Piston	1	1	2				16
Grumman Single Engine SEPV	1	1	6				15
Cessna 335 Twin Piston MEVP	6	2					15
Piper cheyenne 3 Multi Engine Turboprop	1						14
Cessna Super Skymaster 337 Twin Piston MEVP	4	3					14
TBM 850 Single Engine Turboprop	1	1	2				13
Diamond Single Engine Variable Pitch Piston Engine	2	3					13
Cessna 441 Twin Turboprop (Conquest/Conquest2)	2	2					13
Piper Cheyenne 2 Multi Engine Turboprop	1						13
Cessna 152 Single Engine SEFP	7	1					12
Turbo Commander 695 Twin Turbo Prop			1				12
Cessna 425 Twin Turboprop (Corsair/Conquest)	1	1					12
Cessna 402 Twin Piston MEVP	2						12
Mooney	1						12
Diamond Multi Engine Piston	1	2					10
Commander 112	4	2					10
Helicopter	1						7
Money Mark 20 Single Engine Variable Pitch SEPV	1	2					7
SA-226AT/Merlin 3 Twin Turboprop							6
Trinidad TB-20/21 SEPV	1	2	2				6
Cessna Cardinal RG/177RG Single Engine Piston SEPV			1				6
Twin Piston engine MEVP Duke	1	1					6
Beech B36TC/Single Engine Turbo SEPV			1				6
Fairchild Dornier SA-227DC			6				6
Piper Apache Twin Piston Light Aircraft			5				5
Mark 20, MO20			4				5
PZL Mielec Aircraft Twin Turboprop	1	1					4
Single Engine SEFP	2						4
Beechcraft Twin engine Bonanza	3	1					4
Piper Twin commanche Multi Engine Piston Prop MEPP	1	1					4
Experimental Single Engine	1						3
Single Engine Piston fix Pitch Prop SEFP		1					3
Pilatus P3			3				3
King Air 300			3				3
Cessna Single Engine Pressurize SEPV	2						3
Cessna Skyland RG Single Engine Piston SEPV	1	1					3
Single Engine Piston Prop SEFP M-7-235/Mt-7			3				3
Piper Comanche Single Engine Variable Pitch	1						3
Piper Dakota SEFP			3				3
Money 201 Single Engine Variable Pitch SEPV			3				3
Piper Cheyenne 400	1						2
King Air Twin Turboprop			2				2
Soundowner 23/Musk 23 Single Engine Piston Fix Pitch Prop SEFP	1						2
Piper Cheyenne III/IV Multi Engine turbo Prop			2				2
Lancair 4 (Piston-single)	1						2
Cessna 150 Single Engine SEFP	2						2
Single Engine Turboprop			2				2
Piper Lance 2	1						2
King Air Multi Engine Turboprop	1						2
Multi Turbo Prop			2				2
Piper Aztec Multi Engine Variable Pitch Piston			2				2
PA_28R Piper Arrow		2					2
Light Twin			2				2
Twin Piston engine MEVP Queen Air	1						2
RV Single Engine Fix Pitch			2				2
Piper cheyenne Multi Engine Turboprop			1				1
Single Piston Prop			1				1
Cessna 180 Skywagon	1						1
REMOs		1					1
Superstart Single Engine Fix Pitch Piston Engine			1				1
Cessna 206			1				1
Texan II			1				1
Cessna 170 Single Engine SEFP			1				1
Beech E18s			1				1
Diamond DA20 Single Engine Fix Pitch Piston Engine			1				1
Piper PA-31 Navajo	1						1
Money MU20			1				1
Swearingen Merlin II			1				1
Helio U-10 Super Courier (Piston-single)			1				1
Cessna Single engine turbo Prop	1						1
Cessna 195 Single Engine SEPV		1					1
PA-34 200T SCENECA			1				1
Single Engine Piston SEFP			1				1
Pitts Single Engine	1						1
Piper Aero Star Multi Engine Piston Prop			1				1
Cessna 177 Single Engine SEPV Cardinal			1				1
DeHavilland Twin Otter (DHC-6)			1				1
Cessna 185 Single Engine SEPV			1				1
MAULE			1				1
Schweizer H269 Single Engine Piston Helicopter		1					1
Single Engine			1				1
Airport Total	224	1665	1385	621			9774

Date/Time	2008						
flight_type	(Multiple Items)						
Type	GA						
Sum of ItemCount	Column Labels						Airport Total
	A	28	10	D	28		
Row Labels	10	28	10	28	10	28	
Cessna 210 Single Engine SEPV	93	904	1063	204			3625
Cessna 402 Twin Piston MEVP	3	148	17	41			1747
Twin Turbo King Air	13	72	56	31			1164
Beech 200 King Air Twin Turboprop	8	67	15	40			1009
Twin Piston engine MEVP	15	96	94	61			761
Cessna 208 Caravan I	87	47	4	187			663
Beechcraft King Air 350 Twin Turboprop	1	21	9	13			481
Cirrus SR22 Single Engine Fixed Pitch	3	50	70	21			481
Pilatus PC 12 Single Engine Turbo Prop	7	13	5	14			371
Beriev BE-30 Twin engine turbo prop	9	24	18				308
Beech Bonanza 36 Single Engine SEPV	5	50	39	8			296
Fairchild Dornier SA-227DC	2	8		6			282
Piper PA-31 Navajo Chieftain	3	27	24	7			276
Piaggio P180 Avanti	5	7	1				218
Piper Malibu Single Engine Piston Variable Pitch Prop	2	5	7				166
Cessna 172 Single Engine SEFP	4	22	19	4			134
Cessna 182 Single Engine SEPV	4	13	10				100
Piper Cherokee Archer SEPV	1	18	16	2			97
Piper 46T	2	9	1				95
m20/Mark 21/Ranger Single engine Variable Pitch SEPV	21	10	15	4			95
Piper Cherokee Six Single engine Piston Prop	9	10	2				88
Cessna Chancellor 414 Twin Piston MEVP	12	5	5				85
Cessna 310 Twin Engine Piston aircraft	3	35	4	1			81
Cessna Golden Eagle 421 Twin Piston MEVP	1	5	1				75
Cessna 340 Twin Piston MEVP	1	3	5				69
Cessna Single Engine	1	2	4	2			64
Piper Navaho 1 Multi engine Piston	1	3	2	1			63
Piper Seneca Multi Engine Piston Prop	6	4	2				60
Piper cheyenne 3 Multi Engine Turboprop	1	4	4				50
Cirrus SR20 Single Engine Fixed Pitch	1	10	11	1			49
Beech Bonanza 35 Single Engine SEPV	2	5	5	1			48
Piper Cheyenne 2 Multi Engine Turboprop	3	2					48
Piper Seminol Multi Engine Piston Prop	1	3	9	1			48
Piper 32R	6	5	1				48
Beech 100 Twin Turboprop	1		1				48
Cessna 206 Single Engine SEPV	1	4	6				46
MAULE	1						46
Turbo Commander 690 Twin Turbo Prop	1	2	1				43
Piper Aztec Multi Engine Variable Pitch	2	11					43
Cessna 425 Twin Turboprop (Corsair/Conquest)			2				42
Piper Cherokee PA-28RT-201T Arrow	1	5	3	1			42
Commander 5000	6	5	1				39
M20K Turbo Mooney Single engine Variable Pitch SEPV	2	3	1				37
Twin Piston engine MEVP Duchess	4	2					32
Mitsubishi MU-2	4	2					32
Piper Cherokee arrow RG SEPV	4	6					30
Cessna 441 Twin Turboprop (Conquest/Conquest2)	1	2	1				29
TBM 700 Single Engine Turboprop	1	1	1				24
Aero Star 600/700 Twin Piston	1	1					23
Piper Cherokee warrior Single Engine	5	3					17
Mooney	5	2					17
Beech Bonanza 33 Single Engine SEPV	3	4					16
Columbia Aircraft Manufacturing Single Engine	4	4					15
Money Mark 20 Single Engine Variable Pitch SEPV	1	2					14
Diamond Single Engine Variable Pitch Piston Engine	1	1					13
Piper Cheyenne 400			1				12
Grumman Single Engine SEPV	4	5					11
Trinidad TB-20/21 SEPV	1	1					11
Cessna 335 Twin Piston MEVP	1	1	2				10
Commander 112	1	3	1				10
Piper Twin commanche Multi Engine Piston Prop MEPP	1	3	1				9
Cessna Super Skymaster 337 Twin Piston MEVP	1	1	3				8
Turbo Commander 695 Twin Turbo Prop			1				8
Single Engine Piston Prop SEFP M-7-235/Mt-7	2	1					6
TBM 850 Single Engine Turboprop	1						6
Piper Comanche Single Engine Variable Pitch	1	1					6
Diamond Multi Engine Piston			1				6
Piper Dakota SEFP			6				6
SA-226AT/Merlin 3 Twin Turboprop			5				6
Cessna Single Engine Pressurize SEPV			4				6
Beechcraft Twin engine Bonanza	1	1	1				5
Piper Apache Twin Piston Light Aircraft			5				5
Cessna 206			4				5
Single Engine Piston SEFP			1				4
King Air 300	1						4
Pitts Single Engine			4				4
Convair CV-580			3				4
Light Twin			3				3
Superstart Single Engine Fix Pitch Piston Engine			3				3
GC-1B Swift Single Engine			3				3
Experimental Single Engine			1				3
Lancair 4 (Piston-single)			3				3
Beech 99 light twin Turboprop			3				3
Piper Cheyenne III/IV Multi Engine turbo Prop			3				3
Schweizer H269 Single Engine Piston Helicopter	2	1					3
Twin Pist							

10-28 GA Aircraft Operations

2007

2006

Date/Time	2007				
flight_type	(Multiple Items)				
Type	GA				
Sum of ItemCount	Column Labels				Airport Total
Row Labels	A	D	10	28	
Cessna 210 Single Engine SEPV	20	350	498	67	1856
Twin Piston engine MEVP	67	207	172	105	1222
Twin Turbo King Air	6	31	33	22	1150
Beech 200 King Air Twin Turboprop	2	18	12	18	1081
Cessna 402 Twin Piston MEVP		24	5	8	602
Beechcraft King Air 350 Twin Turboprop		3	4	13	374
Cessna 208 Caravan I	42	8	8	120	338
Pilatus PC 12 Single Engine Turbo Prop	2	9	7	9	307
Piper PA-31 Navajo Chieftain	3	17	18	8	263
Piaggio P180 Avanti	1	4	5		205
Beriev BE-30 Twin engine turbo prop	1	6	4		201
Cirrus SR22 Single Engine Fixed Pitch	2	5	13	2	190
Beech Bonanza 36 Single Engine SEPV	1	9	15	2	168
MAULE					137
Piper Malibu Single Engine Piston Variable Pitch Prop	3	2	1	4	119
Cessna Golden Eagle 421 Twin Piston MEVP		4	3	1	104
Piper Seneca Multi Engine Piston Prop		4	4	1	87
Cessna 340 Twin Piston MEVP	1	1	8	4	65
Cessna 172 Single Engine SEPF	1	3	13		63
SA-226AT/Merlin 3 Twin Turboprop	1	1	4		62
Cessna Chancellor 414 Twin Piston MEVP	3	1	2		61
Piper Cheyenne 2 Multi Engine Turboprop				1	60
Beech 100 Twin Turboprop		2			56
Piper Seminol Multi Engine Piston Prop		1	10	1	55
Piper 46T		2	4	1	54
Cessna 310 Twin Engine Piston aircraft		7	1		52
Piper Cherokee Six Single engine Piston Prop		2	7	1	48
TBM 700 Single Engine Turboprop		2	3		43
Cessna 182 Single Engine SEPV		3	2		42
Piper Navaho 1 Multi engine Piston	1			2	38
Cessna 441 Twin Turboprop (Conquest/Conquest2)		1	2		34
Turbo Commander 690 Twin Turbo Prop					32
m20/Mark 21/Ranger Single engine Variable Pitch SEPV		1	5		31
Piper Aztec Multi Engine Variable Pitch			8		29
Cirrus SR20 Single Engine Fixed Pitch		4	6		29
Piper cherokee Archer SEPV		3	9		29
Piper Cherokee arrow RG SEPV	1	1	2	1	27
Mitsubishi MU-2					26
Cessna 206 Single Engine SEPV	1		2	1	22
Piper 32R		1			19
Beech Bonanza 35 Single Engine SEPV			2		18
Twin Piston engine MEVP Duke					17
Pitts Single Engine					16
Cessna 425 Twin Turboprop (Corsair/Conquest)				1	16
Twin Piston engine MEVP Duchess	1		2		15
Beech Bonanza 33 Single Engine SEPV			2	1	12
Grumman Single Engine SEPV			4		12
Commander 5000		1	1	1	10
Piper cheyenne 3 Multi Engine Turboprop		1			10
M20K Turbo Mooney Single engine Variable Pitch SEPV		2		1	10
Mooney					9
Piper Cheyenne 400					8
Cessna 335 Twin Piston MEVP			1		8
Light Twin			1		8
Money Mark 20 Single Engine Variable Pitch SEPV			1		8
Cessna Single Engine		1			8
King Air Multi Engine Turboprop					8
Piper Twin commande Multi Engine Piston Prop MEPP					7
Mark 20, MO20					7
Columbia Aircraft Manufacturing Single Engine		1			6
Turbo Commander 695 Twin Turbo Prop					6
Commander 112		1	1		6
Aero Star 600/700 Twin Piston					6
Fairchild Dornier SA-227DC					6
Piper Cherokee warrior Single Engine			1		6
Piper cherokee PA-28RT-201T Arrow			1		6
Single Engine Piston SEPF		2	1		5
Cessna Super Skymaster 337 Twin Piston MEVP					5
Piper Dakota SEPF			1		4
Cessna Skyland Turbo charge Single Engine Piston SEPV					4
Diamond Single Engine Variable Pitch Piston Engine					4
Helicopter		1			4
Piper cheyenne Multi Engine Turboprop			2		4
Multi Turbo Prop					3
Experimental Single Engine					2
DeHavilland Twin Otter (DHC-6)					2
Model BK 117					2
Diamond Multi Engine Piston					2
Superstart Single Engine Fix Pitch Piston Engine					2
PAI Lancair 320 (Piston-single)					2
Piper Lance 2					2
Single Engine Piston fix Pitch Prop SEPF			1		2
King Air 300					2
Cessna 401 Twin Piston MEVP			1		2
Beechcraft Twin engine Bonanza				1	2
Single Piston Prop					2
Cessna 206					2
Bellanca Turbo Super Viking SEPF					1
Piper Apache Twin Piston Light Aircraft					1
Piper 46					1
Beech E18s					1
Taylorcraft					1
Cessna Skyknight 320 Twin Piston MEVP					1
Twin Otter Multi Engine Turboprop					1
Diamond DA20 Single Engine Fix Pitch Piston Engine					1
Piper Aero Star Multi Engine Piston Prop					1
Cessna 152 Single Engine SEPF			1		1
Cessna Cardianl RG/177RG Single Engine Piston SEPV					1
King Air Twin Turboprop					1
Beech Single Engine Turbo SEPV					1
R-44 Raven Helicopter					1
Piper Comanche Single Engine Variable Pitch					1
Raytheon Single Engine SEPV					1
GC-1B Swift Single Engine					1
Mustang P51					1
Money MU20					1
Cessna Titan 404 Twin Piston MEVP					1
Twine Turboprop					1
Cessna 195 Single Engine SEPV				1	1
Money 201 Single Engine Variable Pitch SEPV					1
Airport Total	160	745	900	414	9711

Date/Time	2006				
flight_type	(Multiple Items)				
Type	GA				
Sum of ItemCount	Column Labels				Airport Total
Row Labels	A	D	10	28	
Cessna 210 Single Engine SEPV	11	269	469	73	1336
Twin Turbo King Air		18	19	17	1031
Twin Piston engine MEVP	2	27	53	95	478
MAULE					424
Single Engine SEPF			3	2	417
Cessna 402 Twin Piston MEVP		21		6	313
Beechcraft King Air 350 Twin Turboprop	1	2	4		270
Piper PA-31 Navajo Chieftain	1	7	11	8	190
Pilatus PC 12 Single Engine Turbo Prop	1	1	6	2	179
Beech Bonanza 36 Single Engine SEPV	2	25	22	11	177
Cessna 208 Caravan I	21	1	5	55	165
Beriev BE-30 Twin engine turbo prop	1	2	1	4	113
Piaggio P180 Avanti	1			3	95
Piper Malibu Single Engine Piston Variable Pitch Prop		3	1	1	90
Beech 100 Twin Turboprop	2	4			83
TBM 700 Single Engine Turboprop		3	8	9	78
SA-226AT/Merlin 3 Twin Turboprop	3	1	4		75
Piper Seneca Multi Engine Piston Prop		7	3	3	74
Piper Cherokee Six Single engine Piston Prop		1	2	2	73
Cirrus SR22 Single Engine Fixed Pitch		2	8	4	68
Mitsubishi MU-2	1	1	1	5	59
Piper Cheyenne 2 Multi Engine Turboprop					2
Cessna 310 Twin Engine Piston aircraft	1	8	6	4	48
Cessna 172 Single Engine SEPF		1	4		48
Cessna Chancellor 414 Twin Piston MEVP		3	2		43
Piper Navaho 1 Multi engine Piston		1	2	5	43
Cessna Golden Eagle 421 Twin Piston MEVP		1	2		43
Piper 46T		1	1		41
Cessna 182 Single Engine SEPV		2	4	2	41
Cessna 340 Twin Piston MEVP			2		35
m20/Mark 21/Ranger Single engine Variable Pitch SEPV	1	3	1		29
Piper 32R				1	27
Piper Aztec Multi Engine Variable Pitch		4	6		25
Turbo Commander 690 Twin Turbo Prop	1	1	1		18
Beech Bonanza 35 Single Engine SEPV			3		18
M20K Turbo Mooney Single engine Variable Pitch SEPV		1	1		18
Cessna 425 Twin Turboprop (Corsair/Conquest)					18
Cessna 441 Twin Turboprop (Conquest/Conquest2)					17
Piper Seminol Multi Engine Piston Prop			3	1	17
Fairchild Dornier SA-227DC	1				15
Twin Piston engine MEVP Duchess		4	2	2	14
Beech Bonanza 33 Single Engine SEPV					13
Cessna 206 Single Engine SEPV					11
Piper Twin commande Multi Engine Piston Prop MEPP			1		11
Piper cherokee Archer SEPV				1	11
Mooney					11
Turbo Commander 695 Twin Turbo Prop			2		11
Aero Star 600/700 Twin Piston					10
Twin Piston engine MEVP Queen Air			1		10
Cessna Cardianl RG/177RG Single Engine Piston SEPV		1			9
Twin Piston engine MEVP Duke		1			9
Piper cheyenne 3 Multi Engine Turboprop					9
Multi Turbo Prop					8
Cessna Single Engine					6
Piper Cherokee warrior Single Engine			2		6
Pitts Single Engine					6
Columbia Aircraft Manufacturing Single Engine					6
Twine Turboprop					6
Money Mark 20 Single Engine Variable Pitch SEPV	1				6
Single Engine Piston SEPF					5
Money MU20					5
Piper Cherokee arrow RG SEPV			1		4
Piper Apache Twin Piston Light Aircraft					4
Piper Lance 2			1		4
Cessna 206					4
Cessna Skyland RG Single Engine Piston SEPV	1				3
King Air 300				1	3
Diamond Single Engine Variable Pitch Piston Engine					3
Single Piston Prop					3
Piper cheyenne Multi Engine Turboprop					3
Superstart Single Engine Fix Pitch Piston Engine				1	3
Cirrus SR20 Single Engine Fixed Pitch			1		3
Beech 99 light twin Turboprop					3
Commander 112					2
Piper cherokee PA-28RT-201T Arrow		1			2
Swearingen Merlin II					2
Helicopter					2
Adam-500 Twin Engine Piston					2
King Air Multi Engine Turboprop			2		2
DeHavilland Twin Otter (DHC-6)					2
Piper Cheyenne 400					2
Cessna 170 Single Engine SEPF					2
Cessna Skyknight 320 Twin Piston MEVP				1	2
Beech 18 Twin Engine Piston					2
Mark 20, MO20					2
Commander 5000					2
Tobago Single Engine Variable Pitch					1
Bell Helicopter 407		1			1
Experimental Single Engine					1
Beech Airliner Model 99					1
Cessna Single Engine Pressurize SEPV					1
Piper super Cup		1			1
King Air Twin Turboprop					1
Beechcraft Twin engine Bonanza					1
Cessna Super Skymaster 337 Twin Piston MEVP					1
Grumman Single Engine SEPV					1
Diamond DA20 Single Engine Fix Pitch Piston Engine					1
Mustang P51					1
Piper 46					1
PA-34 200T SCENECA					1
Piper 46R					1
Convair CV-580					1
Piper Aero Star Multi Engine Piston Prop					1
Single Engine Turboprop					1
Cessna 335 Twin Piston MEVP					1
Piper Comanche Single Engine Variable Pitch					1
Cessna 185 Single Engine SEPV					1
Soundowner 23/Musk 23 Single Engine Piston Fix Pitch Prop SEPF					1
Stenson 108-3					1
Mooney 201 Single Engine Variable Pitch SEPV					1
Airport Total	50	427	663	331	6661

