



# Tampa International Airport Master Plan Update

December 12, 2012

## Prior Presentation

- Consolidated rental car and people mover
  - Decongest curbsides and roadways
  - Enable rental car growth
  - Gain long term parking capacity
- South development opportunities and regional transit connectivity
- East side development opportunities

## Today's Presentation

- Main terminal and airside requirements and concepts
- Maximize capacity of existing terminal complex and defer need for multi-billion dollar north terminal development
- Scalable approach – build when demand dictates
- Potential land use opportunities to maximize non-airline revenue

## Master Plan: Terminal Concepts Guiding Principles

- Consider economic and airline business industry conditions
- Grow efficiently, thoughtfully and affordably
  - Flexible and Scalable - build only when needed
- Maximize capacity of existing facilities to reduce need for multi-billion dollar north terminal at 25 million annual passengers
- Maintain a high level of customer service
- Adhere to core aspects of the original terminal design
  - Maintain passenger convenience and comfort
  - Keep walking distances under 700 ft.
  - Expandable
  - Maintain automated people mover concepts
- Grow business and create new revenue opportunities

## 2005 Master Plan – North Terminal Planning

- North terminal required at 25 MAP
  - Scheduled opening for October 2015
  - Initial cost of \$1 billion for one 14-gate airside, main terminal, parking and roadways
  - Major impetus was capacity enhancements for curbside, rental car, international travel and transfer level meeter/greeter space
- High risk of building too much capacity
  - Low utilization of roadways and terminal facilities for one airside
  - Relatively high O&M costs due to low utilization
  - Two main terminals confusing for customers
  - Three rental car locations would be inefficient and confusing for customers
  - High initial cost with no ability to downsize if needed

## Master Plan – New Vision

- Enable non-airline revenue growth:
  - Provide land use revenue opportunities
  - Expand concessions program
  - Increase long term parking capacity
  - Increase rental car capacity
- Extend life expectancy of the main terminal
- Decongest main terminal, curbside and roadways
- Scalable approach – build when demand dictates
- Sustainable development that improves the environment
- Integrate mass transit

## Master Plan Timeline

**Nov. 2011:** HNTB begins work on master plan

**Mar. 2012:** Draft aviation activity forecasts submitted to FAA

**Apr. 2012:** FAA approves passenger forecasts

**Apr. 2012:** First stakeholder/public meetings

**Oct. 2012:** HNTB submits east and south development area concepts

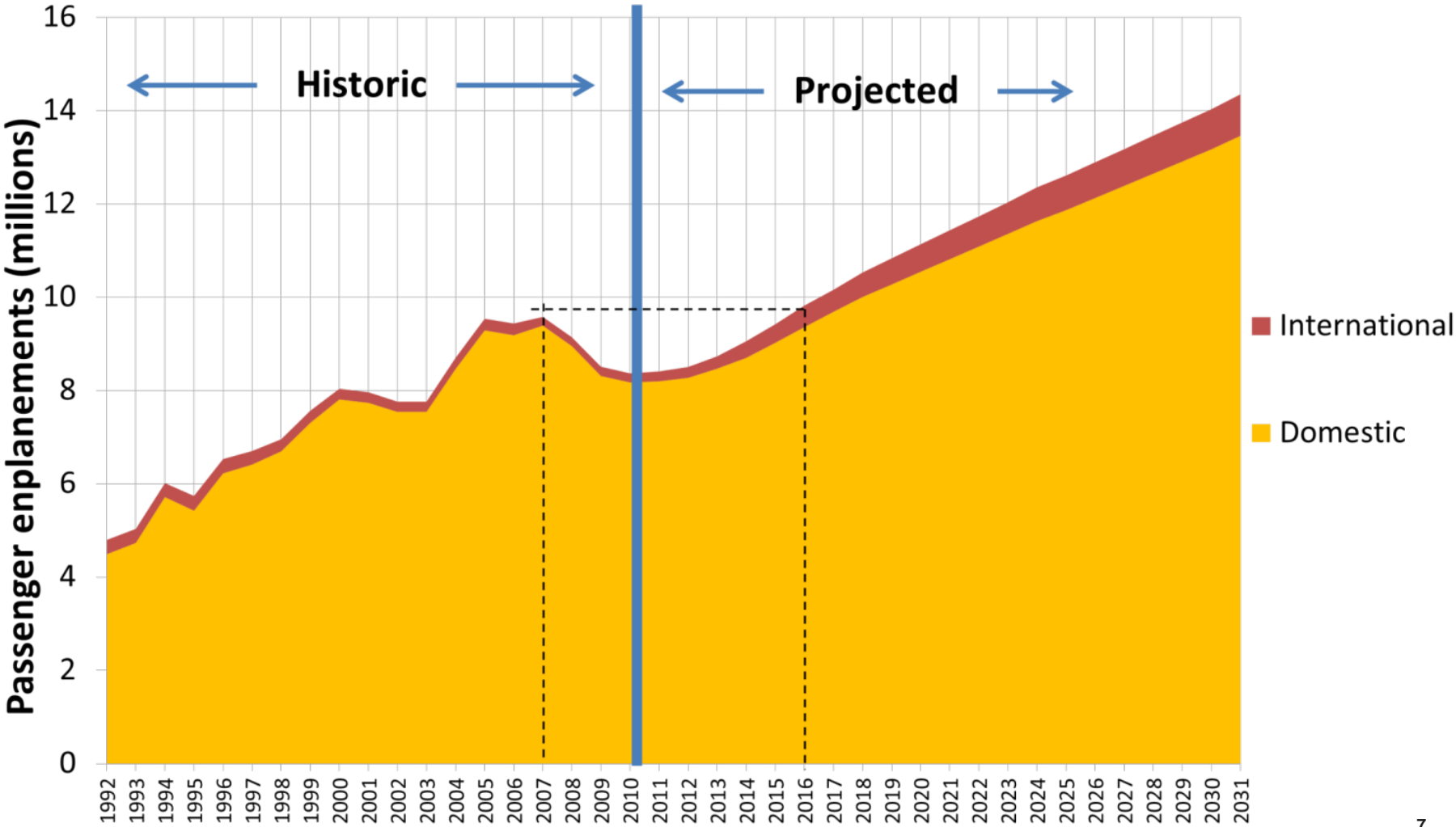
**Oct. 2012:** Second stakeholder/public meetings

**Dec. 2012:** HNTB to submit terminal concepts

**Dec. 2012:** Third stakeholder/public meetings

**March 2013:** Present final master plan including cost and financing strategies

## Historic/Projected Passenger Enplanement Trend



# Terminal Facility Requirements

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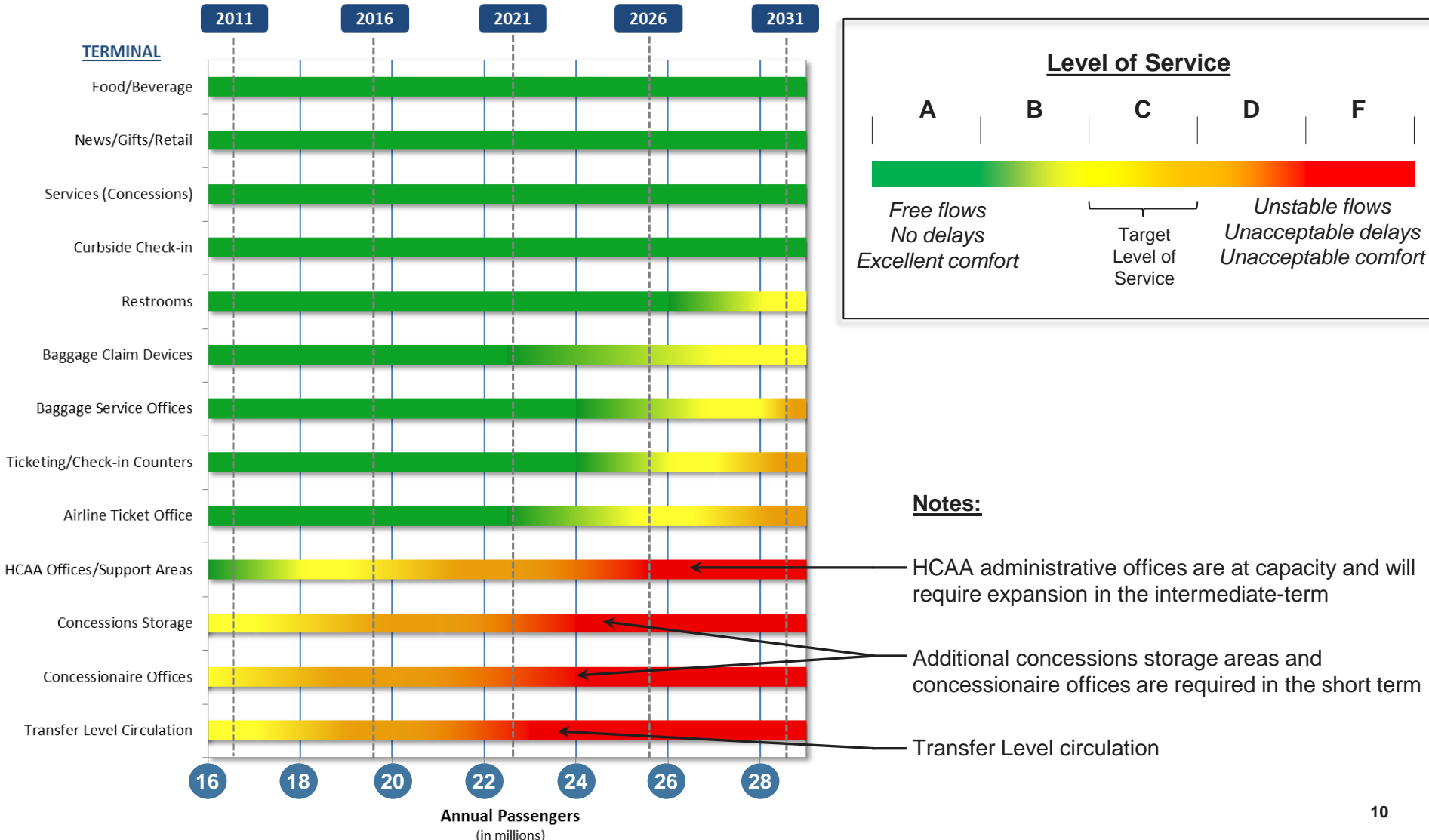


## Terminal Area Facility Requirements

- Conducted facility inventory and passenger surveys in December 2011
- Prepared gated flight schedules for forecast years 2011 and 2031
- Developed passenger simulation model to size terminal facilities for passenger circulation, check-in, security screening and baggage systems
- Coordinated with Authority's consultant to develop future concessions requirements