10-28 GA Aircraft Operations

2005

Date/Time	2005				
flight_type	(Multiple Items)				
Type	GA				
Sum of ItemCount	Column Labels			Airport Total	
Row Labels	A	D	28		
	10	10	28		
Cessna 402 Twin Piston MEVP	1	470	81	101	4018
Beech Bonanza 36 Single Engine SEPV	59	672	712	307	3304
Twin Turbo King Air	8	141	61	55	1542
Twin Piston engine MEVP	21	203	159	132	1308
Beech 200 King Air Twin Turboprop	5	83	28	49	1139
Piper PA-31 Navajo Chieftain	10	143	66	66	666
Single Engine SEPF	8	5	1		636
Piper Cherokee Six Single engine Piston Prop	1	71	43	10	401
Cessna 208 Caravan I	32	15	5	75	357
MAULE					306
Beechcraft King Air 350 Twin Turboprop	2	17	7	4	305
Beech Bonanza 36 Single Engine SEPV	3	24	27	16	296
Cessna 172 Single Engine SEPF	2	15	20	5	217
Pilatus PC 12 Single Engine Turbo Prop	1	10	6	8	200
SA-226AT/Merlin 3 Twin Turboprop	2	6	5	9	173
Beriev BE-30 Twin engine turbo prop	2	10	1	16	158
Piper Seneca Multi Engine Piston Prop		18	10	8	149
Cessna Golden Eagle 421 Twin Piston MEVP	1	11	5	4	143
Piper Malibu Single Engine Piston Variable Pitch Prop	5	7	4	9	140
Mitsubishi MU-2	1	2	2	8	137
Cessna Chancellor 414 Twin Piston MEVP	2	14	5	6	136
Beech 100 Twin Turboprop	2	9	3	3	125
Cirrus SR22 Single Engine Fixed Pitch		22	7	8	124
Piper Cheyenne 2 Multi Engine Turboprop		4	1	5	104
Cessna 182 Single Engine SEPV	1	14	8	3	101
Piper Aztec Multi Engine Variable Pitch	2	15	11	6	91
Piper 22R	1	10	7	2	90
Cessna 310 Twin Engine Piston aircraft		5	4	4	83
Piaggio P180 Avanti		5	3	6	81
Piper Seminol Multi Engine Piston Prop		4	8		72
Cessna 340 Twin Piston MEVP	1	9	1	6	70
m20/mark 21/Ranger Single engine Variable Pitch SEPV		8	8		69
Piper Navaho 1 Multi engine Piston		5	4		65
Twin Piston engine MEVP Duchess		9	5	2	58
TBM 700 Single Engine Turboprop		7	5		54
Aero Star 600/700 Twin Piston		3	1	10	53
Cessna 206 Single Engine SEPV		3	9		51
Turbo Commander 680 Twin Turbo Prop		4	5		50
Piper 46T		3	1	1	49
Piper cherokee Archer SEPV	1	5	4	4	49
Beech Bonanza 33 Single Engine SEPV	1	8	4	4	42
Piper Twin commande Multiengine Piston Prop MEPP		14	5	1	40
Cirrus SR20 Single Engine Fixed Pitch		9	4	1	34
Cessna 207 Single Engine SEPV	1	8			33
Piper Chrokee warior Single Engine		4	5	1	32
Piper Apache Twin Piston Light Aircraft		6	3	1	32
M20K Turbo Mooney Single engine Variable Pitch SEPV	1	2	2		32
Cessna 441 Twin Turboprop (Conquest/Conquest2)	1	2	1		26
Pitts Single Engine				1	24
Beech Bonanza 35 Single Engine SEPV		1	2		24
Mooney		2	1		23
Piper cheyenne 3 Multi Engine Turboprop		2	1	1	22
Money MU20		1			19
Piper Cherokee arrow RG SEPV	1	3	1	1	18
Multi Turbo Prop		1			17
Columbia Aircraft Manufacturing Single Engine		2	2		17
Cessna 425 Twin Turboprop (Corsair/Conquest)		2	2		15
Cessna 335 Twin Piston MEVP		4	3		14
Experimental Single Engine		2	1		13
Fairchild Dornier SA-227DC					12
Twin Piston engine MEVP Duke		1			12
Superstart Single Engine Fix Pitch Piston Engine		1			11
Diamond Single Engine Variable Pitch Piston Engine					10
Cessna 177 Single Engine SEPV Cardinal		1	1	1	10
Beechcraft Twin engine Bonanza		4	1		10
Cessna Skyland RG Single Engine Piston SEPV			1		9
Mark 20, MO20					9
Money Mark 20 Single Engine Variable Pitch SEPV	2				9
Grumman Single Engine SEPV		1			9
Bellanca Turbo Super Viking SEPF		1			8
Cessna Cardinal RG/177RG Single Engine Piston SEPV			1		8
King Air Multi Engine Turboprop		1	2		8
King Air 300				1	8
Cessna 206					7
Single Piston Prop				1	7
Cessna Single Engine				1	7
Single Engine Piston SEPF					7
Commander 112					6
Cessna Super Skymaster 337 Twin Piston MEVP			1		6
Piper Aero Star Multi Engine Piston Prop		1	3		6
Piper Comanche Single Engine Variable Pitch		1			6
King Air Twin Turboprop					5
Turbo Commander 695 Twin Turbo Prop				3	5
Sierra 24/Musk Super Single engine Piston Fix Pitch Prop SEPF		2			5
Christen Husky (Piston-single)		1			5
Twin Piston engine MEVP Queen Air					5
Helicopter		1	2		4
Piper Cheyenne III/IV Multi Engine turbo Prop		1	1		4
Swearingen Merlin II					4
Beech 99 light twin Turboprop		1			4
Model BK 117					4
Twine Turboprop		1			4
Diamond Star Multi Engine Piston					4
Beech 18 Twin Engine Piston					3
Cessna 401 Twin Piston MEVP				1	3
Soundowner 23/Musk 23 Single Engine Piston Fix Pitch Prop SEPF				1	3
Diamond DA20 Single Engine Fix Pitch Piston Engine					3
Cessna Skyknight 320 Twin Piston MEVP					3
Cessna Single engine turbo Prop				2	3
Commander 5000			1		2
AERO Commander 680F Twin Piston Engine					2
Taylorcraft					2
Cessna Crusader 303 Twin Piston MEVP		1			2
Beech 90 Light Twin Turboprop					2
Cessna Single Engine Pressurize SEPV				1	2
Piper Cheyenne 400					2
Piper cheyenne Multi Engine Turboprop					2
TBM 550 Single Engine Turboprop		1			2
Piper 46					2
Misspelled R22					2
North American B25 H Twin Engine Piston					2
Beech E18s				1	2
Cessna 152 Single Engine SEPF					2
Cessna Skyland Turbo charge Single Engine Piston SEPV					2
Single Engine Turboprop					2
Piper Dakota SEPF					2
Piper Lance 2					2
Cessna Outlass RG/172RG Single Engine Piston SEPV					1
Basler BT-67 Twin Turbo Prop					1
Bell 206 Helicopter			1		1
Single Engine Piston fix Pitch Prop SEPF					1
BELL HELICOPTER 206					1
DA 20 DIAMOND AIRCRAFT					1
Raytheon Single Engine SEPV					1
Hawker FB 60 Single Engine					1
Cessna Titan 404 Twin Piston MEVP					1
Money 201 Single Engine Variable Pitch SEPV					1
Tobago Single Engine Variable Pitch					1
Bellanca Single Engine Piston SEPV					1
Mustang P51			1		1
Cessna 195 Single Engine SEPV			1		1
GC-1B Swift Single Engine					1
DC 3 Twin Engine					1
Remos GX single Engine Piston					1
Bellanca Single Engine Piston SEPF					1
PAI Lancair 320 (Piston-single)					1
Piper PA-31 Navajo					1
Helio U-10 Super Courier (Piston-single)					1
Airport Total		172	2170	1387	994

Exhibit E

General Aviation Jet Activity

Runway 10-28

Tampa International Airport

10-28 APP/DEP GA JET

2011

flight_type
Date/Time

(Multiple Item: Note: GA+PAX+OTHER
2011

Sum of ItemCount

flight_c Runway

Equipment	A		D		10-28 Total	Airport Total
	10	28	10	28		
Bae HS 125/ 1000 Twin Engine Jet	1				1	68
BAe HS 125/1-2-3 Twin Engine Jet		2			2	52
BAe HS 125/700-800 Twin Engine Jet	8	48	4	30	90	1,676
Beechcraft Beechjet 400	6	13	2	7	28	1,125
Bombardier Challenger 300	2	3		4	9	368
Canadair Bombardier CL600/610 Challenger Twin Jet	1	1		2	4	320
Cessna 560 Citation V	7	15	1	4	27	666
Cessna Citation 10 Twin Jet	2	3	2	1	8	526
Cessna Citation 3/6/7	1				1	102
Cessna Citation 560 Excel	1	25	2	5	33	1,082
Cessna Citation I				2	2	64
Cessna Citation Jet	1	12	2	3	18	292
Cessna Citation Sovereign	1	1	1	2	5	282
Cessna Citation Twin Jet CJ2		3			3	79
Cessna Citation Twin Jet CJ3	1	3	2	1	7	164
Cessna Model 550 Citation Bravo	7	26	2	24	59	531
Dassault Falcon 2000	1	3		2	6	187
Eclips 500				1	1	51
Falcon 10 Mystere 10		2		1	3	25
Falcon 20 Mystere 20					0	43
Falcon 50 Mystere 50	6	16		8	30	559
Falcon 7X					0	33
Falcon 900 Three Engine Jet	1	4	1	2	8	106
Gulfstream 2 Twin Jet	3	1		1	5	93
Gulfstream 200		2	1	1	4	207
Gulfstream 3				1	1	102
Gulfstream 4 Twin Jet	1	2		4	7	569
Gulfstream 5 Twin Jet		2	1	6	9	145
Gulfstream V Twin Jet					0	1
Lear Jet 40 Twin Jet	3	4	2	2	11	177
Lear Jet 45 Twin Jet	1	14	1	7	23	351
Lear Jet 55 Twin Jet		2		1	3	132
Lear Jet 60 Twin Jet	2	4	2	1	9	274
Learjet 25 Twin Jet	2	3		1	6	101
Learjet 31 Twin Jet		1	1	3	5	105
Learjet 35 Twin Jet	3	11	1	2	17	385
Grand Total	62	226	28	129	445	11,043

10-28 APP/DEP GA JET

2010

flight_type
Date/Time

(Multiple Item: Note: GA+PAX+OTHER
2010

Sum of ItemCount

flight_c Runway

Equipment	A		D		10-28 Total	Airport Total
	10	28	10	28		
Bae HS 125/ 1000 Twin Engine Jet		1		1	2	25
BAe HS 125/1-2-3 Twin Engine Jet		4		2	6	39
BAe HS 125/700-800 Twin Engine Jet	8	79	8	100	195	1993
Beechcraft Beechjet 400	4	34	7	64	109	1088
Bombardier Challenger 300		5	3	16	24	314
Canadair Bombardier CL600/610 Challenger Twin Jet		9		20	29	264
Cessna 560 Citation V	4	31	11	44	90	735
Cessna Citation 10 Twin Jet	3	16	2	28	49	628
Cessna Citation 3/6/7		3		5	8	153
Cessna Citation 560 Excel	1	32	14	64	111	1058
Cessna Citation I	1	3	1	3	8	66
Cessna Citation Jet	2	13	9	17	41	227
Cessna Citation Sovereign		7	4	19	30	265
Cessna Citation Twin Jet CJ2		2		5	7	71
Cessna Citation Twin Jet CJ3		6	2	8	16	164
Cessna Model 550 Citation Bravo	7	41	10	47	105	621
Dassault Falcon 2000	1	4		12	17	200
Eclips 500	1			3	4	32
Falcon 10 Mystere 10					0	36
Falcon 20 Mystere 20	1		1		2	36
Falcon 50 Mystere 50	5	27	3	46	81	563
Falcon 7X					0	18
Falcon 900 Three Engine Jet		1	1	4	6	129
Gulfstream 2 Twin Jet	1	2	1	5	9	161
Gulfstream 200	1	4		8	13	140
Gulfstream 3			1	3	4	98
Gulfstream 4 Twin Jet	1	11	1	43	56	556
Gulfstream 5 Twin Jet		1	2	6	9	134
Lear Jet 40 Twin Jet	1	2		4	7	140
Lear Jet 45 Twin Jet	2	5	4	18	29	312
Lear Jet 55 Twin Jet	1	5	1	8	15	137
Lear Jet 60 Twin Jet	2	9	1	15	27	314
Learjet 25 Twin Jet	4	5	1	9	19	103
Learjet 31 Twin Jet		4	1	3	8	132
Learjet 35 Twin Jet	4	13	7	17	41	354
LearJet 35/LearJet 36				1	1	1
Learjet 36 Twin Jet					0	1
Grand Total	55	379	96	648	1178	11,308

10-28 APP/DEP GA JET

2009

flight_type
Date/Time

(Multiple Item: Note: GA+PAX+OTHER
2009

Sum of ItemCount

flight_c Runway

Equipment	A		D		10-28 Total	Airport To
	10	28	10	28		
Bae HS 125/ 1000 Twin Engine Jet				3	3	115
BAe HS 125/1-2-3 Twin Engine Jet		1			1	57
BAe HS 125/700-800 Twin Engine Jet	4	54	8	59	125	1681
Beechcraft Beechjet 400	8	22	2	30	62	1093
Bombardier Challenger 300	1	3	1	7	12	202
Canadair Bombardier Challenger 604 Twin Jet					0	1
Canadair Bombardier CL600/610 Challenger Twin Jet	1	8		6	15	316
Cessna 560 Citation V	1	13	3	15	32	596
Cessna Citation 10 Twin Jet	2	3	4	24	33	539
Cessna Citation 3/6/7	2	3	1	4	10	124
Cessna Citation 560 Excel	6	22	1	24	53	959
Cessna Citation I	2	1		2	5	54
Cessna Citation Jet		1	1	5	7	133
Cessna Citation Sovereign	1	9	2	8	20	275
Cessna Citation Twin Jet CJ2	2	1		5	8	86
Cessna Citation Twin Jet CJ3		5		12	17	187
Cessna Model 550 Citation Bravo	6	22	2	27	57	628
Dassault Falcon 2000		5		8	13	188
Eclips 500		4		4	8	31
Falcon 10 Mystere 10		4			4	50
Falcon 20 Mystere 20		3		2	5	62
Falcon 50 Mystere 50	2	7	3	25	37	537
Falcon 7X					0	4
Falcon 900 Three Engine Jet	1		1	4	6	111
Gulfstream 2 Twin Jet	2	1	1	1	5	129
Gulfstream 200	1	1		3	5	154
Gulfstream 3				6	6	119
Gulfstream 4 Twin Jet	3	3	1	10	17	393
Gulfstream 5 Twin Jet	1			4	5	95
Lear Jet 40 Twin Jet					0	120
Lear Jet 45 Twin Jet	2	4	1	16	23	292
Lear Jet 55 Twin Jet		5	1	4	10	124
Lear Jet 60 Twin Jet	2	2	1	8	13	214
Learjet 25 Twin Jet	1	7	2	6	16	114
Learjet 31 Twin Jet	1	1	1	3	6	107
Learjet 35 Twin Jet	3	21	4	14	42	346
Learjet 36 Twin Jet					0	2
Grand Total	55	236	41	349	681	10,238