## Main Terminal Facility Requirements

Forecast Year



## Airside A Facility Requirements

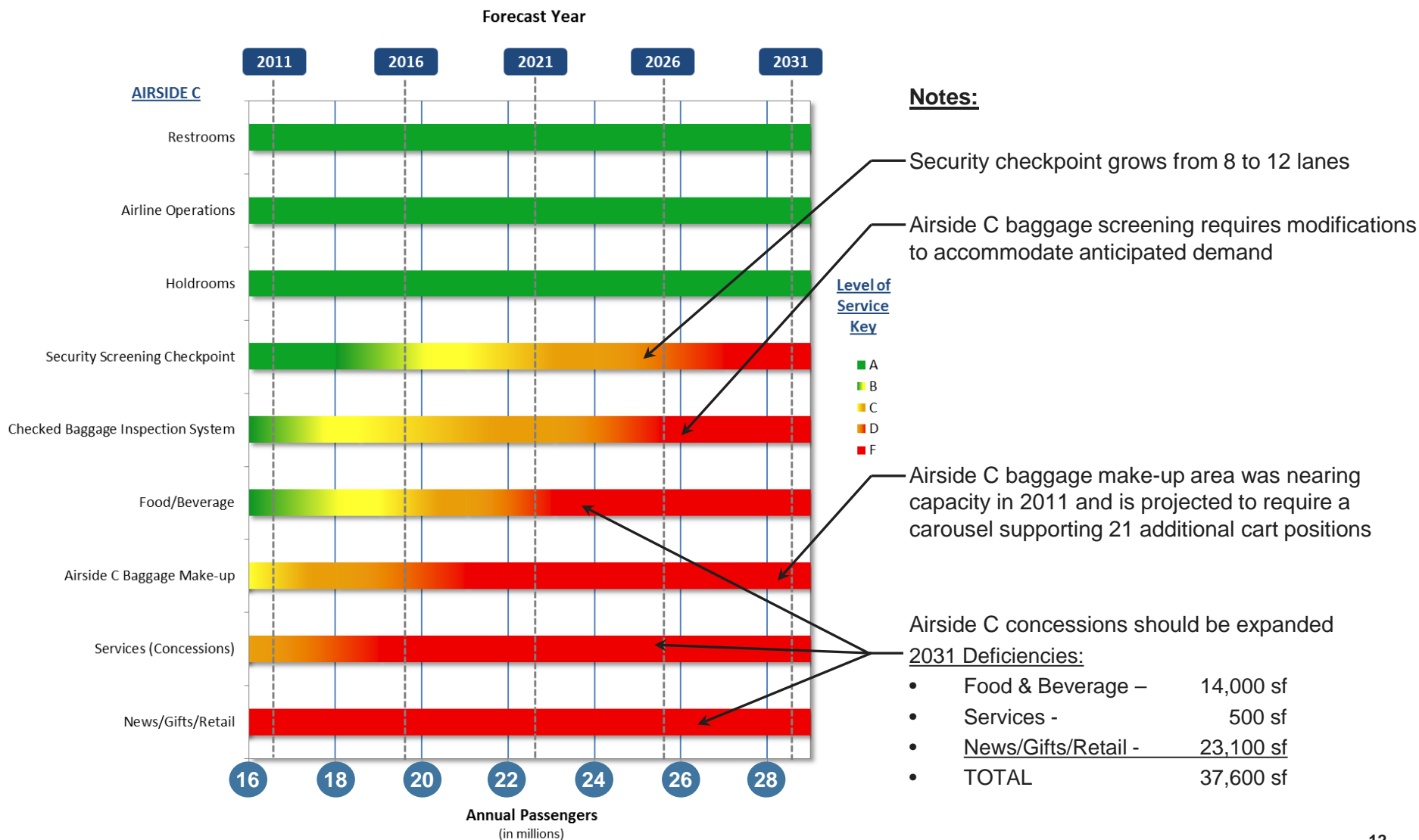


**Notes:**

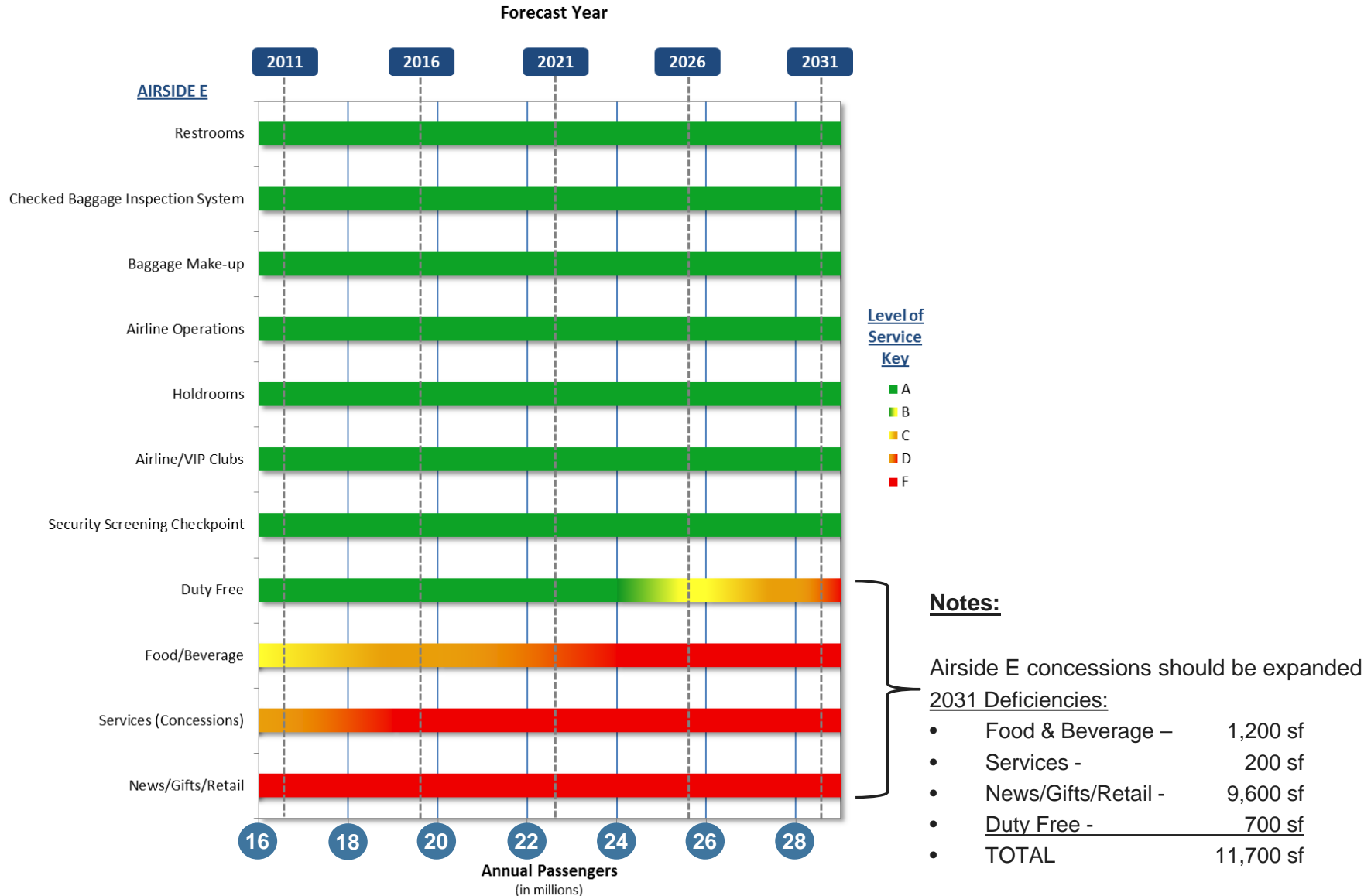
Airside A concessions should be expanded:  
**2031 Deficiencies:**

- Food & Beverage – 1,200 sf
- Services - 200 sf
- News/Gifts/Retail - 9,600 sf
- TOTAL 11,000 sf

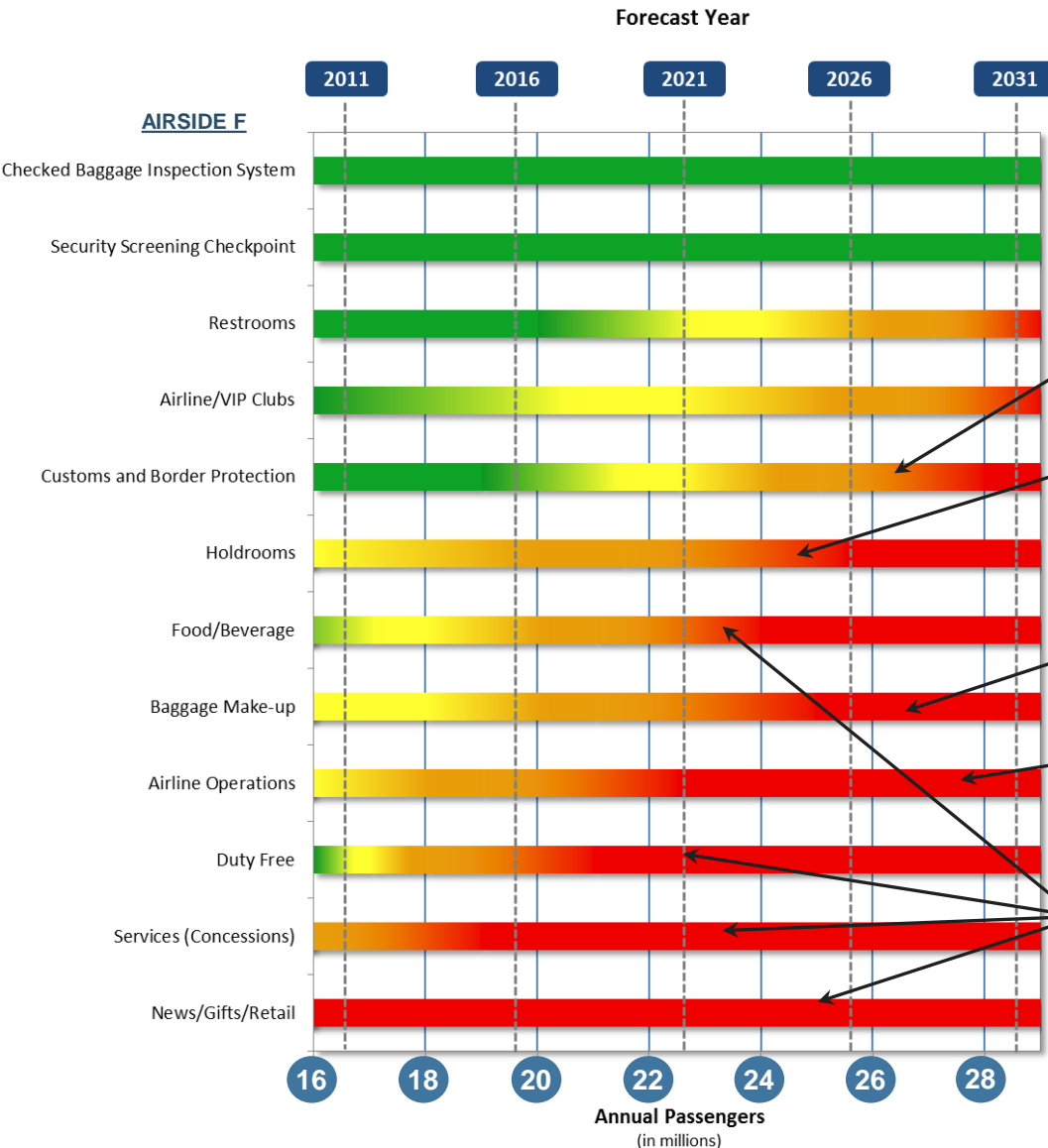
## Airside C Facility Requirements



## Airside E Facility Requirements



## Airside F Facility Requirements



**Notes:**

Customs and Border Protection reaches capacity

Level of Service Key

- A
- B
- C
- D
- F

An additional 4,600 sf of holdroom area is required

Airside F baggage make-up area is at capacity, unless carousels are shared by international carriers

No available airline operations space for new entrants

Airside F concessions should be expanded

2031 Deficiencies:

- Food & Beverage – 8,300 sf
- Duty Free - 2,550 sf
- Services - 400 sf
- News/Gifts/Retail - 13,800 sf
- **TOTAL 25,050 sf**

# Terminal Area Concepts

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## Summary of Major Objectives

- Mandate: Extend the longevity of Main Terminal at a high level of customer service
- Achieve your potential of non-aeronautical revenue on airside
- Increase efficiency of security checkpoints
- Flexibility to meet anticipated international demand on multiple airside with a single FIS
- Accommodate the new generation of aircraft
- Create additional space for passengers and meeter/greeters on the Transfer Level
- Allow connectivity between concourses without passengers rescreening at a security checkpoint (e.g. domestic to international connections)