10-28 APP/DEP GA JET

2008

flight_type
Date/Time

(Multiple Item: Note: GA+PAX+OTHER
2008

Sum of ItemCount

flight_c Runway

Equipment	A		D		10-28 Total	Airport Total
	10	28	10	28		
Bae HS 125/ 1000 Twin Engine Jet	1	3		5	9	177
BAe HS 125/1-2-3 Twin Engine Jet	1		1	2	4	96
BAe HS 125/700-800 Twin Engine Jet	11	36	6	38	91	2168
Beechcraft Beechjet 400	7	20	6	25	58	1582
Bombardier Challenger 300		1		2	3	168
Canadair Bombardier CL600/610 Challenger Twin Jet		5		11	16	367
Cessna 560 Citation V	4	10	1	12	27	581
Cessna Citation 10 Twin Jet	1	4		8	13	513
Cessna Citation 3/6/7				1	1	162
Cessna Citation 560 Excel	2	19	1	19	41	1069
Cessna Citation I		1			1	58
Cessna Citation Jet		3	1	2	6	198
Cessna Citation Sovereign	1	6		9	16	293
Cessna Citation Twin Jet CJ2		2		3	5	130
Cessna Citation Twin Jet CJ3		5	1	4	10	146
Cessna Model 550 Citation Bravo	6	23	4	17	50	920
Dassault Falcon 2000	1	4		6	11	255
Eclips 500		6		1	7	80
Falcon 10 Mystere 10	2	4		2	8	133
Falcon 20 Mystere 20		1		1	2	71
Falcon 50 Mystere 50	5	11	3	10	29	756
Falcon 900 Three Engine Jet	2	1		2	5	93
Gulfstream 2 Twin Jet		3		4	7	253
Gulfstream 200		2		2	4	210
Gulfstream 3				2	2	171
Gulfstream 4 Twin Jet	2	5	3	5	15	516
Gulfstream 5 Twin Jet		1	1	1	3	127
Lear Jet 40 Twin Jet				2	2	139
Lear Jet 45 Twin Jet	3	5		10	18	399
Lear Jet 55 Twin Jet	1	3		3	7	138
Lear Jet 60 Twin Jet	1	1		5	7	255
Learjet 25 Twin Jet	1	2		1	4	99
Learjet 31 Twin Jet		6		4	10	180
Learjet 35 Twin Jet	4	11	1	11	27	514
LearJet 35/LearJet 36			1		1	1
Learjet 36 Twin Jet				1	1	2
Grand Total	56	204	30	231	521	13,020

10-28 APP/DEP GA JET

2007

flight_type
Date/Time

(Multiple Item: Note: GA+PAX+OTHER
2007

Sum of ItemCount

flight_c Runway

Equipment	A		D		10-28 Total	Airport Total
	10	28	10	28		
Bae HS 125/ 1000 Twin Engine Jet					0	47
BAe HS 125/1-2-3 Twin Engine Jet					0	124
BAe HS 125/700-800 Twin Engine Jet		2		5	7	2101
Beechcraft Beechjet 400		1		7	8	1531
Bombardier Challenger 300				1	1	167
Canadair Bombardier Challenger 604 Twin Jet					0	1
Canadair Bombardier CL600/610 Challenger Twin Jet		1	1	2	4	474
Cessna 560 Citation V		2		4	6	622
Cessna Citation 10 Twin Jet		1		6	7	546
Cessna Citation 3/6/7	1	1		1	3	156
Cessna Citation 560 Excel	1	1		7	9	810
Cessna Citation I					0	61
Cessna Citation Jet	1			4	5	344
Cessna Citation Sovereign		1			1	188
Cessna Citation Twin Jet CJ2					0	83
Cessna Citation Twin Jet CJ3		1		2	3	161
Cessna Model 550 Citation Bravo	1	8	2	4	15	863
Dassault Falcon 2000		1		2	3	209
Eclips 500					0	1
Falcon 10 Mystere 10	2			2	4	67
Falcon 20 Mystere 20				1	1	86
Falcon 50 Mystere 50		1		9	10	878
Falcon 900 Three Engine Jet	1	1		2	4	179
Gulfstream 2 Twin Jet					0	280
Gulfstream 200				1	1	209
Gulfstream 3				2	2	362
Gulfstream 4 Twin Jet				4	4	400
Gulfstream 5 Twin Jet				4	4	254
Lear Jet 40 Twin Jet				1	1	74
Lear Jet 45 Twin Jet	1			2	3	452
Lear Jet 55 Twin Jet					0	170
Lear Jet 60 Twin Jet				1	1	274
Learjet 25 Twin Jet	1		1	1	3	108
Learjet 31 Twin Jet	1	2			3	199
Learjet 35 Twin Jet	2	1		2	5	468
Learjet 36 Twin Jet					0	5
Grand Total	12	25	4	77	118	12,954

10-28 APP/DEP GA JET

2006

flight_type
Date/Time

(Multiple Item: Note: GA+PAX+OTHER
2006

Sum of ItemCount

flight_c Runway

Equipment	A		D		10-28 Total	Airport Total
	10	28	10	28		
Bae HS 125/ 1000 Twin Engine Jet					0	52
BAe HS 125/1-2-3 Twin Engine Jet				2	2	128
BAe HS 125/700-800 Twin Engine Jet	3	3		10	16	1597
Beechcraft Beechjet 400		5	1	6	12	1556
Bombardier Challenger 300					0	58
Canadair Bombardier Challenger 604 Twin Jet					0	11
Canadair Bombardier CL600/610 Challenger Twin Jet		1		3	4	400
Cessna 560 Citation V		3		4	7	598
Cessna Citation 10 Twin Jet				1	1	387
Cessna Citation 3/6/7	1	1	1	2	5	265
Cessna Citation 560 Excel				6	6	565
Cessna Citation I		2			2	88
Cessna Citation Jet	1	1		6	8	304
Cessna Citation Sovereign				1	1	79
Cessna Citation Twin Jet CJ2	1				1	70
Cessna Citation Twin Jet CJ3					0	66
Cessna Model 550 Citation Bravo	1	4		6	11	795
Dassault Falcon 2000				1	1	185
Falcon 10 Mystere 10				1	1	44
Falcon 20 Mystere 20	1				1	84
Falcon 50 Mystere 50	1	3		9	13	711
Falcon 900 Three Engine Jet		4		17	21	219
Gulfstream 2 Twin Jet		1			1	271
Gulfstream 200			1		1	178
Gulfstream 3				1	1	349
Gulfstream 4 Twin Jet	1			2	3	333
Gulfstream 5 Twin Jet		1		2	3	182
Lear Jet 40 Twin Jet		1			1	33
Lear Jet 45 Twin Jet	1	1		1	3	294
Lear Jet 55 Twin Jet		1		3	4	179
Lear Jet 60 Twin Jet				2	2	278
Learjet 25 Twin Jet				2	2	95
Learjet 31 Twin Jet			1	2	3	188
Learjet 35 Twin Jet		3		2	5	365
Learjet 36 Twin Jet					0	7
Grand Total	11	35	4	92	142	11,014

10-28 APP/DEP GA JET

2005

flight_type
Date/Time

(Multiple Item: Note: GA+PAX+OTHER
2005

Sum of ItemCount

flight_c Runway

Equipment	A		D		10-28 Total	Airport Total
	10	28	10	28		
Bae HS 125/ 1000 Twin Engine Jet		3	1	9	13	249
BAe HS 125/1-2-3 Twin Engine Jet	1	4	3	9	17	286
BAe HS 125/700-800 Twin Engine Jet		31	3	44	78	1678
Beechcraft Beechjet 400	6	41	4	68	119	2128
Bombardier Challenger 300		1	1	1	3	33
Canadair Bombardier Challenger 604 Twin Jet		4		2	6	79
Canadair Bombardier CL600/610 Challenger Twin Jet	1	6	1	24	32	627
Cessna 560 Citation V	1	15	5	33	54	844
Cessna Citation 10 Twin Jet	1	4	2	18	25	504
Cessna Citation 3/6/7	3	11	2	25	41	579
Cessna Citation 560 Excel		9	2	22	33	615
Cessna Citation I		1		1	2	79
Cessna Citation Jet	3	3	1	33	40	571
Cessna Citation Sovereign				4	4	41
Cessna Citation Twin Jet CJ2		8		2	10	68
Cessna Citation Twin Jet CJ3		1		2	3	15
Cessna Model 550 Citation Bravo		16		25	41	800
Dassault Falcon 2000		3		6	9	214
Falcon 10 Mystere 10				2	2	71
Falcon 20 Mystere 20		3		3	6	109
Falcon 50 Mystere 50		15		34	49	829
Falcon 900 Three Engine Jet	1	4	1	20	26	269
Gulfstream 2 Twin Jet	1	5	1	23	30	397
Gulfstream 200	1	2		5	8	184
Gulfstream 3	1		1	10	12	265
Gulfstream 4 Twin Jet		1	1	14	16	337
Gulfstream 5 Twin Jet		2	1	14	17	247
Lear Jet 40 Twin Jet					0	12
Lear Jet 45 Twin Jet		1		5	6	294
Lear Jet 55 Twin Jet	1	1		7	9	214
Lear Jet 60 Twin Jet		5		10	15	448
Learjet 25 Twin Jet	2	4		4	10	149
Learjet 31 Twin Jet	1	3	1	23	28	354
Learjet 35 Twin Jet	4	7		32	43	672
LearJet 35/LearJet 36					0	2
Learjet 36 Twin Jet					0	8
Grand Total	28	214	31	534	807	14,271

Exhibit F

Air Carrier Operations

Runway 10-28

Tampa International Airport

Passenger Aircraft on Runway 10-28

2011

DateTime 2011
 flight_type PAX
 Type (Multiple Items)

Sum of ItemCount	Column Labels				Airport Total
	A		D		
Row Labels	10	28	10	28	
Boeing 737-700	30	51	26	7	35463
Boeing 737-300	21	27	10		17150
Airbus A320-232	15	11	12	4	16174
Boeing 757-200	9	7	6	4	10714
Boeing 737-800	10	8	6	2	10663
Boeing 717-200	10	5	8	1	8604
Airbus A319-131	12	16	7	1	7733
McDonnell-Douglas MD88	6	4	3	1	5148
Boeing 737-400	2		2	1	3903
McDonnell-Douglas MD-82	4	3	2		3308
Boeing 737-500	1	5	2		2649
Airbus A320-100	2	1	3		2590
McDonnell-Douglas MD-83	3	1	3		2054
Canadair CRJ-200			1	2	1644
Boeing 737-900	1				1518
McDonnell-Douglas MD90	1				1219
Embraer ERJ-190			1	1	840
Boeing 777-200	1				634
Canadair CRJ900		1			360
McDonnell-Douglas MD11					277
Boeing 767-300	1				196
Boeing 757-300					163
Embraer ERJ-145					77
Boeing 747-400					33
RJ 700 Regional Jet					29
Embraer EMB-145XR					19
DC9-50					7
Airbus A330-200					6
Boeing 767-400					5
Boeing 767-200					5
Airbus A340-600					3
Boeing 757-700					3
Airbus A310					2
McDonnell-Douglas MD80					2
Airbus A340-300					1
Boeing 737-200					1
Airport Total	129	140	92	24	133197

Passenger Aircraft on Runway 10-28

2010

DateTime	2010
flight_type	PAX
Type	(Multiple Items)

Sum of ItemCount	Column Labels				Airport T
	A		D		
Row Labels	10	28	10	28	
Boeing 737-700	4	59	7	18	31519
Boeing 737-300	3	46	3	3	19701
Airbus A320-232	1	26	4	8	14603
Boeing 757-200	3	16	9	10	11925
Boeing 737-800	1	21	6	9	10463
Boeing 717-200	1	16	3	2	9400
Airbus A319-131	3	13	4	9	8898
McDonnell-Douglas MD-82	3	7		2	4611
McDonnell-Douglas MD88		9	1		4588
Boeing 737-400	1	14		4	4092
Airbus A320-100		6	2		3497
Boeing 737-500		10	1	1	2502
McDonnell-Douglas MD-83		1		2	1140
Boeing 737-900		3		1	1068
Embraer ERJ-190		3			1026
DC9-50		1			722
Boeing 777-200					483
Canadair CRJ-200				1	211
Boeing 757-300					203
Boeing 767-300					160
McDonnell-Douglas MD90					126
Embraer ERJ-145		2			114
Embraer EMB-145XR		4			102
DC9-30					50
Canadair CRJ900		1			48
Boeing 747-400			1		41
RJ 700 Regional Jet					26
Boeing 757-700					10
Boeing 767-200					8
Boeing 767-400					8
Airbus A330-200					7
Airbus A310					5
Antonov 124					2
Airbus A340-600					1
Airbus A340-?					1
Boeing 737-200					1
Airport Total	20	258	41	70	131362

Passenger Aircraft on Runway 10-28

2009

DateTime	2009
flight_type	PAX
Type	(Multiple Items)

Sum of ItemCount	Column Labels				Airport Total
	A		D		
Row Labels	10	28	10	28	
Boeing 737-700	62	23	17	4	32076
Boeing 737-300	33	24	4	2	21806
Airbus A320-232	26	6	2	4	14042
Boeing 757-200	16	5	1	4	11743
Boeing 737-800	18	11	3	4	9817
Airbus A319-131	17	15	3	4	9398
Boeing 717-200	18	9	2	2	9130
McDonnell-Douglas MD-82	8	3	1		5672
Boeing 737-400	8	1	3	3	4073
McDonnell-Douglas MD88	5	1			3892
Airbus A320-100	3	4	1		2284
Embraer ERJ-190	2	2	3	5	1713
Boeing 737-500	5	2			1501
RJ 700 Regional Jet					891
DC9-50	2				812
Boeing 737-900	4	1	1		773
Canadair CRJ900					728
DC9-30			1		536
Boeing 777-200	1				474
Boeing 767-300					338
Embraer ERJ-145	1				259
McDonnell-Douglas MD-83	1				256
Boeing 757-300	1				220
Embraer EMB-145XR				1	76
McDonnell-Douglas MD90					40
Boeing 767-400					22
Boeing 757-700					21
Boeing 747-400					9
Airbus A330-200					8
Airbus A300-622R					6
Canadair CRJ-200					6
Boeing 767-200					6
Embraer ERJ-135					3
Embraer 175					2
Boeing 747-200					2
Airbus A310					2
Boeing 737-200					2
Boeing 767-700					1
DC9-10					1
Airport Total	231	107	42	33	132641

Passenger Aircraft on Runway 10-28

2008

DateTime	2008
flight_type	PAX
Type	(Multiple Items)

Sum of ItemCount Row Labels	Column Labels				Airport Total
	A		D		
	10	28	10	28	
Boeing 737-700	18	46	3	13	37343
Boeing 737-300	24	29	2	7	22723
Airbus A320-232	10	16		4	15876
Boeing 757-200	4	5	2	2	11458
Boeing 717-200	6	12		3	10476
Boeing 737-800	9	8	2	1	10287
Airbus A319-131	3	9	1	2	7501
McDonnell-Douglas MD-82	9	7	1	6	6904
McDonnell-Douglas MD88	1	12		1	5361
Boeing 737-400	5	5	1	3	3505
Boeing 737-500	2	4	1	2	2674
Airbus A320-100	1	4			2404
Boeing 767-300		2		1	1603
Canadair CRJ900	1	3			1266
DC9-30	1	2	1	1	1129
Embraer ERJ-190		3		1	876
RJ 700 Regional Jet					833
McDonnell-Douglas MD80					507
DC9-50					503
Boeing 777-200					461
McDonnell-Douglas MD-83					413
Boeing 737-900					387
Embraer ERJ-145		2		1	353
Embraer EMB-145XR	1				242
Boeing 757-300					179
Boeing 737-200					175
McDonnell-Douglas MD90					116
Canadair CRJ-200				1	103
Boeing 767-400					28
Boeing 767-200					10
Embraer ERJ-135					8
Boeing 757-700					5
Airbus A330-200					4
Boeing 747-400					4
McDonnell-Douglas MD11					2
Boeing 767-700					2
Embraer 175					2
Boeing 747-200					1
Airport Total	95	169	14	49	145724

Passenger Aircraft on Runway 10-28

2007

DateTime	2007
flight_type	PAX
Type	(Multiple Items)

Sum of ItemCount Row Labels	Column Labels				Airport Total
	A		D		
	10	28	10	28	
Boeing 737-700	6	5	3	1	30848
Boeing 737-300	2	4	4	1	21531
Airbus A320-232	4	2	1	3	14533
Boeing 757-200	3	2			11772
Boeing 717-200	1	3			8487
Boeing 737-800	3	1	3	1	7718
Airbus A319-131	2	2			5331
McDonnell-Douglas MD-82	2		1		5070
McDonnell-Douglas MD88					4518
Airbus A320-100	1				2008
Boeing 737-400					2008
Boeing 737-500					1511
DC9-30			1		1094
McDonnell-Douglas MD-83					1071
Boeing 767-300	1				972
Embraer ERJ-145				1	901
Embraer ERJ-190					734
McDonnell-Douglas MD80					622
DC9-50					455
Boeing 777-200					345
Boeing 737-900					327
Boeing 767-400					294
Embraer EMB-145XR					209
RJ 700 Regional Jet					153
Boeing 737-200					149
Boeing 757-300					110
Canadair CRJ-200					40
Embraer 175					22
Boeing 767-200					20
Embraer ERJ-135					12
Boeing 757-700					10
Boeing 727-200					5
McDonnell-Douglas MD11					4
McDonnell-Douglas MD90					2
Airport Total	25	19	13	7	122886

Passenger Aircraft on Runway 10-28

2006

DateTime	2006
flight_type	PAX
Type	(Multiple Items)

Sum of ItemCount	Column Labels				Airport Total	
	A		D			
Row Labels	10	28	10	28		
Boeing 737-700		1	8	4	1	24392
Boeing 737-300		1	5	1	5	15603
Airbus A320-232			6		3	13894
Boeing 757-200			2	3	1	12783
Boeing 737-800			5	2	1	7414
Boeing 717-200			1		1	6940
McDonnell-Douglas MD-82			2		1	5647
Airbus A319-131					1	4008
Boeing 737-400		1	2		2	2330
Embraer ERJ-145		1				2204
Airbus A320-100						2055
Embraer ERJ-135			1			1532
Boeing 737-500		1	1		1	1456
McDonnell-Douglas MD88					1	1411
McDonnell-Douglas MD-83					1	1314
DC9-30						1181
Boeing 767-300						1107
DC9-50						715
Boeing 737-900						711
Boeing 767-400				1	1	666
McDonnell-Douglas MD80			1			549
Boeing 737-200						510
Embraer ERJ-190				1		373
Boeing 777-200						341
Canadair CRJ-200						312
Embraer EMB-145XR						243
Boeing 757-300						168
Boeing 727-200						37
RJ 700 Regional Jet						22
Boeing 767-200						20
Boeing 757-700						10
Airbus A300-622R						4
Embraer 175						1
Boeing 747-400						1
Airport Total	5	34	12	20		109954

Passenger Aircraft on Runway 10-28

2005

DateTime	2005
flight_type	PAX
Type	(Multiple Items)