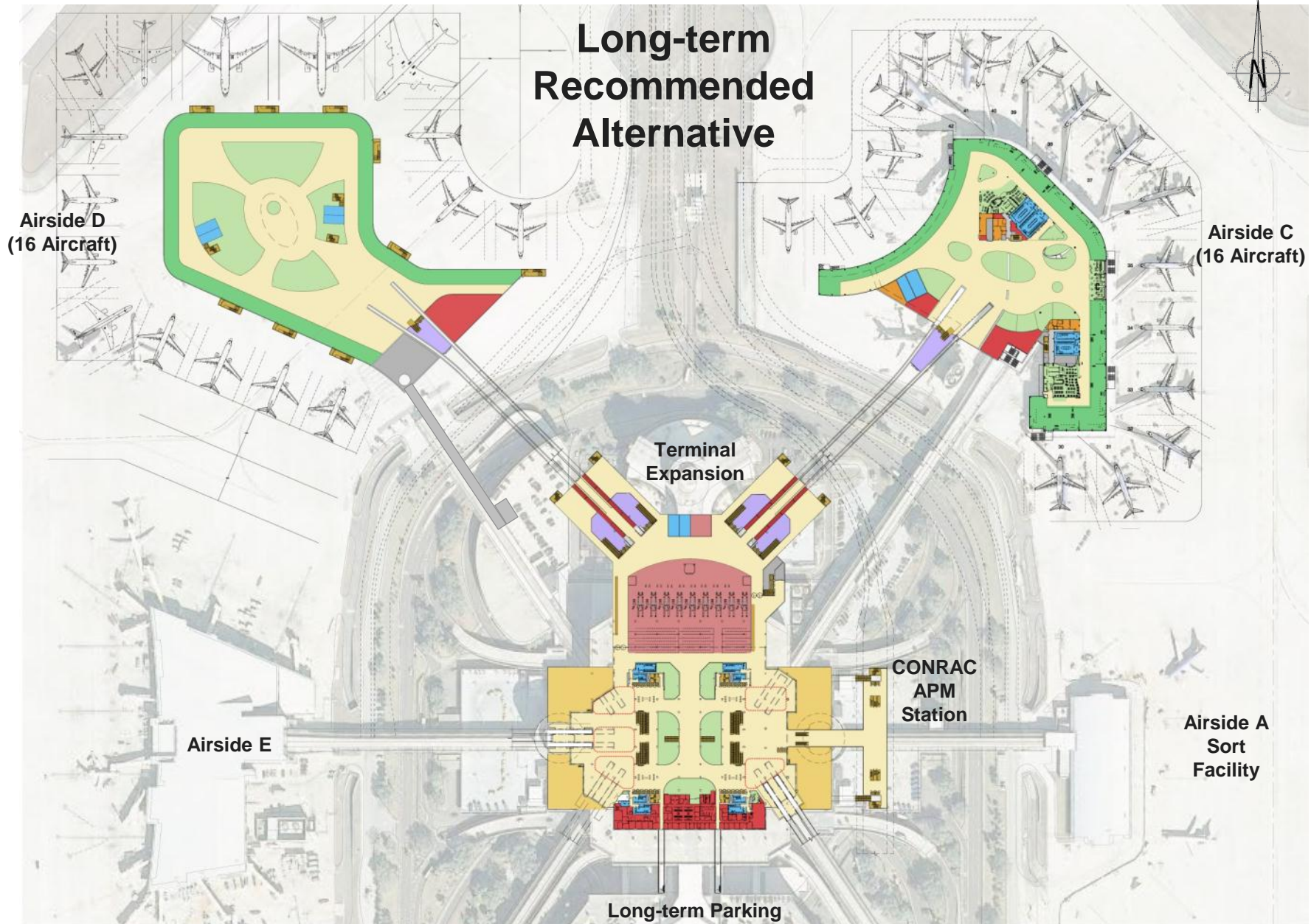


## Terminal Concepts Evaluation Criteria

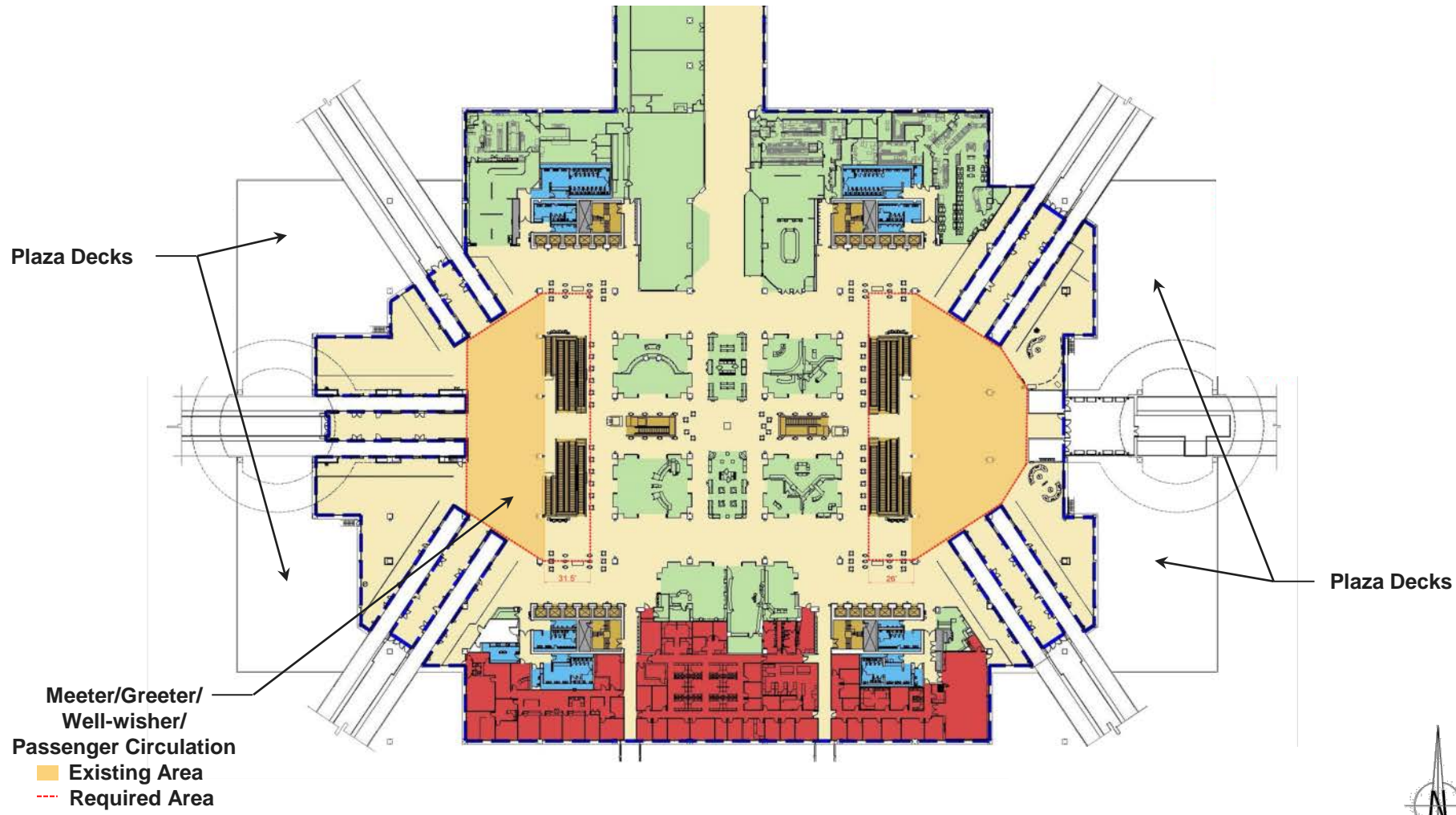
- Scalability – build as demand dictates
- Flexible/expandable solutions
- Meets facility requirements
- Passenger level of service
- Operational efficiency
- Meets goal to defer move to North Terminal concept