Sum of ItemCount Row Labels	Column Labels				Airport Total
	A		D		
	10	28	10	28	
Boeing 737-700	6	31	10	11	23638
Airbus A320-232	7	30	3	7	18680
Boeing 737-300	12	37	5	10	17669
Boeing 757-200	6	16	1	7	12845
Boeing 717-200	3	7	5	3	8546
McDonnell-Douglas MD-82	3	11	1	2	6519
Boeing 737-800	2	11	5	4	5845
Embraer ERJ-145	2	13		1	4835
Embraer ERJ-135	1	13	2	2	4773
Airbus A319-131	1	8		2	4393
McDonnell-Douglas MD80	1	2	1	1	2267
Boeing 737-400	2	5			2234
Airbus A320-100	2	4	1		2142
Boeing 737-500	2	3	1	1	1658
Boeing 767-400	1	2		1	1614
McDonnell-Douglas MD-83	1	3			1552
Boeing 767-300		3		1	1459
DC9-30		1			1381
Boeing 737-200	1	1		1	1367
RJ 700 Regional Jet	1	3	1	1	964
Boeing 737-900		2		1	938
Boeing 767-200	1			2	631
Boeing 777-200					401
Embraer EMB-145XR		1		1	397
Canadair CRJ-200					385
McDonnell-Douglas MD88		1			218
DC9-50					111
Boeing 757-700					78
McDonnell-Douglas MD90		1			59
Boeing 757-300	1				49
Embraer ERJ-190					45
Boeing 727-200					39
Boeing 767-700					6
Airbus A330-200					3
Airbus A300-622R					2
DC-10 (tri-jet)					2
McDonnell-Douglas MD11					2
Boeing 747-400					2
Boeing 747-200					1
Airbus A310					1
Airport Total	56	209	36	59	127751

Exhibit G

Takeoff Runway Lengths

EMB 120

Beech 1900

SAAB 340

TAKEOFF RUNWAY LENGTH ADJUSTMENT EMB 120

(given takeoff length at sea level, Mean Max Temperature, Elevation & difference in Hi / Lo pts)

Altitude Correction

(7% per 1,000' above sea level)

E = Elevation

L = Takeoff length @ sea level

L1 = Length corrected for altitude

$$L1 = (.07 * E / 1000) * L + L$$

Temperature Correction

(0.5% per degree above std temp in hottest month)

(Std Temp adjusted to Sea Level)

T1 = Adjusted Std Temp

T = Mean Max High Temperature

L2 = Length corrected for altitude & temperature

$$T1 = 59 - (3.566 * E / 1000)$$

$$L2 = (.005 * (T - T1)) * L1 + L1$$

Effective Gradient Correction (takeoff only)

(10' for each 1' difference between Hi / Lo P G = Difference between Hi / Lo point in feet

L3 = RW length corrected for altitude, temperature & gradient

$$L3 = G * 10 + L2$$

Takeoff Runway Length at Sea Level and 59 Degrees Fahrenheit

1. Enter the takeoff runway length at sea level in feet

L =

Altitude

2. Enter Airport Altitude in feet above sea level

E =

L1 =

Temperature

3. Enter Mean Max Daily Temp in degrees F

T =

T1 =

L2 =

Gradient Adjustment

4. Enter Maximum Difference in RW Elevation in feet

Takeoff Runway Length Adjusted for Temp, Elevation & Gradient

L3 =

TAKEOFF RUNWAY LENGTH ADJUSTMENT Beech 1900D

(given takeoff length at sea level, Mean Max Temperature, Elevation & difference in Hi / Lo pts)

Altitude Correction

(7% per 1,000' above sea level)

E = Elevation

L = Takeoff length @ sea level

L1 = Length corrected for altitude

$$L1 = (.07 * E / 1000) * L + L$$

Temperature Correction

(0.5% per degree above std temp in hottest month)

(Std Temp adjusted to Sea Level)

T1 = Adjusted Std Temp

T = Mean Max High Temperature

L2 = Length corrected for altitude & temperature

$$T1 = 59 - (3.566 * E / 1000)$$

$$L2 = (.005 * (T - T1)) * L1 + L1$$

Effective Gradient Correction (takeoff only)

(10' for each 1' difference between Hi / Lo P G = Difference between Hi / Lo point in feet

L3 = RW length corrected for altitude, temperature & gradient

$$L3 = G * 10 + L2$$

Takeoff Runway Length at Sea Level and 59 Degrees Fahrenheit

1. Enter the takeoff runway length at sea level in feet

L =

Altitude

2. Enter Airport Altitude in feet above sea level

E =

L1 =

Temperature

3. Enter Mean Max Daily Temp in degrees F

T =

T1 =

L2 =

Gradient Adjustment

4. Enter Maximum Difference in RW Elevation in feet

Takeoff Runway Length Adjusted for Temp, Elevation & Gradient

L3 =

TAKEOFF RUNWAY LENGTH ADJUSTMENT - SAAB 340

(given takeoff length at sea level, Mean Max Temperature, Elevation & difference in Hi / Lo pts)

Altitude Correction

(7% per 1,000' above sea level)

E = Elevation

L = Takeoff length @ sea level

L1 = Length corrected for altitude

$$L1 = (.07 * E / 1000) * L + L$$

Temperature Correction

(0.5% per degree above std temp in hottest month)

(Std Temp adjusted to Sea Level)

T1 = Adjusted Std Temp

T = Mean Max High Temperature

L2 = Length corrected for altitude & temperature

$$T1 = 59 - (3.566 * E / 1000)$$

$$L2 = (.005 * (T - T1)) * L1 + L1$$

Effective Gradient Correction (takeoff only)

(10' for each 1' difference between Hi / Lo P G = Difference between Hi / Lo point in feet

L3 = RW length corrected for altitude, temperature & gradient

$$L3 = G * 10 + L2$$

Takeoff Runway Length at Sea Level and 59 Degrees Fahrenheit

1. Enter the takeoff runway length at sea level in feet

L =

Altitude

2. Enter Airport Altitude in feet above sea level

E =

L1 =

Temperature

3. Enter Mean Max Daily Temp in degrees F

T =

T1 =

L2 =

Gradient Adjustment

4. Enter Maximum Difference in RW Elevation in feet

Takeoff Runway Length Adjusted for Temp, Elevation & Gradient

L3 =

Exhibit H

Alternatives

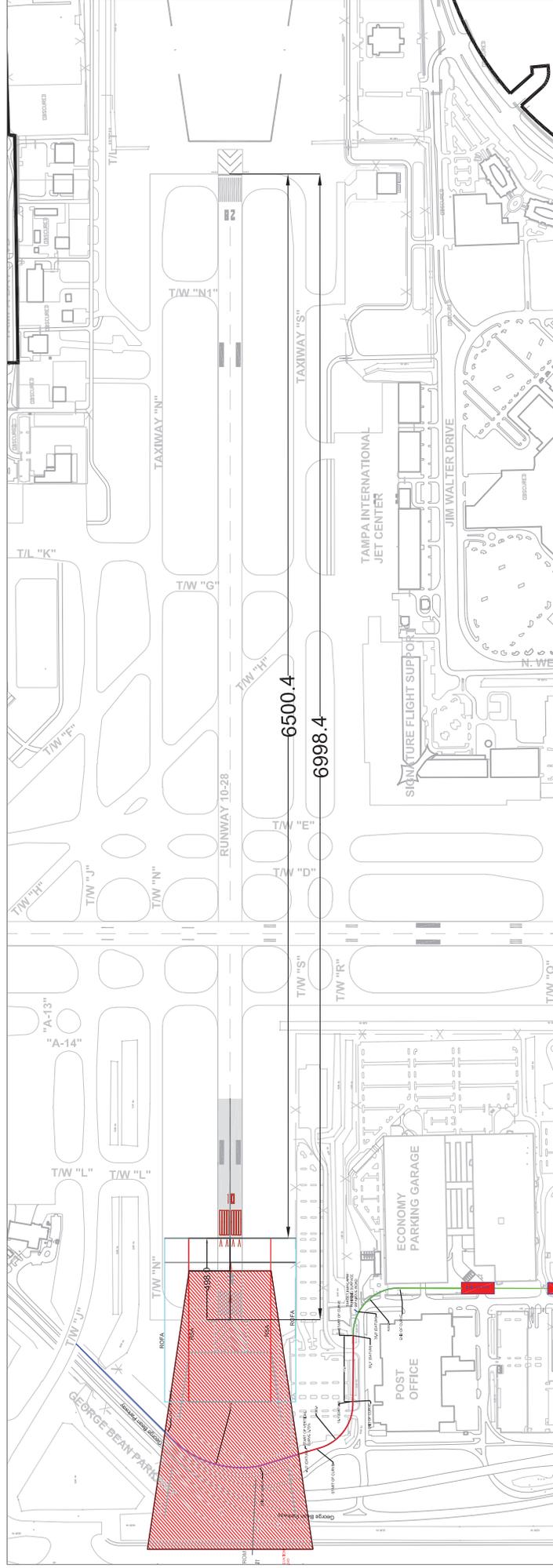
Runway 10-28

Tampa International Airport

Alternative 1

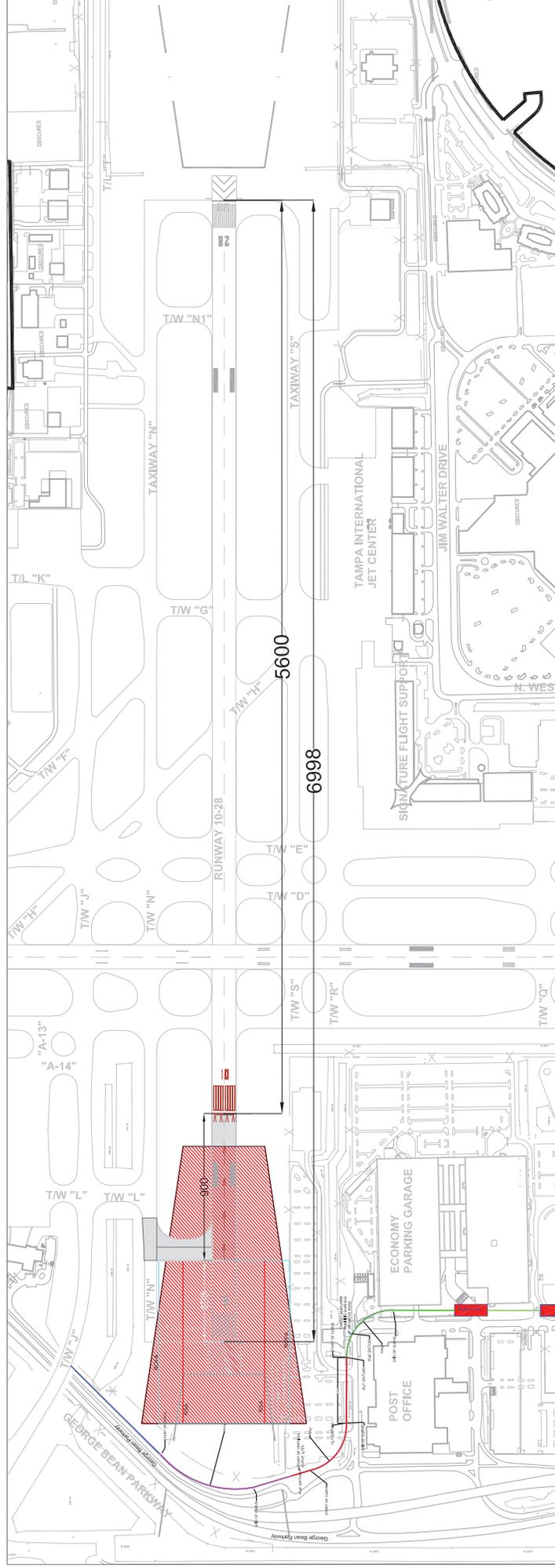
R/W 10 R/W 28

TODA	6998	6500
TORA	6998	6500
ASDA	6998	6500
LDA	6500	6500



	RAW 10	RAW 28
TODA	6500	5600
TORA	6500	5600
ASDA	6500	6500
LDA	5600	6500

Alternative 2

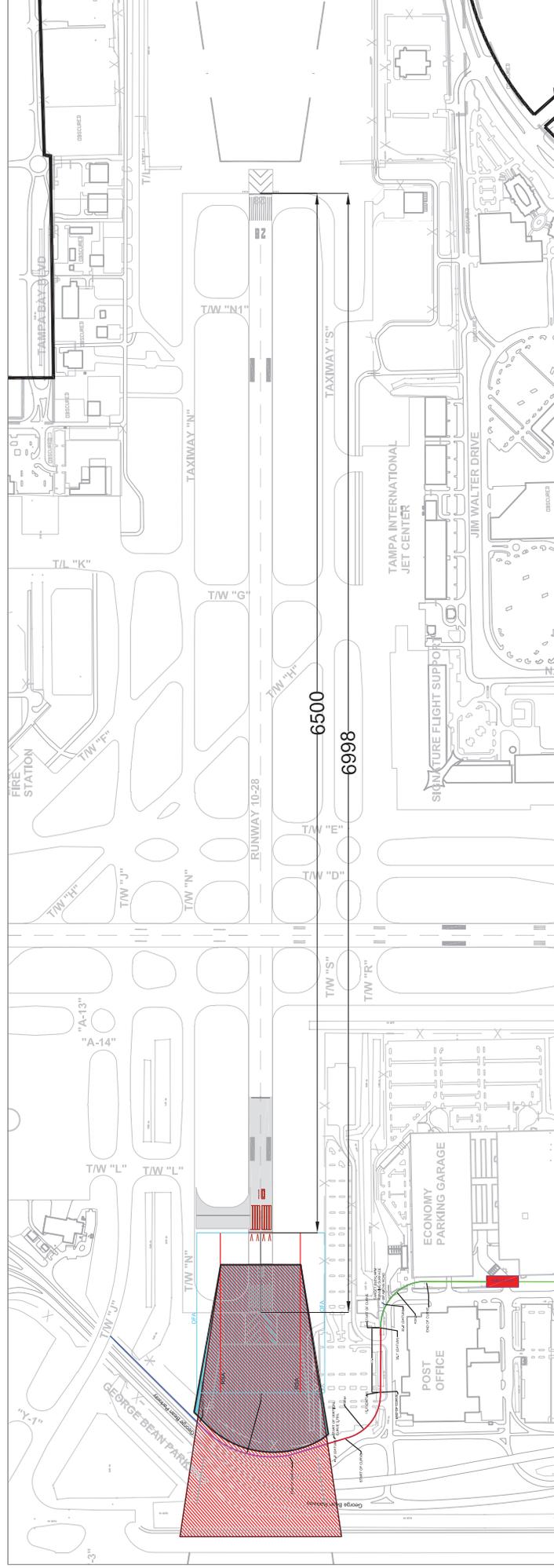


R/W 10

R/W 28

Alternative 3

TODA	6500	6500
TORA	6500	6500
ASDA	6500	6500
LDA	6500	6500



Fill to grade
17.56 AC

Cleanway=1:25% or 80:1



EXECUTIVE DIRECTOR
Richard D. Garrity, Ph.D.

COMMISSION

Kevin Beckner Lesley "Les" Miller, Jr.
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Ken Hagan Mark Sharpe
Al Higginbotham

DIVISION DIRECTORS

Legal & Admin.	Richard Tschantz, Esq.
Air Management	Jerry Campbell, P.E.
Waste Management	Hooshang Boostani, P.E.
Water Management	Sam Elrabi, P.E.
Wetlands Management	Scott Emery, Ph.D.

VIA EMAIL

June 7, 2013

Mr. David Alberts
Reynolds, Smith, and Hills, Inc.
10748 Deerwood Park Boulevard South
Jacksonville, FL 32256-0597

Subject: EPC Comments – Tampa International Airport - South Terminal Support Area Focused Environmental Assessment – HCAA Project #1100 13

Staff from the Environmental Protection Commission of Hillsborough County (EPC) has conducted a review of the proposed landside support facilities within the South Terminal Support Area at Tampa International Airport (TIA). Based on your correspondence, a Focused Environmental Assessment is being initiated in order to consider and document the potential environmental impacts associated with the proposed project. EPC offers the following comments regarding this matter for consideration as part of the Focused Environmental Assessment:

WATER DIVISION

1. The proposed construction plan appears to reference standard construction activities. Although the description of plans was limited in details, it appears that at a minimum a FDEP NPDES stormwater permit for construction activity will be required. Information on how obtain this permit is provided in the link: http://www.dep.state.fl.us/water/stormwater/npdes/docs/const_Activity.pdf. There will also be the need for stormwater control permits from the county (<http://www.hillsboroughcounty.org/index.aspx?NID=891>) and the water management district (<http://www.swfwmd.state.fl.us/permits/erp/>) to compensate for the impervious areas created.

WASTE DIVISION

2. Any environmental assessment completed with regard to the TIA property and surrounding properties should include the location and identification of the following:

An agency with values of environmental stewardship, integrity, honesty and a culture of fairness and cooperation

Roger P. Stewart Center
3629 Queen Palm Drive, Tampa, FL 33619 • (813) 627-2600 • www.epchc.org
An Affirmative Action/Equal Opportunity Employer



- A) Sites or facilities where above ground or underground petroleum and/or pollutant storage tanks exist or may have existed which may require further investigation or remediation;
- B) Sites or facilities considered Small Quantity, Conditionally Exempt Small Quantity or Large Quantity Generators of hazardous waste where noncompliance issues or discharges have, may have, or are suspected to have occurred;
- C) Sites where solid waste has or may have been disposed through unregulated or illegal means (old landfills/abandoned dumpsites) or sites where permitted solid waste management facilities exist or may have existed; and
- D) Commercial or industrial sites or facilities that may otherwise be the sources of contamination of soils and/or groundwater that are located within the study area along with information/explanations of the types and/or nature of those sources and the associated contamination.

AIR DIVISION

3. The environmental assessment should include an evaluation of the impact of unconfined emissions of particulate matter that will be caused by the construction and demolition activities of the project. It should also identify the reasonable precautions that will be utilized in the form of detailed methods, practices and procedures to control unconfined emissions of particulate matter generated during the construction phase as required by Chapter 62-296.320(4)(c), F.A.C. Reasonable precautions may include, but are not limited to, methods such as enforced speed limits of 10 miles per hour for vehicles travelling over exposed soils and other un-stabilized materials, curtailing operations during high wind conditions if necessary, application of water or other dust suppressants to control emissions from such activities as land clearing, transportation of materials, grading roads, spreading of soils on right-of-ways, and construction of poles and lines, application of water or other dust suppressants to unpaved roads, open stock piles, soils spread on right-of-ways, seeding and mulching access road surfaces and other areas disturbed by construction activities to stabilize the soils.
4. The environmental assessment should identify the demolition to existing structures or buildings that will be necessary as part of the project. The demolition summary should include an analysis of whether the demolition activity is subject to the National Emission Standards of Hazardous Air Pollutants (NESHAP), Subpart M, Asbestos. If Subpart M is applicable, the summary should identify the enhanced control procedures that will be utilized to contain the asbestos during demolition. In Hillsborough County, the applicant may contact EPC Air Management Division staff for more guidance.
5. Please be advised that there is a noise rule for Hillsborough County, Chapter 1-10, Noise, Rules of the Environmental Protection Commission, which outlines the following guidelines as they relate to construction activity:

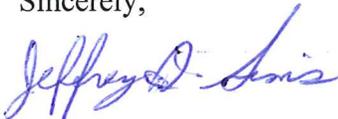
- Construction activities occurring between the hours of 7 a.m. and 6 p.m. Monday through Friday, 8 a.m. and 6 p.m. Saturday, and 10 a.m. and 6 p.m. Sunday are exempt if reasonable precautions are taken to abate the noise from those activities. Reasonable precautions shall include but not be limited to noise abatement measures such as enclosure of the noise source, use of acoustical blankets, and change in work practice. Construction activities occurring at all other times shall be subject to the Noise Rule which can be viewed on EPC's website at <http://www.epchc.org/index.aspx?nid=154>.

The assessment should include any concerns related to excess noise during construction activities and any measures intended to be utilized to ensure compliance with the noise rule.

6. The proposed plan includes a multi-story Consolidated Rental Car Facility (CONRAC). The CONRAC will house various companies processing many vehicles which may result in an elevated concentration of carbon monoxide emissions in the complex due to the emissions from the rental car's combustion engines. We ask that the assessment address whether any enhanced ventilation system(s) may be necessary to address potentially elevated carbon monoxide emissions from idling vehicles, and also elevated volatile organic compound emissions if a gasoline filling station is located within the building.
7. Similar to Item 6 above, we ask that the assessment identify what, if any, anti-idling policies are being considered in order to help minimize excess emissions from vehicles and to help promote conservation of fuel at the CONRAC.
8. The EPC would like to request that a copy of the DRAFT Environmental Assessment be provided to our office for review once completed.

If you have any further questions, please contact me at 813-627-2600, extension 1285, or email me at simsj@epchc.org.

Sincerely,



Jeff Sims
Engineering Specialist II
Air Management Division, Enforcement and Analysis



FLORIDA DEPARTMENT *of* STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Mr. David Alberts
Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Boulevard South
Jacksonville, Florida 32256-0597

June 7, 2013

RE: DHR Project File Number: 2013-4916
Federal Aviation Administration
Hillsborough County Aviation Authority - Project No: 1100 13
Focused Environmental Assessment at Tampa International Airport - South Terminal
Support Area
Tampa, Hillsborough County

Dear Mr. Alberts:

This office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*.

Based on the information provided, it is the opinion of this office that the above-referenced undertaking will have no effect on historic properties.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail scott.edwards@dos.myflorida.com, or at 850.245.6333 or 800.847.7278.

Sincerely,

Timothy A. Parsons, DSHPO for

Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

DIVISION OF HISTORICAL RESOURCES

R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250

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FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

MARJORY STONEMAN DOUGLAS BUILDING
3900 COMMONWEALTH BOULEVARD
TALLAHASSEE, FLORIDA 32399-3000

RICK SCOTT
GOVERNOR

HERSCHEL T. VINYARD JR.
SECRETARY

July 8, 2013

Mr. David E. Alberts
Southeast Region Environmental Service Group Leader
Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Blvd. South
Jacksonville, FL 32256-0597

RE: Federal Aviation Administration – Scoping Notice – Construction and Operation of
Landside Support Facilities within the South Terminal Support Area at Tampa
International Airport – Tampa, Hillsborough County, Florida.
SAI # FL201305136587C

Dear Mr. Alberts:

The Florida State Clearinghouse has coordinated a review of the subject scoping notice under the following authorities: Presidential Executive Order 12372; § 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Southwest Florida Water Management District (SWFWMD) advises that this project will likely require a modification to an existing Conceptual Environmental Resource Permit (ERP), entitled Hillsborough County – Modify Airport Wide Stormwater Plan (ERP No. 49008387.043) and numerous construction permits. The type of ERP application(s) for the proposed activity will depend on the size of the project area, the acreage of wetland or other surface water impacts, and/or any requests for conceptual approval. Prior to submittal of an ERP application, an on-site meeting to determine wetland impacts and wetland mitigation, if applicable, and a pre-application meeting with the SWFWMD's regulatory staff in the Tampa Bay Service Office are highly recommended. If any ground or surface water withdrawals are proposed for landscape irrigation or construction dewatering, a Water Use Permit may also be required. Please refer to the enclosed SWFWMD memorandum for additional detailed comments and recommendations.

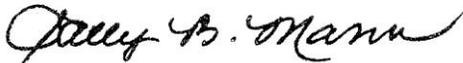
The Florida Department of Environmental Protection's (DEP) Southwest District Office in Temple Terrace has reviewed the proposal and concurs that the project will require an ERP from the SWFWMD. Additionally, any new sewer lines and water mains would likely require state water facilities permits. The Hillsborough County Environmental Protection Commission would be the permitting authority for domestic wastewater collection/transmission systems and the Hillsborough County Department of Health would be the permitting authority for drinking water distribution systems.

Mr. David E. Alberts
Page 2 of 2
July 8, 2013

Based on the information contained in the public notice and enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Mr. Chris Stahl at (850) 245-2169.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/cjs
Enclosures

cc: Jim Golden, SWFWMD
Jeff Hilton, DEP, Southwest District



Florida

Department of Environmental Protection

"More Protection, Less Process"



Categories

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Project Information	
Project:	FL201305136587C
Comments Due:	06/21/2013
Letter Due:	07/09/2013
Description:	FEDERAL AVIATION ADMINISTRATION - SCOPING NOTICE - CONSTRUCTION AND OPERATION OF LANDSIDE SUPPORT FACILITIES WITHIN THE SOUTH TERMINAL SUPPORT AREA AT TAMPA INTERNATIONAL AIRPORT - TAMPA, HILLSBOROUGH COUNTY, FLORIDA.
Keywords:	FAA - SOUTH TERMINAL SUPPORT AREA, TAMPA INTERNAT. AIRPORT - HILLSBOROUGH CO.
CFDA #:	20.106
Agency Comments:	
COMMUNITY PLANNING - FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
NO COMMENT BY JAMES MCLAUGHLIN ON 5/24/13.	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
No comments, no conflicts, FDOT D7 is supportive of project. The project is located on TIA property. The FDOT Aviation Office also has no comments.	
TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL	
No Comments	
HILLSBOROUGH - HILLSBOROUGH COUNTY	
No Comments	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The DEP's Southwest District Office in Temple Terrace has reviewed the proposal and concurs that the project will require an ERP from the SWFWMD. Additionally, any new sewer lines and water mains would likely require state water facilities permits. The Hillsborough County Environmental Protection Commission would be the permitting authority for domestic wastewater collection/transmission systems and the Hillsborough County Department of Health would be the permitting authority for drinking water distribution systems.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
The SWFWMD advises that this project will likely require a modification to an existing Conceptual Environmental Resource Permit (ERP), entitled Hillsborough County - Modify Airport Wide Stormwater Plan (ERP No. 49008387.043) and numerous construction permits. The type of ERP application(s) for the proposed activity will depend on the size of the project area, the acreage of wetland or other surface water impacts, and/or any requests for conceptual approval. Prior to submittal of an ERP application, an on-site meeting to determine wetland impacts and wetland mitigation, if applicable, and a pre-application meeting with the SWFWMD's regulatory staff in the Tampa Bay Service Office are highly recommended. If any ground or surface water withdrawals are proposed for landscape irrigation or construction dewatering, a Water Use Permit may also be required. Please refer to the enclosed SWFWMD memorandum for additional detailed comments and recommendations.	

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
TALLAHASSEE, FLORIDA 32399-3000

Memorandum
Southwest Florida Water Management District

TO: Florida State Clearinghouse

FROM: James J. Golden, AICP, Senior Planner 
Public Affairs Bureau

DATE: June 19, 2013

SUBJECT: Federal Aviation Administration – Scoping Notice – Construction and Operation of Landside Support Facilities Within the South Terminal Support Area at Tampa International Airport – Tampa, Hillsborough County, Florida [SAI #: FL201305136587C]

Please see the following SWFWMD comments on the above subject proposal:

Permit Applications

- 1) This project will likely require a modification to an existing Conceptual Environmental Resource Permit (ERP), entitled Hillsborough County – Modify Airport Wide Stormwater Plan (ERP No. 49008387.043) and numerous construction permits. The type of ERP application or applications for the proposed activity will depend on the size of the project area, the size of wetland or other surface water impacts, and/or if conceptual approval will be requested. If the project area is 100 acres or more, involves more than 1 acre of wetland or other surface water impacts, or conceptual approval is requested, an Individual ERP will be required. If the project area is less than 100 acres, involves 1 acre or less of wetland or other surface water impacts, a Standard General ERP will be required. The ERP application forms required for Individual or Standard General Permits include Sections A, C, and E of the ERP application forms. [See Rules 40D-4.041(2)(a), (b) and (c); 40D-4.101(1)(b); and 40D-40.302(2), F.A.C.]

Prior to submittal of an ERP application, a pre-application meeting with the District's Environmental Resource Permit (ERP) staff is highly recommended. For assistance or additional information concerning the District's ERP program, please contact John Emery, Regulation Program Manager in the District's Tampa Bay Service Office, at (813) 985-7481, extension 2006, or john.emery@watermatters.org.

Memorandum

SAI #: FL201305136587C

Page 2 of 3

- 2) If any ground or surface water withdrawals are proposed for landscape irrigation or construction dewatering, a Water Use Permit may be required [See Rule 40D-2, F.A.C.]

For assistance or additional information concerning the District's Water Use Permit program, please contact Claire Muirhead, Water Use Permit Evaluation Manager in the District's Tampa Bay Service Office, at (813) 985-7481, extension 6533, or claire.muirhead@watermatters.org.

Environmental

- 3) There are several wetlands and other surface waters located within the limits of the airport which have been delineated through the existing conceptual approval and construction permits. The proposed construction activities have the potential to impact wetlands and/or other surface waters. After the project footprint has been delineated, an on-site meeting is recommended to determine wetland impacts and wetland mitigation, if applicable. Please note that additional coordination with the Florida Fish and Wildlife Conservation Commission (FWCC) will be required during the ERP review process to ensure that the FWCC's permit requirements are being addressed.

Water Quantity

- 4) Drainage calculations or modeling will be required to demonstrate that discharges from the proposed project area will not cause an adverse impact during the 25-year, 24-hour storm event. Peak rate attenuation should not be required, since the South Terminal Support Area outfalls to a tidal portion of Fish Creek. Drainage calculations or modeling will also be required to demonstrate that the site will not impede the conveyance of contributing off-site flows and that the project will not increase flood stages on off-site properties upstream or downstream of the project area(s) from flood events up to and including the 100-year frequency. [See ERP Basis of Review (B.O.R.), Sections 4.2, 4.4 and 4.8]

Water Quality

- 5) The project shall be designed so that discharges will meet applicable state water quality standards. Except for the proposed alterations to the public roadways, the project shall be designed to provide water quality treatment from the entire project area and all contributing off-site flows. For the portion of the project involving public roadway alterations, the contributing area(s) to be used in calculating the required treatment volume shall be the area of new pavement for systems which provide storage of the treatment volume off-line from the

Memorandum

SAI #: FL201305136587C

Page 3 of 3

primary conveyance path of flood discharges, or the entire directly connected impervious areas contributing to the systems which provide storage of the treatment volume on-line from the primary conveyance path of flood discharges.

- 6) According to the District's Geographic Information System, the project area appears to be located within Water Body Identification Number (WBID) 1594. As of June 10, 2013, WBID 1594 is listed by the Florida Department of Environmental Protection as impaired for fecal coliform and iron. In addition to the treatment criteria referenced above, a pre/post pollutant loading analysis must be provided demonstrating net improvement for the parameters of concern for projects which discharge to impaired water bodies. [ERP B.O.R., Sections 3.3.1.4, 5.2 and 5.8]

2013-2496
Hillsborough

COUNTY: HILLSBOROUGH

DATE: 5/10/2013

COMMENTS DUE DATE: 6/21/2013

CLEARANCE DUE DATE: 7/9/2013

SAI#: FL201305136587C

SAI - TOG - FAA
NEPA

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY PLANNING	SOUTHWEST FLORIDA WMD		
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

FEDERAL AVIATION ADMINISTRATION - SCOPING NOTICE - CONSTRUCTION AND OPERATION OF LANDSIDE SUPPORT FACILITIES WITHIN THE SOUTH TERMINAL SUPPORT AREA AT TAMPA INTERNATIONAL AIRPORT - TAMPA, HILLSBOROUGH COUNTY, FLORIDA.

To: Florida State Clearinghouse

EO. 12372/NEPA Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

- No Comment
- Comment Attached
- Not Applicable
- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: Historical Resources / Historic Preservation

Reviewer: Tim Parsons 

Date: 7/1/13

RECEIVED

JUL 08 2013

DEP Office of Intergov't Programs

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2013 MAY 15 P 1:01

United States Department of Agriculture



Natural Resources Conservation Service
Florida State Office
2614 NW 43rd Street
Gainesville, FL 32606

PH 352-338-9500
FX 352-338-9574
www.fl.nrcs.usda.gov

September 16th, 2013

Mr. David Alberts
Reynolds, Smith, and Hills, Inc.
10748 Deerwood Park Boulevard South
Jacksonville, FL 32256-0597

RE: Important Farmland Assessment for Tampa International Airport, Hillsborough County, Florida

This letter is in response to your request on the Prime, Unique, or Locally Important Farmland assessment as part of the Environmental Assessment requirements for the Tampa International Airport project in Hillsborough County, Florida. Enclosed is the Important Farmlands map for the project area.

Briefly, the USDA-NRCS is responsible for monitoring the conversion of Prime, Unique, or Locally Important Farmland to urban uses. We have determined that there are delineations of Important Farmland soils (Farmland of Unique Importance) within the scope of this project.

The map units designated as Farmlands of Unique Importance in Hillsborough County and are within the scope of this project are:

29 Myakka fine sand Farmland of unique importance

However, the project falls within the existing Airport facility and the surrounding land and land use indicates soil disturbance due to airport facilities and other anthropogenic modifications. It is highly unlikely that this site would ever be used for farmland. Therefore, we are determining that the site alternations exclude this from being classified as Farmlands of Unique Importance.

If you have any questions, please feel free to contact me.

Regards,

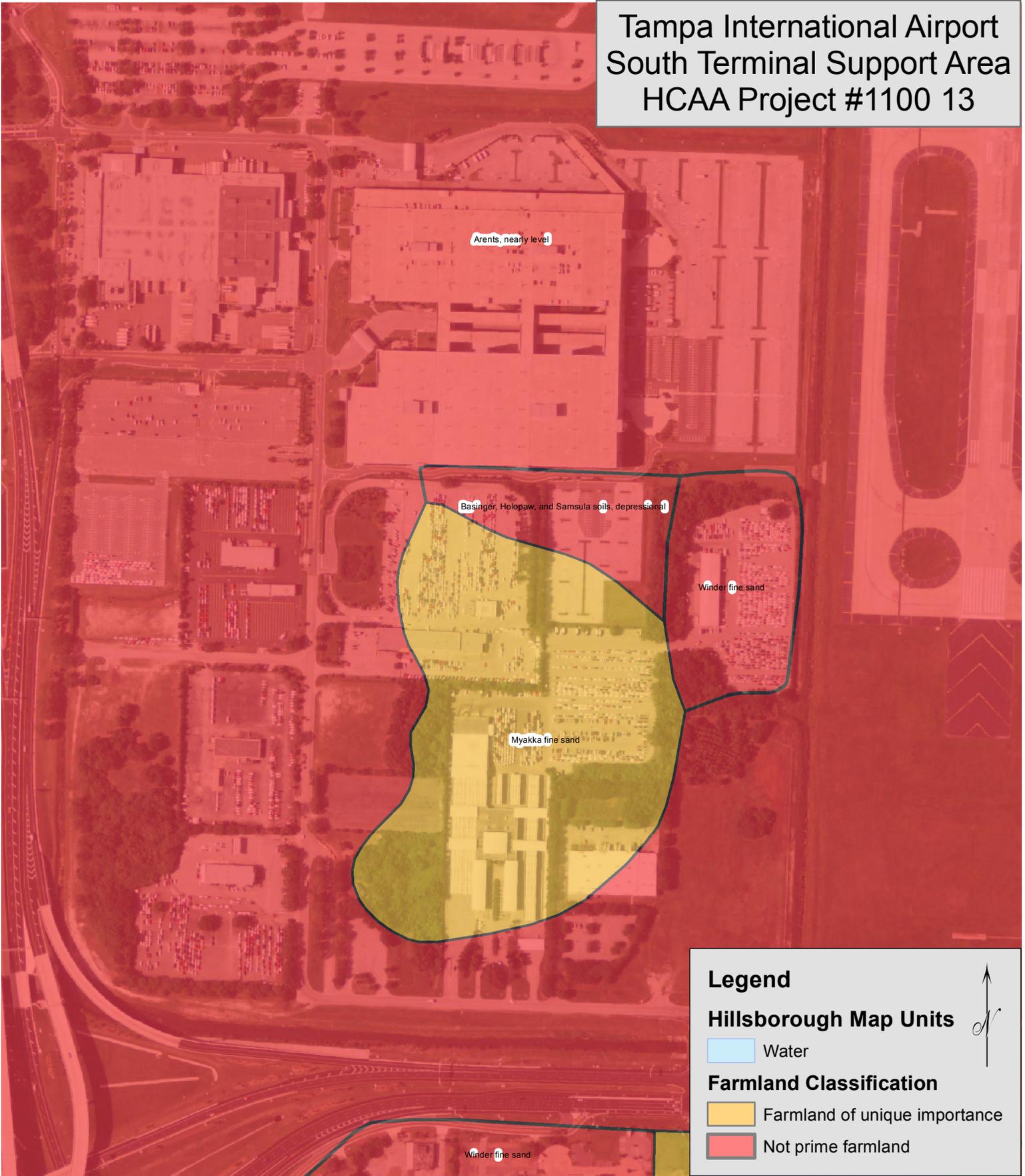
Rick

Rick Robbins
USDA-NRCS
Soil Scientist
Gainesville, Florida

Helping People Help the Land

An Equal Opportunity Provider and Employer

Tampa International Airport South Terminal Support Area HCAA Project #1100 13



Survey Area: Hillsborough County, Florida; Survey Area Version: 8
 Date: 1/28/2013 Tabular data certification: fully certified
 Orthoimagery: USDA-NRCS NCGC Mr. Sid Mosaic
 Map Created: 9/17/13
 Rick Robbins, USDA-NRCS, Gainesville, Florida



Attachment E – Construction Emissions Inventory

The following Attachment presents the calculations used to quantify construction emissions over the duration of construction activities at the Airport and throughout each construction year.