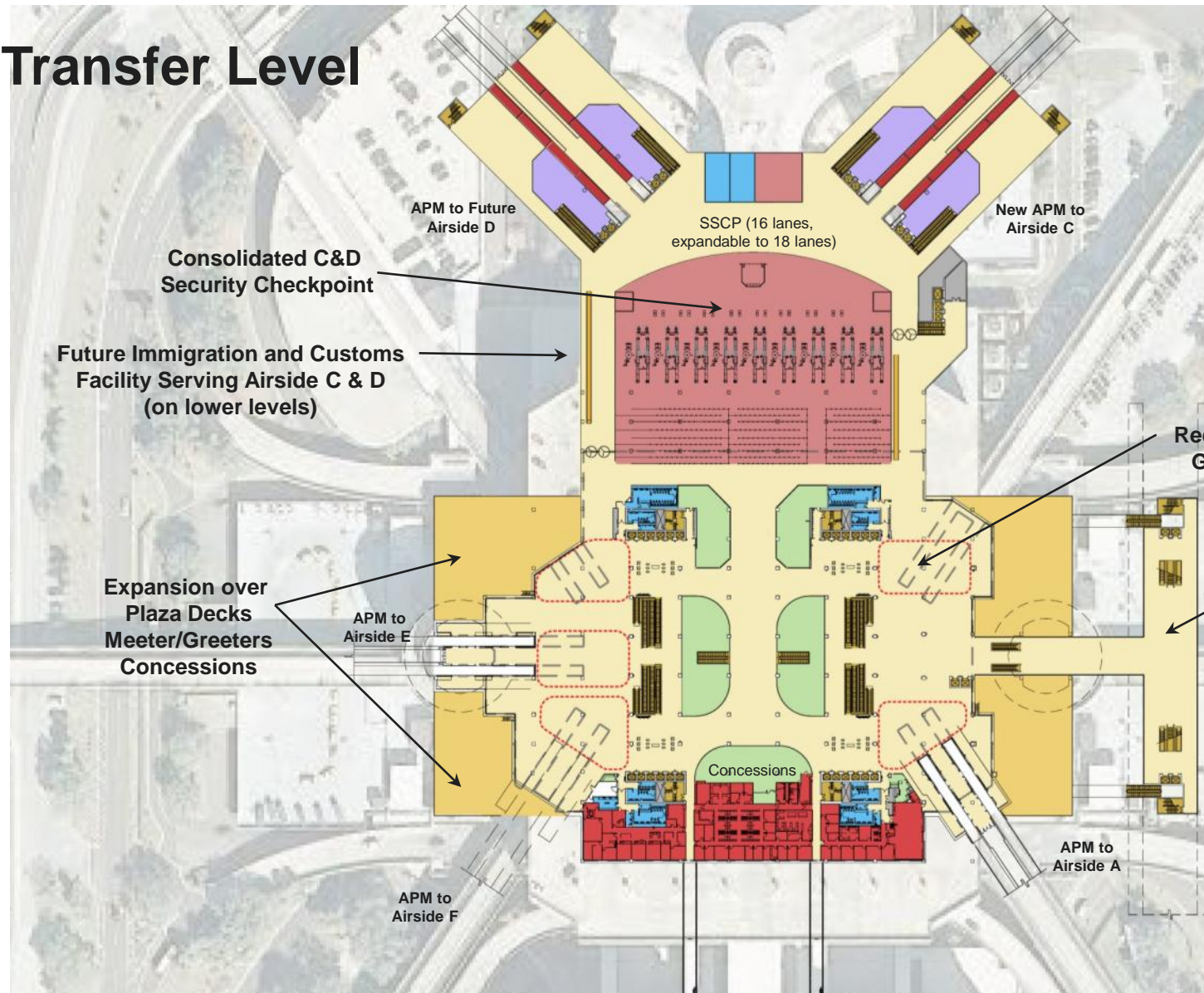
## Long-term Recommended Alternative



## Existing Transfer Level



## Transfer Level



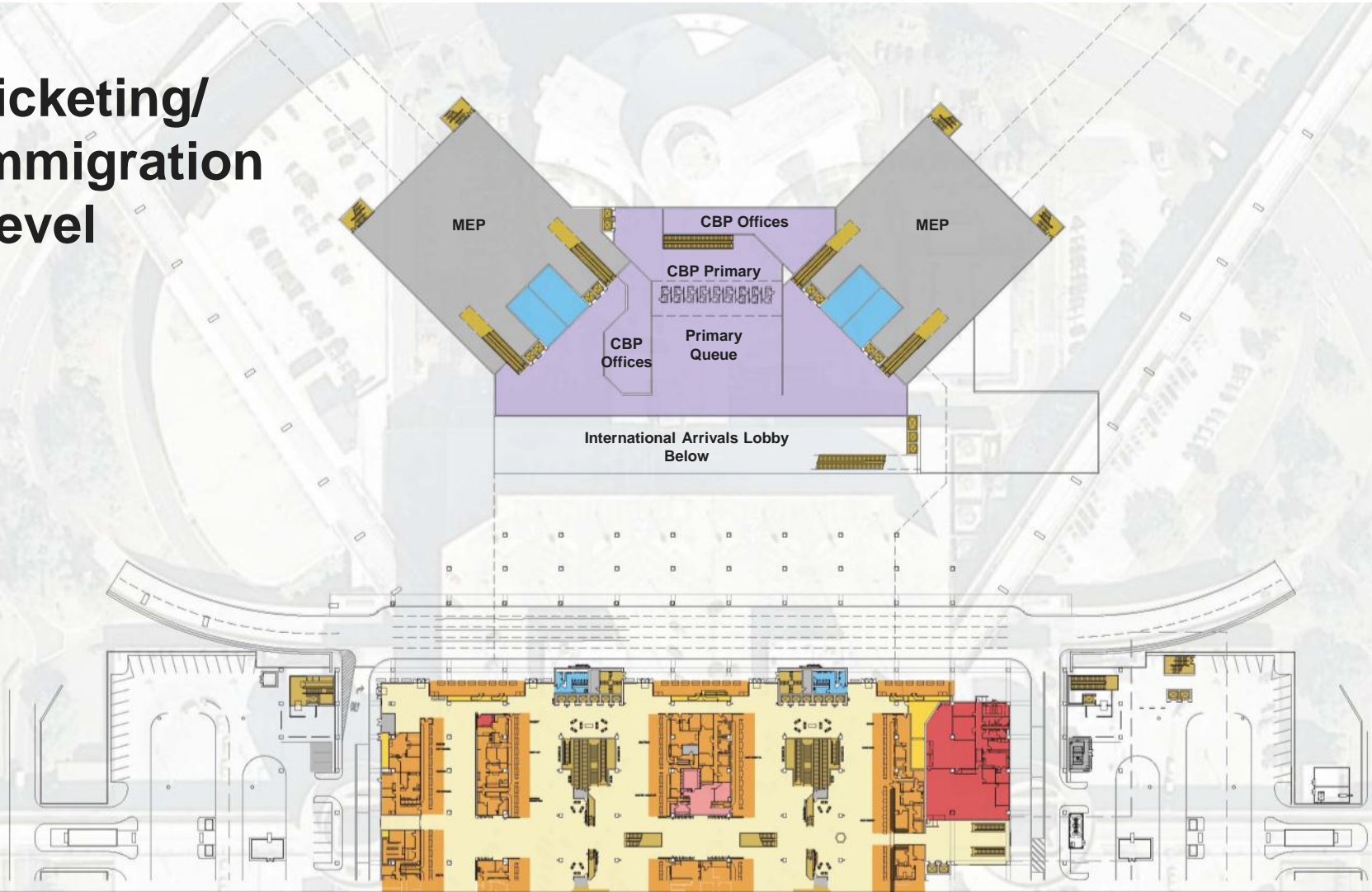
### Plaza Deck Expansion Opportunities

- Roof Garden
- Business Center
- Play Areas
- Spa
- Airport Lounge
- Conference Center
- Seating Areas
- Sit-down Restaurant
- Food Court
- Other Concessions