Attachment E-1 – Construction Equipment Hourly Use

This Attachment outlines assumptions and calculations to determine the Proposed Project's hourly use of construction equipment.

Roadway Demo and Development

10650LF x 25' width assumed

30000 SY Area

10 days demo 2 excavators at 8 hours day

Haul off

10000 CY

660 Loads x 2 hour RT

Subgrade

15 Lots x 8 hours x 1 Dozer

15 Lots x 24 hours x 2 rollers

Base

Placement

15 Lots x 8 hours x 1 Dozer

660 Loads x 2 hour RT

Compaction

15 Lots x 24 hours x 2 rollers

Water Truck

Paving

8000 tons

8 days x 10 hours

1 paver
3 rollers

400 loads x 2 hour RT + .5 Stand by

Hand Tamp & support

Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump Truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
160											
		1320									
	120										
			720								
	120										
		1320									
			720								
			360								
				80							
			240								
		1000									
										16	40
Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump Truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
160	240	3640	2040	80	0	0	0	0	0	16	40

Automated People Mover

On grade 2000 x 32=64000sf or 7200 SY

Grading 32 hours dozer

Compaction 64 hours roller

Track Placement

2400 CY concrete

267 loads x 1hr RT

On embankment 1500LF x 32' wide x 6' fill

10750 CY fill

717 loads x 2RT

2.5 Lots x 9 lifts x 16 hours by Dozer

2.5 Lots x 9 lifts x 16 hours by Roller

53 support columns

Excavator to dig footings

80 hours of crane to set forms

160 loads of concrete (foundation)

240 loads of concrete (towers)

Main Station

Foundations

Excavator 105 footings at 1 hour each

105 loads of concrete x 1 hr RT

Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump Truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
	32										
			64								
						268					
			1434								
	360										
	360										
212											
					80						
						160					
						240	240				
105											
						105					

Floor slabs
 Grading 32 hours dozer
 Compaction 64 hours roller
 Concrete 32 loads x 1 hr RT
 Wall panels
 Manlift
 Underground Utilities

Foundations
 Excavator 56 footings at 1 hour each
 56 loads of concrete x 1 hr RT
 Floor slabs
 Grading 16 hours dozer
 Compaction 32 hours roller
 Concrete 17 loads x 1 hr RT
 Wall panels
 Manlift
 Underground Utilities

Foundations
 Excavator 56 footings at 1 hour each
 56 loads of concrete x 1 hr RT
 Floor slabs
 Grading 16 hours dozer
 Compaction 32 hours roller
 Concrete 17 loads x 1 hr RT
 Wall panels
 Manlift
 Underground Utilities

Station 1

Station 2

	32										
			64								
						32	32				
					40						
								500			
									80	20	40
	56										
						56					
	16										
			32								
						17	17				
					20						
								250			
									40	10	20
	56										
						56					
	16										
			32								
						17	17				
					20						
								250			
									40	10	20
Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump Truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
429	816	0	1626	0	160	951	306	1000	160	40	80

Concrete 1320 loads x 1 hr RT
Elevated Floor Slabs

320 Lots x 16 hrs x 1 Roller

Concrete 5280 loads x 1 hr RT

Wall panels
Manlift
Underground Utilities

	5120										
						264					
						5280	1320				
					240						
								1500			
									800	200	400
Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
4270	7680	0	0	0	240	9814	1320	1500	800	410	820

Tenant and Parking Garage Building

Foundations
Excavator 1920 footings at 1 hour each
1920 loads of concrete x 1 hr RT
Ground level Floor slab

Grading
16 Lots x 8 hrs x 1 Dozer
Compaction
16 Lots x 16 hrs x 1 Roller

Concrete 592 loads x 1 hr RT
Elevated Floor Slabs

Concrete 2368 loads x 1 hr RT

Wall panels
Manlift
Underground Utilities

Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump Truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
1920						1920					
	128										
			256								
						2368	592				
					120						
								1000			
									400	100	200
Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
1920	128	0	256	0	120	4288	592	1000	400	880	1760

Totals Materials

Excavation 81799 CY
Fill Material 10750 CY
Base Material 9900 CY
Concrete 137484 CY
Asphalt 55000 Tons

Excavator	Dozer	Dump Truck	Roller	Paver	Crane	Concrete Truck	Concrete Pump truck	Manlift	Rubber Tire Backhoe	Plate Tamp	Bobcat
8959	10572	16715	8230	680	540	15766	2298	4250	1680	1476	2960

Added Refueling Truck at 1 hour a day for 730 days.

500 hours of air compressor use.
100 hours of welding.
5000 hours of generators to run concrete vibrators
5000 hours of generators to run hand tools
3248 hours (10% of dump and concrete truck for stand by onsite) put in Off-Road Truck



Attachment E-2 – Calculations and Results

This Attachment presents the calculations and emissions factors for the Proposed Project's construction equipment. It also presents the Proposed Project's construction related emissions associated with vehicle miles traveled for construction workers, equipment and supply delivery, and the results of the construction emission inventory.

CONSTRUCTION EMISSION INVENTORY

Equipment Type	Hours of Use	CO Emission Rate lb/hr	CARBON MONOXIDE (CO) lbs	HC Emission Rate lb/hr	HYDROCARBONS lbs	NO2 Emission Rate lb/hr	NITROGEN OXIDES (NOX) lbs	SO2 Emission Rate lbs/hr	SULFUR OXIDES (SO2) lbs	PART Emission Rate lbs/hr	PM 10 lbs	PART Emission Rate lbs/hr	PM 2.5 lbs
Asphalt Paver	680	0.3981	270.708	0.07589	51.6052	1.28138	871.3384	0.1157	78.676	0.055985	38.0698	0.055985	38.0698
Concrete Paver		0.81219	0	0.19905	0	1.78078	0	0.16528	0	0.079975	0	0.079975	0
Roller	8230	0.37896	3118.8408	0.10024	824.9752	1.13688	9356.5224	0.12225	1006.1175	0.047675	392.36525	0.047675	392.36525
Scraper		2.46872	0	0.35056	0	4.29557	0	0.44437	0	0.31106	0	0.31106	0
Paving Equipment	680	0.5322	361.896	0.13074	88.9032	1.27382	866.1976	0.10413	70.8084	0.052065	35.4042	0.052065	35.4042
Trencher		0.90692	0	0.15578	0	0.99423	0	0.09228	0	0.07144	0	0.07144	0
Excavator	8959	1.19602	10715.14318	0.161	1442.399	2.47254	22151.48586	0.2139	1916.3301	0.165605	1483.6552	0.165605	1483.655195
Cement Mixer		0.06248	0	0.01399	0	0.14955	0	0.01263	0	0.00611	0	0.00611	0
Graders		0.87912	0	0.36322	0	2.22095	0	0.20127	0	0.115675	0	0.115675	0
Rubber Tired Loader		1.00019	0	0.1792	0	2.14624	0	0.1792	0	0.1344	0	0.1344	0
Rubber Tired Dozer	10572	1.29679	13709.66388	0.3983	4210.8276	4.44613	47004.48636	0.43072	4553.57184	0.152835	1615.77162	0.152835	1615.77162
Tractor/Loader/Backhoe		0.635	0	0.13354	0	0.94316	0	0.07937	0	0.049025	0	0.049025	0
Crawler Tractor		0.96378	0	0.25902	0	2.06811	0	0.17067	0	0.115455	0	0.115455	0
Sweeper		0.88138	0	0.23271	0	2.03619	0	0.13526	0	0.116355	0	0.116355	0
Off Highway Truck	3248	1.72088	5589.41824	0.51626	1676.81248	5.90016	19163.71968	0.54699	1776.62352	0.24584	798.48832	0.24584	798.48832
Generator (gasoline)	10000	12.974	129740	0.474	4740	0.018	180	0.005	50	0.001	10	0.001	10
Generator (diesel)		0.179	0	0.033	0	0.293	0	0.033	0	0.008	0	0.008	0
Manual Lift/Manlift (Boom and Scissor)	4250	0.282	1198.5	0.065	276.25	0.673	2860.25	0.043	182.75	0.0165	70.125	0.0165	70.125
Forklift		0.52	0	0.17	0	1.54	0	0.143	0	0.0465	0	0.0465	0
Crane		0.751	0	0.25	0	1.919	0	0.167	0	0.0625	0	0.0625	0
Boom Truck		0.052	0	0.017	0	0.184	0	0.017	0	0.0065	0	0.0065	0
Refueling Truck	730	0.052	37.96	0.017	12.41	0.184	134.32	0.017	12.41	0.0065	4.745	0.0065	4.745
Air Compressor	500	0.195	97.5	0.036	18	0.32	160	0.036	18	0.009	4.5	0.009	4.5
300-Ton Capacity Truck Crane	540	2.24	1209.6	0.688	371.52	5.504	2972.16	0.4945	267.03	0.374	201.96	0.374	201.96
Weld Machine	100	0.173	17.3	0.032	3.2	0.284	28.4	0.032	3.2	0.008	0.8	0.008	0.8
Skidsteer (bobcat)	2960	0.204	603.84	0.00735	21.756	0.287	849.52	0.00315	9.324	0.0125	37	0.0125	37
Concrete Mixer		0.062	0		0	0.148	0	0.012	0	0.003	0	0.003	0
Hand Held Vibrator Plate	1476	7.018	10358.568	3.086	4554.936	0.002	2.952	0.002	2.952	0.0145	21.402	0.0145	21.402
Vertical Auger Drill		3.135	0	0.47	0	3.762	0	0.314	0	0.1175	0	0.1175	0
Chain Saw		0.15	0	0.029	0	0.208	0	0.037	0	0.0125	0	0.0125	0
Chipper		0.908	0	0.119	0	1.169	0	0.165	0	0.057	0	0.057	0
Tamping Spade		4.488	0	1.973	0	0.001	0	0.001	0	0.0095	0	0.0095	0
Concrete Pump/Truck	2298	0.547	1257.006	0.237	544.626	2.941	6758.418	0.331	760.638	0.0505	116.049	0.0505	116.049
SUB-TOTAL EMISSIONS (LBS)			178285.9441		18838.22068		113359.7703		10708.43136		4830.33539		4830.335385
TOTAL EMISSIONS (TONS)			89.14297205		9.41911034		56.67988515		5.35421568		2.41516769		2.415167693

Construction Worker Trips						Equipment and Supply Delivery					
650 work days			75 employees (max)			5546 trips			40 mi/trip		
40 mi/trip			1.25 employees per car			221,840 VMT					
			60 trips per work day								
			39,000 trips								
			1,560,000 VMT								
Emission Factors for Worker Construction trips g/VM (light duty trucks) (tons)						Emission Factors for Supply and Dump Trucks g/VM (class 7 Heavy Duty trucks) (tons)					
CO	VOC	Nox	SOx	PM10	PM2.5	CO	VOC	Nox	SOx	PM10	PM2.5
2.18	0.044	0.0176	0.0088	0.0247	0.0112	5.2982	0.0596	0.2197	0.0216	0.0375	0.0204
CO	VOC	NO _x	SO ₂	PM ₁₀	PM _{2.5}	CO	VOC	NO _x	SO ₂	PM ₁₀	PM _{2.5}
3.756	0.076	0.03	0.015	0.042	0.019	0.03	0.044	0.095	0.002	0.009	0.005

Grand Total					
CO	VOC	NO _x	SO ₂	PM ₁₀	PM _{2.5}
92.92897205	9.5391103	56.80488515	5.37121568	2.466167693	2.439167693

Annualized Emissions/a/					
CO	VOC	NO _x	SO ₂	PM ₁₀	PM _{2.5}
30.97632402	3.1797034	18.93496172	1.790405227	0.822055898	0.813055898

/a/: Construction schedule assumes 2.5 years



Attachment F – FIRM

FIRM Map Number

Panel

Effective Date

12057C0333H

333 of 801

August 26, 2008

Zonal Flood Insurance Program at 1-800-635-6620

MAP SCALE 1" = 500'

0 500 1000
FEET

0 500 1000
METER

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
HILLSBOROUGH COUNTY, FLORIDA
AND INCORPORATED AREAS

PANEL 333 OF 801
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:
 COMMUNITY: HILLSBOROUGH COUNTY
 MAP: CITY OF PALM HARBOR
 NUMBER: 120112
 PANEL: 0333
 SUFFIX: H

MAP NUMBER
 12057C0333H

EFFECTIVE DATE
 AUGUST 28, 2008

Federal Emergency Management Agency

NOTICE TO USER: The Map Number shown below should be used when ordering a Flood Insurance Rate Map. The information shown above should be used on insurance applications for the subject community.

U.S. DEPARTMENT OF COMMERCE

This is an official copy of a portion of the above referenced flood map. It was extracted using FIRM OneView. This map does not reflect any changes that may have occurred since the date of the original map. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov





Attachment G –Applicable Permits

<u>Permit Number</u>	<u>Date Issued</u>	<u>Agency</u>
N/A	July 23, 2008	Hillsborough County EPC
49008387.043	July 29, 2008	SWFWMD
SAJ-2002-01521 (IP-CJW)	October 10, 2008	USACE

COMMISSION
 Brian Blair
 Rose V. Ferlita
 Ken Hagan
 Al Higginbotham
 Jim Norman
 Mark Sharpe
 Kevin White



Roger P. Stewart Center
 3629 Queen Palm Dr. • Tampa, FL 33619
 Ph: (813) 627-2600

Fax Numbers (813):
 Admin. 627-2620 Waste 627-2640
 Legal 627-2602 Wetlands 627-2630
 Water 627-2670 ERM 627-2650
 Air 627-2660 Lab 272-5157

Executive Director
 Richard D. Garrity, Ph.D.

1 July 2008

Mr. Lou Russo
 Hillsborough County Aviation Authority
 P.O. Box 22287
 Tampa, Florida 33622

HCA
 JUL - 7 2008
 11:00 AM

SUBJECT: EPC REVIEW OF REQUEST TO IMPACT WETLANDS ON THE TAMPA INTERNATIONAL AIRPORT PROPERTY / THE TIA MODIFIED AIRPORT WIDE STORMWATER MASTER PLAN AND WETLAND IMPACTS CONCEPTUAL PERMIT - HCAA PROJECT NO. 4210 07/ PLAN DATED RECEIVED 18 DECEMBER 2008 ADDITIONAL INFORMATION DATED RECEIVED ON 13 MARCH 2008 AND 17 JUNE 2008/ STR's - 06, 07, 08, 09 17 & 18-29-18

Dear Mr. Russo:

The Wetlands Management Division staff of the Environmental Protection Commission of Hillsborough County (EPC) has completed a review of the subject application to impact wetlands in Hillsborough County. The permanent wetland impacts will result from the construction of expanded airport facilities and runway expansion. The applicant demonstrated sufficient justification for the wetland impact and compensation for the wetland impact will be provided. Therefore, this letter shall serve as documentation that the EPC Executive Director has conceptually authorized wetland impacts subject to the conditions and comments enumerated below:

1. Only those wetland impacts identified in the table below are authorized for impact:

Wetland	Acreage	Description	Mitigation Type
Wetland Conservation Area's "WL 4,5, 7, 9, 11, 12, 13A, 13B, 14, 15, 16, 17, 18, 19, 20, 21, 23, 32, 34, 35, 36, 39, 40, 41, 42, 43, 45, 46 & 50" (Permanent Impact)	22.58 ac.	Forested	FDOT/SWFWM Mitigation Inventory Chapter 373.4137 FS.
Wetland Conservation Area's "WL 2, 6 & 31" (Permanent Impact)	3.68 ac	Shrub	FDOT/SWFWM Mitigation Inventory Chapter 373.4137 FS.

Wetland Conservation Area's "WL 1, 8, 22,25,26,30 & 33" (Permanent Impact)	8.33 ac	Herbaceous	FDOT/SWFWMD Mitigation Inventory Chapter 373.4137 FS.
Total impacts proposed	34.59		

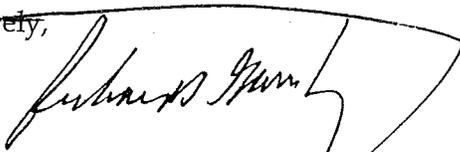
2. The Hillsborough County Aviation Authority (the Authority) participates in the Florida Department of Transportation (FDOT/SWFWMD) Mitigation Inventory and impacts to wetlands will be mitigated pursuant to 373.4137 FS. The Authority has made escrow payments to SWFWMD equal to 32.2 acres of wetland mitigation, as reflected in the FDOT Environmental Mitigation Escrow Report Quarter Ending June 30, 2007, to offset impacts associated with the implementation of Master Plan Update. The Authority is committed to adding funds to the Mitigation Inventory escrow as projects are funded. **Please provide documentation of the location of the mitigation areas as that information becomes available.**

General Comments/ Conditions:

- This impact approval is valid until 01 July 2025. If the site plans are altered or the time period for the impact approval expires, this impact approval will become invalid.
- This approval applies only to the development proposal as submitted, and in no way does it provide EPC approval to any other aspect of the EPC review process. In addition, this approval does not imply exemption from obtaining all proper permits from other governmental agencies.
- Any activity interfering with the integrity of wetland(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or his authorized agent, pursuant to Section 1-11.07, Rules of the Commission, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11, Rules of the EPC.

Thank you for your cooperation. If you require additional information, please contact Mr. Tom LaFountain at (813) 627-2600, extension 1220.

Sincerely,



Richard D. Garrity, Ph.D., Executive Director
Environmental Protection Commission
of Hillsborough County

cc: Tom LaFountain, EPC
Mr. Jeff Siddle, Hillsborough County Aviation Authority
Mr. Richard Coudurier, RS&H
Mr. Chris Dailey, RS&H



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1715 North Westshore Boulevard, Suite 500
Tampa, Florida 33607-3999
813-289-5550
Fax: 813-289-0263

FL Cert Nos AAC001886HB167009564 CCG00210

July 23, 2008

Richard D. Garrity, Ph.D., Executive Director
Environmental Protection Commission of Hillsborough County
Roger P. Stewart Center
3629 Queen Palm Drive
Tampa, FL 33619-1309

SUBJECT: EPC REVIEW OF REQUEST TO IMPACT WETLANDS ON THE TAMPA INTERNATIONAL AIRPORT PROPERTY/ THE TIA MODIFIED AIRPORT WIDE STORMWATER MASTER PLAN AND WETLAND IMPACTS CONCEPTUAL PERMIT HCAA PROJECT NO. 5210 07/ PLAN DATED RECEIVED 18 DECEMBER 2007 ADDITIONAL INFORMATION DATED RECEIVED ON 13 MARCH 2008 AND 17 JUNE 2008/STR's - 06, 07, 08, 0917 & 18-29-18

Dear Dr. Garrity:

The Hillsborough County Aviation Authority (Authority) has received EPC's authorization letter dated July 1, 2008 regarding the Subject Document. The individual wetlands and their acreages provided in the letter are accurate and reflect the most current engineering information. Thank you and your staff for their involvement and assistance to date on the process of permitting this comprehensive document.

As a matter of clarification and understanding regarding EPC's aforementioned letter which states that "the letter shall serve as documentation that the EPC Executive Director has *conceptually* authorized wetland impacts subject to the conditions and comments enumerated below", we felt it important to more fully describe our understanding regarding the term "conceptual" as it relates specifically as to how the Authority will proceed/interact with EPC during the actual implementation of each of the improvement projects identified.

Based on our follow-up telephone conversations with Mr. Tom LaFountain on July 7th and 8th, 2008, it is our understanding that EPC will require that the Authority submit final design drawings for each of the individual projects identified within the Subject Document as they are developed. The primary goal of the submittal is for EPC's review and confirmation for adherence with the conceptual project's representation included in the Subject Document (i.e., that the specific project's purpose/function remains unchanged). The secondary goal is for EPC's assurance that the filling of wetlands does not adversely impact other wetlands to remain.

As stated in your letter, the Authority will "provide documentation of the location of the mitigation areas as that information becomes available", however, it is our understanding that the implementation of the mitigation is not a prerequisite to EPC's final approval, as the implementation is beyond the direct control of the Authority other than their advance escrow payments in accordance with 373.4137 FS (i.e., the State Senate Bill). Per discussions with Mr. LaFountain, the EPC considers the permittee (i.e., the Authority) ultimately responsible for the necessary mitigation and as such requests that documentation of all payments made to the State Senate Bill to date and in the future be provided for EPC's records.

As a final (and less significant) point of clarification, the following corrections in the Subject Document description in the aforementioned July 1, 2008 EPC letter should be noted:

- The HCAA Project No. is 5210 07. It was incorrectly identified as HCAA Project No. 4210 07.
- The date of the plans received by EPC was 18 December 2007. It was incorrectly identified as 18 December 2008.

Thank you for your continued cooperation with regard to this important project.

Sincerely,



Richard P. Coudurier, PE
Project Manager

cc: HCAA Records
Jeff Siddle, HCAA
Chris Dailey, RS&H
RS&H File



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Southwest Florida Water Management District

2379 Broad Street, Brooksville, Florida 34604-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
On the Internet at: WaterMatters.org

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

Lecanto Service Office
Suite 226
3600 West Sovereign Path
Lecanto, Florida 34461-8070
(352) 527-8131

Sarasota Service Office
6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)
SUNCOM 531-6900

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)
SUNCOM 578-2070

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Hillsborough

H. Paul Senft, Jr.
Polk

Patsy C. Symons
DeSoto

David L. Moore
Executive Director

William S. Bilenky
General Counsel

July 29, 2008

Louis P. Russo, Jr.
Hillsborough County Aviation Authority
Post Office Box 22287
Tampa, FL 33622-2287

Subject: Notice of Final Agency Action for Approval
ERP Conceptual
Permit No.: 49008387.043
Project Name: Tampa International Airport - Modify Airport-Wide Stormwater Master Plan and Wetland Impacts
County: Hillsborough
Sec/Twp/Rge: 05, 06, 07, 08, 09, 16, 17, 18/29S/18E

Dear Mr. Russo:

The Environmental Resource permit referenced above was approved by the District Governing Board subject to all terms and conditions set forth in the permit.

The enclosed approved conceptual plans are part of the permit, and further applications for construction permitting must be in accordance with these plans.

If you have questions concerning the permit, please contact Robin L. McGill, P.E., at the Tampa Service Office, extension 2072. For assistance with environmental concerns, please contact William M. Copeland, extension 2029.

Sincerely,

Paul W. O'Neil, Jr., P.E., Department Director
Regulation Performance Management

PWO:gjn

Enclosures: Approved Permit w/Conditions Attached
Conceptual Drawings

cc/enc: File of Record 49008387.043
Steven Christopher Noriega, P.E., Reynolds, Smith & Hills, Inc.
US Army Corps of Engineers

SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
ENVIRONMENTAL RESOURCE
CONCEPTUAL MODIFICATION
PERMIT NO. 49008387.043

Expiration Date: July 29, 2013

PERMIT ISSUE DATE: July 29, 2008

This permit is issued under the provisions of Chapter 373, Florida Statutes, (F.S.), and the Rules contained in Chapter 40D-4 and 40, Florida Administrative Code, (F.A.C.). The permit authorizes the Permittee to use the information outlined herein and shown by the application, approved drawings, plans, specifications and other documents, attached hereto and kept on file at the Southwest Florida Water Management District (District), to proceed with further applications for construction permitting.

PROJECT NAME: Tampa International Airport - Modify Airport-Wide Stormwater Master Plan and Wetland Impacts

GRANTED TO: Hillsborough County Aviation Authority
Post Office Box 22287
Tampa, FL 33622-2287

ABSTRACT: This application is for conceptual approval of future airport improvements and expansion as part of the Tampa International Airport (TPA) 2005 Master Plan Update. The intent is to modify the previously approved conceptual permit entitled Tampa International Airport 20-Year Master Plan that was based on the 1999 TPA Master Plan Update. In order to meet the goals of the current master plan update, improvements to the existing stormwater infrastructure and impacts to existing wetlands will be required. This application focuses on the main stormwater facilities at TPA and describes the design recommendations that will improve the stormwater infrastructure and serve TPA in the future. In addition, it provides information regarding the necessary wetland impacts associated with the improvement projects listed in the 2005 Master Plan Update. The airport lies within Sections 5, 6, 7, 8, 9, 16, 17 and 18, Township 29 South, Range 18 East, in the western portion of Hillsborough County. The airport encompasses approximately 3,900 acres total land area. It is bounded by Hillsborough Avenue to the north, Spruce Street to the south, Drew Park to the east, and Eisenhower Boulevard to the west.

The site contains two stormwater outfalls. Approximately 1,045 acres of the watershed discharges to lower Sweetwater Creek with the remaining 2,855 acres discharges to the Spruce Street Canal and ultimately to Old Tampa Bay. TPA contains approximately 179 acres of wetlands and other surface waters. There are three major stormwater projects that are needed to implement the recommended 20-year capital development projects identified in the master plan update (see Table A). These stormwater projects include:

- Creation of a new interim condition wet detention facility to serve the North Terminal Phase I horizon on a temporary basis. This project is referred to as the "Phase I Interim Wet Detention Facility".
- The realignment of the existing Drew Park drainage channel currently bisecting the airport. The new alignment places this conveyance along the northern most boundary of TPA property and is referred to as the "North Channel Realignment".
- Creation of a new dry stormwater retention facility running parallel to the proposed Runway 17-35 further referred to as the "Eisenhower Pond" and an extensive system of stormwater box culverts, ditches and pipes acting as the main conveyance system for the North Terminal.

Interconnected Channel and Pond Routing (ICPR) program was used for the existing, interim and future conditions analyses for this modification. Many of the drainage areas found within TPA discharge directly to tidal waters and therefore attenuation is not necessary. A large portion of the airport historically discharged to a tributary of Sweetwater Creek. Increases to peak flows to the Sweetwater Creek tributary will be mitigated by both the interim condition wet detention facility on a temporary basis and ultimately by the new dry stormwater retention facility paralleling the future Runway 17-35 which ultimately discharges to the Dana Shores outfall as well as Fish Creek. A double 10' x 5' box culvert system extending from a finger of the existing Dana shores Canal System onto TPA property on the western side of the airport was designed and is currently being constructed under the DOT Concrete Box Culvert TPA to Dana Shores project (ERP No. 44000920.006). The box culvert, however, has not been permitted to convey any flow. The box culvert size was designed to serve as the future main discharge for the airfield drainage systems associated with future Runway 17-35. The original intent was to provide a second direct connection to Old Tampa Bay (the first being Fish Creek), thus providing TPA with another stormwater connection not requiring attenuation. Due to the anticipated attenuation and treatment requirements associated with the new terminal development and total future airport build-out, a dry retention pond was designed in the vicinity of the previously conceptually permitted ditch. This two-tiered "Eisenhower Pond" has been designed to discharge directly to the permitted box culvert as well as discharge to Fish Creek through a controlled overflow system. It is understood that final approval for discharge through the permitted box culvert will not be granted until reasonable assurance that the proposed discharges will not have adverse impacts to either Dana Shores or Fish Creek with the change in hydrology to both waterbodies. Factors including but not limited to the alteration of the salinity, water quality, potential of flooding, wildlife habitat, and the potential shoaling or erosion effects must be addressed.

The Eisenhower Pond has been designed with effluent filtration as the water quality treatment method. Also, several other ponds have been conceptually sized for treatment with the anticipated treatment method being effluent filtration. However, this treatment design is not binding on the District since Tampa Bay is on the list of impaired waters adopted pursuant to Rule 62-303, F.A.C. and it has not been demonstrated that the proposed activities will not contribute to the degradation of Tampa Bay. Therefore this conceptual approval does not include water quality. Construction and operation permits for each proposed project must meet the conditions for issuance in Rules 40D-4.301 and 40D-4.302, F.A.C., in effect when the application for the construction permit is filed.

TABLE A
Proposed Projects

<u>PROJECT</u>	<u>PLANNING YEAR</u>
Taxiway T Reconstruction	2008
Runway 9-27 Shoulder Construction	2009
North Terminal Phase I Drainage Infrastructure	2011
Crossfield Taxiways B & M	2011
North Terminal Airside 1	2013
Taxiway N Overpass	2016
Runway 17-35 System	2016
Taxiway S West Extension	2021
Runway 18L High-speed Exit	2025
Taxiway E Reconstruction	2025
North Terminal Airside 2	2025
North Terminal Airside 3	Post 2025
North Terminal Airside 4	Post 2025
Runway 18L Extension	Post 2025
Taxiway A Extension	Post 2025
South Development Area Improvements	2008 and Beyond
East Development Area (Drew Park) Improvements	2008 and Beyond

Permit No.: 49008387.043
 Project Name: Tampa International Airport - Modify Airport - Wide Stormwater
 Master Plan and Wetland Impacts
 Page: 3 of 7

OP. & MAINT. ENTITY: Hillsborough County Aviation Authority

COUNTY: Hillsborough

SEC/TWP/RGE: 05, 06, 07, 08, 09, 16, 17, 18/29S/18E

TOTAL ACRES OWNED
 OR UNDER CONTROL: 3,900.00

PROJECT SIZE: 3,900.00 Acres

LAND USE: Government

DATE APPLICATION FILED: January 2, 2008

AMENDED DATE: N/A

I. Water Quantity/Quality

POND NO.	AREA ACRES @ TOP OF BANK	TREATMENT TYPE
Interim Pond	12.07	Wet detention
Eisenhower Pond North	12.17	Effluent Filtration
Eisenhower Pond South	19.60	Effluent Filtration
Taxiway T Recons	2.00	Effluent Filtration
Taxiway N Overpass	3.96	Effluent Filtration
TOTAL	49.80	

Comments: Effluent filtration has been designed as the water quality treatment method for this conceptual application. However, this design is not binding on the District. Reasonable assurance will be required that each proposed project will meet the conditions of issuance for water quality in effect when the construction permit application is filed.

A mixing zone is not required.

A variance is not required.

II. 100-Year Floodplain

Encroachment (Acre-Feet of fill)	Compensation (Acre-Feet of excavation)	Compensation Type	Encroachment Result (feet)
0.00	0.00	N/A	N/A

Permit No.: 49008387.043

Project Name: Tampa International Airport - Modify Airport - Wide Stormwater
Master Plan and Wetland Impacts

Page: 4 of 7

III. Environmental Considerations

Wetland/Surface Water Information

Count of Wetlands: 71

Wetland Name	Total	Not Impacted	Permanent Impacts		Temporary Impacts	
	Acres	Acres	Acres	Functional Loss*	Acres	Functional Loss*
WL01	16.60	15.37	1.23	0.00	0.00	0.00
WL02	2.82	0.00	2.82	0.00	0.00	0.00
WL03	3.85	0.00	3.85	0.00	0.00	0.00
WL04	1.28	0.00	1.28	0.00	0.00	0.00
WL05	0.13	0.00	0.13	0.00	0.00	0.00
WL06	0.23	0.00	0.23	0.00	0.00	0.00
WL07	0.33	0.00	0.33	0.00	0.00	0.00
WL08	13.36	9.57	3.79	0.00	0.00	0.00
WL09	2.41	0.00	2.41	0.00	0.00	0.00
WL10	11.33	11.33	0.00	0.00	0.00	0.00
WL11	0.15	0.00	0.15	0.00	0.00	0.00
WL12	0.12	0.00	0.12	0.00	0.00	0.00
WL13A	0.04	0.00	0.04	0.00	0.00	0.00
WL13B	0.02	0.00	0.02	0.00	0.00	0.00
WL14	0.49	0.00	0.49	0.00	0.00	0.00
WL15	0.59	0.00	0.59	0.00	0.00	0.00
WL16	0.61	0.00	0.61	0.00	0.00	0.00
WL17	0.78	0.00	0.78	0.00	0.00	0.00
WL18	0.22	0.22	0.00	0.00	0.00	0.00
WL19	2.22	2.22	0.00	0.00	0.00	0.00
WL20	10.41	10.41	0.00	0.00	0.00	0.00
WL21	0.14	0.14	0.00	0.00	0.00	0.00
WL22	0.27	0.27	0.00	0.00	0.00	0.00
WL23	0.28	0.28	0.00	0.00	0.00	0.00
WL24	0.51	0.51	0.00	0.00	0.00	0.00
WL25	2.09	0.00	2.09	0.00	0.00	0.00
WL26	1.41	0.98	0.43	0.00	0.00	0.00
WL28	4.38	1.35	3.03	0.00	0.00	0.00
WL29	0.49	0.43	0.06	0.00	0.00	0.00
WL30	47.66	46.96	0.70	0.00	0.00	0.00
WL31	0.63	0.00	0.63	0.00	0.00	0.00
WL32	4.89	4.89	0.00	0.00	0.00	0.00
WL33	0.09	0.00	0.09	0.00	0.00	0.00
WL34	0.64	0.00	0.64	0.00	0.00	0.00
WL35	0.31	0.00	0.31	0.00	0.00	0.00
WL36	3.23	0.00	3.23	0.00	0.00	0.00
WL39	1.80	0.00	1.80	0.00	0.00	0.00
WL40	4.24	0.00	4.24	0.00	0.00	0.00
WL41	0.08	0.00	0.08	0.00	0.00	0.00
WL42	0.86	0.00	0.86	0.00	0.00	0.00
WL43	3.22	0.00	3.22	0.00	0.00	0.00

Wetland Name	Total	Not Impacted	Permanent Impacts		Temporary Impacts	
	Acres	Acres	Acres	Functional Loss*	Acres	Functional Loss*
WL45	0.72	0.00	0.72	0.00	0.00	0.00
WL46	0.53	0.00	0.53	0.00	0.00	0.00
WL50	8.62	8.62	0.00	0.00	0.00	0.00
WL51	0.33	0.31	0.02	0.00	0.00	0.00
WL52	0.17	0.00	0.17	0.00	0.00	0.00
WL53	1.87	0.00	1.87	0.00	0.00	0.00
WL54	0.29	0.00	0.29	0.00	0.00	0.00
WL55A	0.62	0.60	0.02	0.00	0.00	0.00
WL56	0.29	0.29	0.00	0.00	0.00	0.00
WL57	0.84	0.61	0.23	0.00	0.00	0.00
WL58	0.69	0.00	0.69	0.00	0.00	0.00
WL59	0.06	0.00	0.06	0.00	0.00	0.00
WL60	0.10	0.10	0.00	0.00	0.00	0.00
WL61	0.31	0.00	0.31	0.00	0.00	0.00
WL63	0.28	0.00	0.28	0.00	0.00	0.00
WL64	0.35	0.00	0.35	0.00	0.00	0.00
WL65	1.31	0.00	1.31	0.00	0.00	0.00
WL66	1.33	0.00	1.33	0.00	0.00	0.00
WL66A	0.45	0.00	0.45	0.00	0.00	0.00
WL66B	1.06	0.00	1.06	0.00	0.00	0.00
WL67	2.02	0.00	2.02	0.00	0.00	0.00
WL68	6.01	0.00	6.01	0.00	0.00	0.00
WL69	0.94	0.00	0.94	0.00	0.00	0.00
WL70	0.02	0.00	0.02	0.00	0.00	0.00
WL71	0.77	0.00	0.77	0.00	0.00	0.00
WL72	0.56	0.00	0.56	0.00	0.00	0.00
WL73	0.30	0.00	0.30	0.00	0.00	0.00
WL74	2.87	0.00	2.87	0.00	0.00	0.00
WL75	0.02	0.02	0.00	0.00	0.00	0.00
WL77	0.05	0.00	0.05	0.00	0.00	0.00
TOTAL	178.99	115.48	63.51	0.00	0.00	0.00

* For Impacts that do not require mitigation, their functional loss is not included.

Wetland Comments: The 2005 Tampa International Airport Stormwater Master Plan Update project contains a total of 178.99 acres of wetlands and other surface waters previously verified by District staff. The reduction in the previously identified acreage has resulted from the approval of impacts and from minor recalculations of the size of some surface water ditches. The Permittee has identified a total of 63.51 acres of impacts to wetlands and other surface waters that will result from the current proposed build-out of the airport. There are 41.53 acres of wetlands that will require mitigation for permanent impacts. There are 21.98 acres of impacts to upland cut ponds and ditches that do not provide significant habitat for fish and wildlife, and will be exempt from mitigation pursuant to the Basis of Review, Section 3.2.2.2. The Hillsborough County Aviation Authority (Authority) participates in the FDOT Mitigation Inventory, and in anticipation of the wetland impacts, the Authority has made escrow payments equal to 32.2 acres

of wetland mitigation. Additional acres of mitigation will be obtained prior to any approvals for which the plan does not currently address. Table 1, Project Wetland and Other Surface Water Summary, received on June 6, 2008 identifies the type of wetland and its required mitigation, as applicable.

Mitigation Comments: Mitigation for the wetland impacts is to be provided in accordance with an approved Florida Department of Transportation Mitigation Plan, pursuant to Chapter 373.4137 F.S. Mitigation is to be provided at the Bahia Beach location, project number SW 78. There are 32.20 acres of mitigation currently accounted for in the FDOT Environmental Mitigation Escrow inventory. Additional impacts that may be permitted for construction that exceed the current total will need to be added prior to authorization.

A regulatory conservation easement is not required.

A proprietary conservation easement is not required.

SPECIFIC CONDITIONS

1. If the ownership of the project area covered by the subject permit is divided, with someone other than the Permittee becoming the owner of part of the project area, this permit shall terminate, pursuant to Section 40D-1.6105, F.A.C. In such situations, each land owner shall obtain a permit (which may be a modification of this permit) for the land owned by that person. This condition shall not apply to the division and sale of lots or units in residential subdivisions or condominiums.
2. Unless specified otherwise herein, two copies of all information and reports required by this permit shall be submitted to:

Tampa Regulation Department
Southwest Florida Water Management District
7601 U.S. Highway 301 North
Tampa, FL 33637-6759

The permit number, title of report or information and event (for recurring report or information submittal) shall be identified on all information and reports submitted.
3. This modification, Conceptual Permit No. 49008387.043, amends the previously issued Conceptual Permit No. 49008387.010, and adds conditions. All other original permit conditions remain in effect.
4. The District and the Permittee shall utilize Table One - "Project Wetland and Other Surface Water Summary," received by the District on June 6, 2008, as the basis for determining which impacts will require mitigation for value of functions provided to fish, wildlife and listed species, including aquatic and wetland dependent species, by wetlands and other surface waters.
5. This permit is issued based upon the design prepared by the Permittee's consultant. If at any time it is determined by the District that the Conditions for Issuance of Permits in Rules 40D-4.301 and 40D-4.302, F.A.C., have not been met, upon written notice by the District, the Permittee shall obtain a permit modification and perform and construction necessary thereunder to correct any deficiencies in the system design or construction to meet District rule criteria. The Permittee is advised that the correction of deficiencies may require re-construction of the surface water management system.

Permit No.: 49008387.043
Project Name: Tampa International Airport - Modify Airport - Wide Stormwater
Master Plan and Wetland Impacts
Page: 7 of 7

GENERAL CONDITIONS

1. The general conditions attached hereto as Exhibit "A" are hereby incorporated into this permit by reference and the Permittee shall comply with them.



Authorized Signature

EXHIBIT "A"

1. All activities shall be implemented as set forth in the plans, specifications and performance criteria as approved by this permit. Any deviation from the permitted activity and the conditions for undertaking that activity shall constitute a violation of this permit.
2. This permit or a copy thereof, complete with all conditions, attachments, exhibits, and modifications, shall be kept at the work site of the permitted activity. The complete permit shall be available for review at the work site upon request by District staff. The permittee shall require the contractor to review the complete permit prior to commencement of the activity authorized by this permit.
3. For general permits authorizing incidental site activities, the following limiting general conditions shall also apply:
 - a. If the decision to issue the associated individual permit is not final within 90 days of issuance of the incidental site activities permit, the site must be restored by the permittee within 90 days after notification by the District. Restoration must be completed by re-contouring the disturbed site to previous grades and slopes re-establishing and maintaining suitable vegetation and erosion control to provide stabilized hydraulic conditions. The period for completing restoration may be extended if requested by the permittee and determined by the District to be warranted due to adverse weather conditions or other good cause. In addition, the permittee shall institute stabilization measures for erosion and sediment control as soon as practicable, but in no case more than 7 days after notification by the District.
 - b. The incidental site activities are commenced at the permittee's own risk. The Governing Board will not consider the monetary costs associated with the incidental site activities or any potential restoration costs in making its decision to approve or deny the individual environmental resource permit application. Issuance of this permit shall not in any way be construed as commitment to issue the associated individual environmental resource permit.
4. Activities approved by this permit shall be conducted in a manner which does not cause violations of state water quality standards. The permittee shall implement best management practices for erosion and a pollution control to prevent violation of state water quality standards. Temporary erosion control shall be implemented prior to and during construction, and permanent control measures shall be completed within 7 days of any construction activity. Turbidity barriers shall be installed and maintained at all locations where the possibility of transferring suspended solids into the receiving waterbody exists due to the permitted work. Turbidity barriers shall remain in place at all locations until construction is completed and soils are stabilized and vegetation has been established. Thereafter the permittee shall be responsible for the removal of the barriers. The permittee shall correct any erosion or shoaling that causes adverse impacts to the water resources.
5. Water quality data for the water discharged from the permittee's property or into the surface waters of the state shall be submitted to the District as required by the permit. Analyses shall be performed according to procedures outlined in the current edition of Standard Methods for the Examination of Water and Wastewater by the American Public Health Association or Methods for Chemical Analyses of Water and Wastes by the U.S. Environmental Protection Agency. If water quality data are required, the permittee shall provide data as required on volumes of water discharged, including total volume discharged during the days of sampling and total monthly volume discharged from the property or into surface waters of the state.

6. District staff must be notified in advance of any proposed construction dewatering. If the dewatering activity is likely to result in offsite discharge or sediment transport into wetlands or surface waters, a written dewatering plan must either have been submitted and approved with the permit application or submitted to the District as a permit prior to the dewatering event as a permit modification. A water use permit may be required prior to any use exceeding the thresholds in Chapter 40D-2, F.A.C.
7. Stabilization measures shall be initiated for erosion and sediment control on disturbed areas as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity in that portion of the site has temporarily or permanently ceased.
8. Off-site discharges during construction and development shall be made only through the facilities authorized by this permit. Water discharged from the project shall be through structures having a mechanism suitable for regulating upstream stages. Stages may be subject to operating schedules satisfactory to the District.
9. The permittee shall complete construction of all aspects of the surface water management system, including wetland compensation (grading, mulching, planting); water quality treatment features, and discharge control facilities prior to beneficial occupancy or use of the development being served by this system.
10. The following shall be properly abandoned and/or removed in accordance with the applicable regulations:
 - a. Any existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor.
 - b. Any existing septic tanks on site shall be abandoned at the beginning of construction.
 - c. Any existing fuel storage tanks and fuel pumps shall be removed at the beginning of construction.
11. All surface water management systems shall be operated to conserve water in order to maintain environmental quality and resource protection; to increase the efficiency of transport, application and use; to decrease waste; to minimize unnatural runoff from the property and to minimize dewatering of offsite property.
12. At least 48 hours prior to commencement of activity authorized by this permit, the permittee shall submit to the District a written notification of commencement indicating the actual start date and the expected completion date.
13. Each phase or independent portion of the permitted system must be completed in accordance with the permitted plans and permit conditions prior to the occupation of the site or operation of site infrastructure located within the area served by that portion or phase of the system. Each phase or independent portion of the system must be completed in accordance with the permitted plans and permit conditions prior to transfer of responsibility for operation and maintenance of that phase or portion of the system to a local government or other responsible entity.
14. Within 30 days after completion of construction of the permitted activity, the permittee shall submit a written statement of completion and certification by a registered professional engineer or other appropriate individual as authorized by law, utilizing the required Statement of Completion and Request for Transfer to Operation Entity form identified in Chapter 40D-1, F.A.C. Additionally, if deviation from the approved drawings are discovered during the certification process the certification must be accompanied by a copy of the approved permit drawings with deviations noted.

15. This permit is valid only for the specific processes, operations and designs indicated on the approved drawings or exhibits submitted in support of the permit application. Any substantial deviation from the approved drawings, exhibits, specifications or permit conditions, including construction within the total land area but outside the approved project area(s), may constitute grounds for revocation or enforcement action by the District, unless a modification has been applied for and approved. Examples of substantial deviations include excavation of ponds, ditches or sump areas deeper than shown on the approved plans.
16. The operation phase of this permit shall not become effective until the permittee has complied with the requirements of the conditions herein, the District determines the system to be in compliance with the permitted plans, and the entity approved by the District accepts responsibility for operation and maintenance of the system. The permit may not be transferred to the operation and maintenance entity approved by the District until the operation phase of the permit becomes effective. Following inspection and approval of the permitted system by the District, the permittee shall request transfer of the permit to the responsible operation and maintenance entity approved by the District, if different from the permittee. Until a transfer is approved by the District, the permittee shall be liable for compliance with the terms of the permit.
17. Should any other regulatory agency require changes to the permitted system, the District shall be notified of the changes prior to implementation so that a determination can be made whether a permit modification is required.
18. This permit does not eliminate the necessity to obtain any required federal, state, local and special District authorizations including a determination of the proposed activities' compliance with the applicable comprehensive plan prior to the start of any activity approved by this permit.
19. This permit does not convey to the permittee or create in the permittee any property right, or any interest in real property, nor does it authorize any entrance upon or activities on property which is not owned or controlled by the permittee, or convey any rights or privileges other than those specified in the permit and Chapter 40D-4 or Chapter 40D-40, F.A.C.
20. The permittee shall hold and save the District harmless from any and all damages, claims, or liabilities which may arise by reason of the activities authorized by the permit or any use of the permitted system.
21. Any delineation of the extent of a wetland or other surface water submitted as part of the permit application, including plans or other supporting documentation, shall not be considered binding unless a specific condition of this permit or a formal determination under section 373.421(2), F.S., provides otherwise.
22. The permittee shall notify the District in writing within 30 days of any sale, conveyance, or other transfer of ownership or control of the permitted system or the real property at which the permitted system is located. All transfers of ownership or transfers of a permit are subject to the requirements of Rule 40D-4.351, F.A.C. The permittee transferring the permit shall remain liable for any corrective actions that may be required as a result of any permit violations prior to such sale, conveyance or other transfer.
23. Upon reasonable notice to the permittee, District authorized staff with proper identification shall have permission to enter, inspect, sample and test the system to insure conformity with District rules, regulations and conditions of the permits.
24. If historical or archaeological artifacts are discovered at any time on the project site, the permittee shall immediately notify the District and the Florida Department of State, Division of Historical Resources.
25. The permittee shall immediately notify the District in writing of any previously submitted information that is later discovered to be inaccurate.



An Equal Opportunity Employer

Southwest Florida Water Management District

2379 Broad Street, Brooksville, Florida 34604-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
TDD only 1-800-231-6103 (FL only)
On the Internet at: WaterMatters.org

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)

Lecanto Service Office
Suite 226
3600 West Sovereign Path
Lecanto, Florida 34461-8070
(352) 527-8131

Sarasota Service Office
6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)

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Polk

Judith C. Whitehead
Hernando

David L. Moore
Executive Director

William S. Bilenky
General Counsel

October 2, 2008

Louis P. Russo, Jr.
Hillsborough County Aviation Authority
Post Office Box 22287
Tampa, FL 33622-2287

Subject: Corrected Permit
Project Name: Tampa International Airport - Modify Airport-Wide Stormwater Master Plan and Wetland Impacts
Permit No.: 49008387.043
County: Hillsborough
Sec/Twp/Rge: 05, 06, 07, 08, 09, 16, 17, 18/29S/18E

Dear Mr. Russo:

District staff have discovered errors in the permit issued to you on July 29, 2008. The following corrections are in the Wetland Comments: There are 34.59 acres of wetlands that will require mitigation for permanent impacts, not 41.53 acres. Also, there are 28.92 acres of impacts to upland cut ponds and ditches that will be exempt from mitigation, not 21.98 acres, as stated.

The following correction is in the Mitigation Comments: There are 35.00 acres of mitigation currently accounted for in the FDOT Environmental Mitigation Escrow Inventory, not 32.20 acres as stated.

Please attach this letter to your permit packet.

We hope that these errors have not caused an inconvenience for you. If you have questions, please contact our office.

Sincerely,

Alba E. Más, P.E., Director
Tampa Regulation Department

AEM:RLM:gjn

cc: File of Record 49008387.043
Steven Christopher Noriega, P.E., Reynolds, Smith & Hills, Inc.
US Army Corps of Engineers



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
10117 PRINCESS PALM AVE, SUITE 120
TAMPA, FLORIDA 33610

REPLY TO
ATTENTION OF

October 10, 2008

Tampa Regulatory office
SAJ-2002-01521 (IP-CJW)

Hillsborough County Aviation Authority
P.O. Box 22287
Tampa, Florida 33622

Dear Gentlemen:

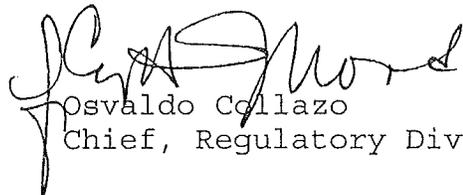
The U.S. Army Corps of Engineers (Corps) is pleased to enclose the Department of the Army permit, which should be available at the construction site. Work may begin immediately but the Corps must be notified of:

- a. The date of commencement of the work,
- b. The dates of work suspensions and resumptions of work, if suspended over a week, and
- c. The date of final completion.

This information should be mailed to the Enforcement Section of the Regulatory Division of the Jacksonville District at Post Office Box 4970, Jacksonville, Florida 32232-0019. The Enforcement Section is also responsible for inspections to determine whether Permittees have strictly adhered to permit conditions.

IT IS NOT LAWFUL TO DEVIATE FROM
THE APPROVED PLANS ENCLOSED.

Sincerely,


Osvaldo Collazo
Chief, Regulatory Division

Enclosures

Copy Furnished w/o encl:

Reynolds, Smith, and Hill, Inc.
Attn: Mr. Chris Dailey
1715 N. Westshore Blvd. Suite 500
Tampa, Florida 33607

DEPARTMENT OF THE ARMY PERMIT

Permittee: Hillsborough County Aviation Authority (Authority)
Post Office Box 22287
Tampa, Florida 33622

Permit No: SAJ-2002-01521(IP-CJW)

U.S. Army Engineer District, Jacksonville

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description: The permittee proposes to modify its existing Department of the Army Permit SAJ-2002-1521 issued June 17, 2003 by filling approximately an additional 12.19 acres of freshwater ditches as part of the Tampa International Airport (TPA) expansion project. The majority of these impacts are for realignment of the existing cross-field drainage system to an area just south of and parallel to Hillsborough Avenue. Also, minor changes are proposed to the previously authorized bringing the total acreage of impacts to 32.34.

The work described above is to be completed in accordance with the 6 pages dated July 31, 2008, affixed at the end of this permit instrument.

Project Location: The project is located at TPA adjacent to Tampa Bay, Sweetwater Creek and Fish Creek, in Sections 5, 6, 7, 9, 16, 17, and 18, Township 18, Range 29, in Tampa, Hillsborough County, Florida.

Latitude & Longitude:

Latitude 27.9789 N
Longitude -82.5344 W

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on September 30, 2028. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.

2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and State coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature and the mailing address of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. You must comply with all conditions specified in the attached Southwest Florida Water Management District (SWFWMD) water quality certification No. 49008387.043 dated July 29, 2008.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

1. **Reporting Address:** All reports, documentation and correspondence required by the conditions of this permit shall be submitted to the following address: U.S. Army Corps of Engineers, Regulatory Division, Enforcement Section, P.O. Box 4970, Jacksonville, Florida 32232. The Permittee shall reference this permit number, SAJ-2002-1521 (IP-CJW), on all submittals.

2. **Commencement Notification:** Within 10 days from the date of initiating the authorized work, the Permittee shall provide to the Corps a written notification of the date of commencement of work authorized by this permit.

3. **Erosion Control:** Prior to the initiation of any work authorized by this permit, the Permittee shall install erosion control measures along the perimeter of all work areas to prevent the displacement of

Permit No SAJ-2002-1521 (IP-CJW)

fill material. Immediately after completion of the final grading of the land surface, all slopes, land surfaces, and filled areas adjacent to wetlands shall be stabilized using sod, degradable mats, or a combination of similar stabilizing materials to prevent erosion. The erosion control measures shall remain in place and be maintained until all authorized work has been completed and the site has been stabilized.

4. **Mitigation Credit Purchase:** The Hillsborough County Aviation Authority (the Authority) participates in the Florida Department of Transportation (FDOT)/SWFWMD Mitigation Inventory, and impacts to wetlands will be mitigated pursuant to Chapter 373.413 7 FS. In anticipation of wetland impacts, the Authority has made escrow payments to SWFWMD equal to 35.0 acres of wetland mitigation, as reflected in the FDOT Environmental Mitigation Escrow Report Quarter Ending June 30, 2007, to offset impacts associated with the implementation of the 2005 Master Plan Update. The required verification shall reference this project's permit number SAJ-2002-01521 (IP-CJW).

5. **Self-Certification:** Within 60 days of completion of the authorized work or at the expiration of the construction window of this permit, whichever occurs first, the Permittee shall complete the attached "Self-Certification Statement of Compliance" form (Attachment D) and submit to the Corps. In the event that the completed work deviates, in any manner, from the authorized work, the Permittee shall describe, on the Self-Certification Form, the deviations between the work authorized by the permit and the work as constructed. Please note that the description of any deviations on the Self-Certification Form does not constitute approval of any deviations by the Corps.

6. **Fill Material:** The Permittee shall use only clean fill material for this project. The fill material shall be free from items such as trash, debris, automotive parts, asphalt, construction materials, concrete block with exposed reinforcement bars, and soils contaminated with any toxic substance, in toxic amounts in accordance with Section 307 of the Clean Water Act.

7. The Permittee will adhere to the *Standard Protection Measures for the Eastern Indigo Snake*.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

() Section 10 of the Rivers and Harbors Act of 1899
(33 U.S.C. 403).

(X) Section 404 of the Clean Water Act (33 U.S.C. 1344).

() Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, State, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal projects.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision: This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

Permit No SAJ-2002-1521 (IP-CJW)

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (see 4 above).

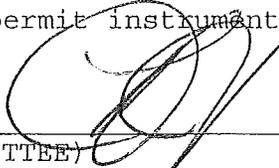
c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions: General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

6 pages dated July 31, 2008 (Attachment A), State Permit (Attachment B), and Self-Certification Form (Attachment C) affixed at the end of this permit instrument (behind this signature page).

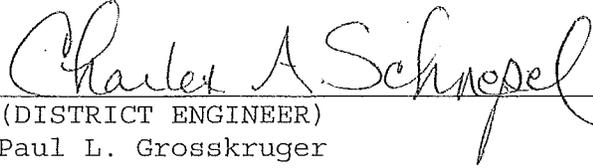


(PERMITTEE)

10/9/08
(DATE)

Louis P. Russo, Jr. - Senior Director, Planning and Development
Hillsborough County Aviation Authority

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.



(DISTRICT ENGINEER)

10/10/08
(DATE)

 Paul L. Grosskruger
Colonel, U.S. Army ,

Permit No SAJ-2002-1521 (IP-CJW)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, sign below and have the transferee sign and date below.

(TRANSFEROR -SIGNATURE)

(DATE)

(TRANSFEREE-SIGNATURE)

(DATE)

(NAME-PRINTED)

(ADDRESS)

(CITY, STATE, AND ZIP CODE)