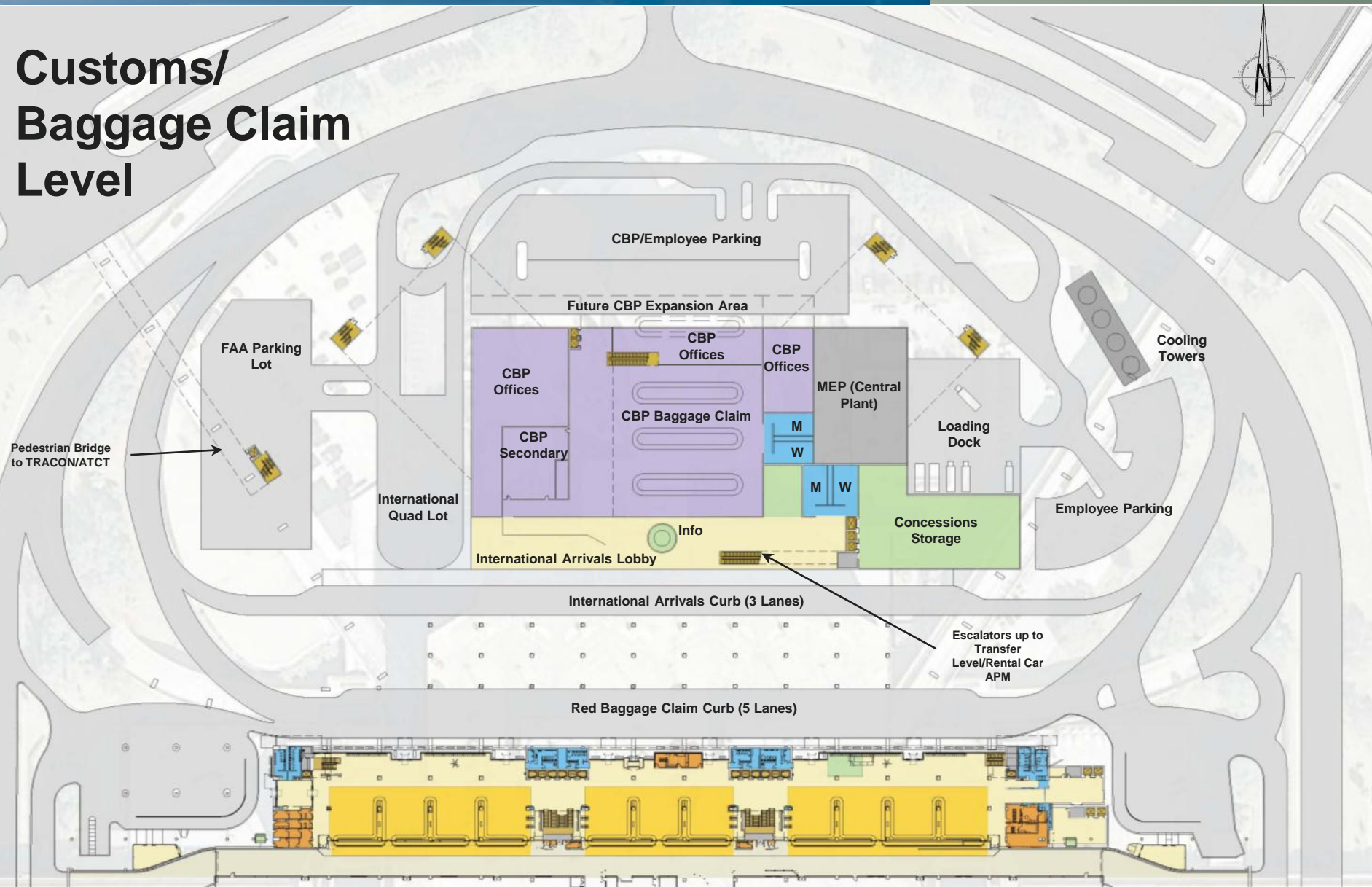
APM to CONRAC/  
Economy Parking



## Ticketing/ Immigration Level



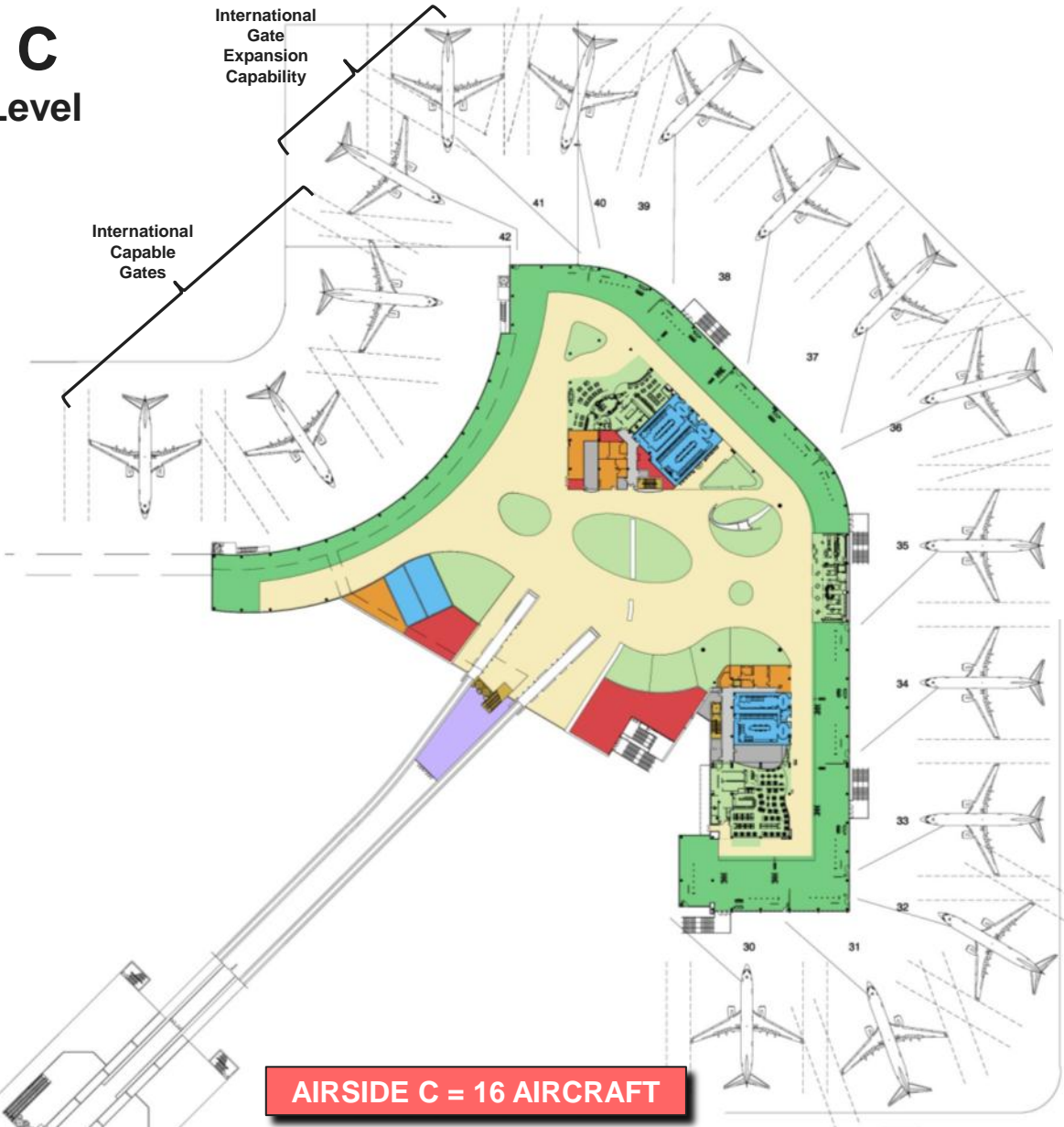
## Customs/ Baggage Claim Level



# Airside Concepts

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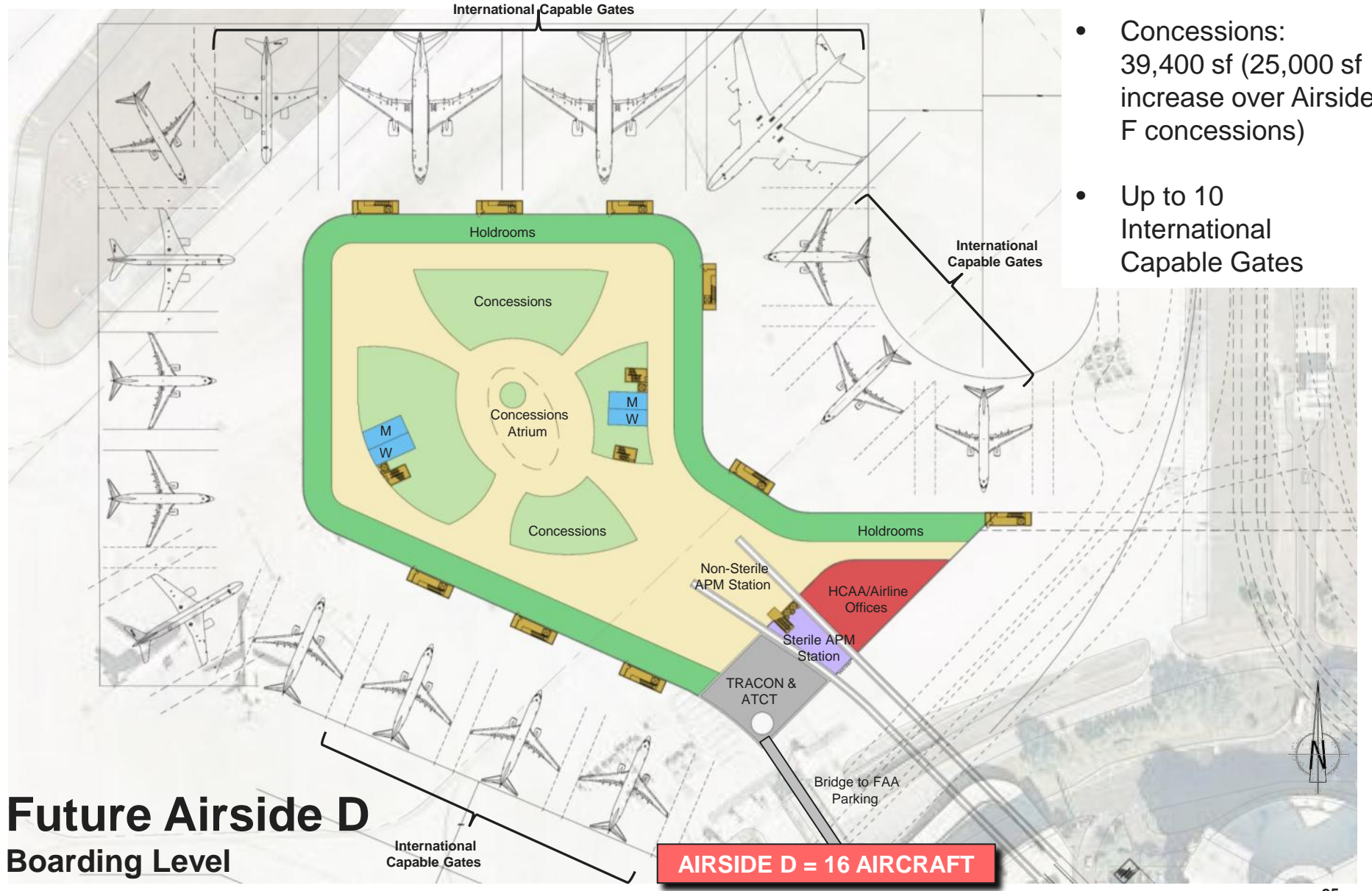
## Airside C Boarding Level



- New APM Station
- Concessions: 58,400 sf (37,600 sf increase)
- 3 International Capable Gates (expandable to 5)
- Additional Baggage Makeup Carousel at Ramp Level







- Concessions: 39,400 sf (25,000 sf increase over Airside F concessions)
- Up to 10 International Capable Gates

## Future Airside D Boarding Level

# Shared Use Passenger Processing Systems

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## Initial Feasibility Report Findings

- SUPPs provides distinct and immediate benefits:
  - Increases capacity of Airside E and F Ticket Counters
  - Gate podiums for Airside A and Airside F
  - To meet identified needs expressed by existing carriers
- Shared / Common use will provide benefits:
  - Relieve ticket counter constraints in ticket lobby
  - Strategically placed common use self-service kiosks
  - Facilitate efficient utilization of airport resources/space



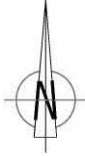
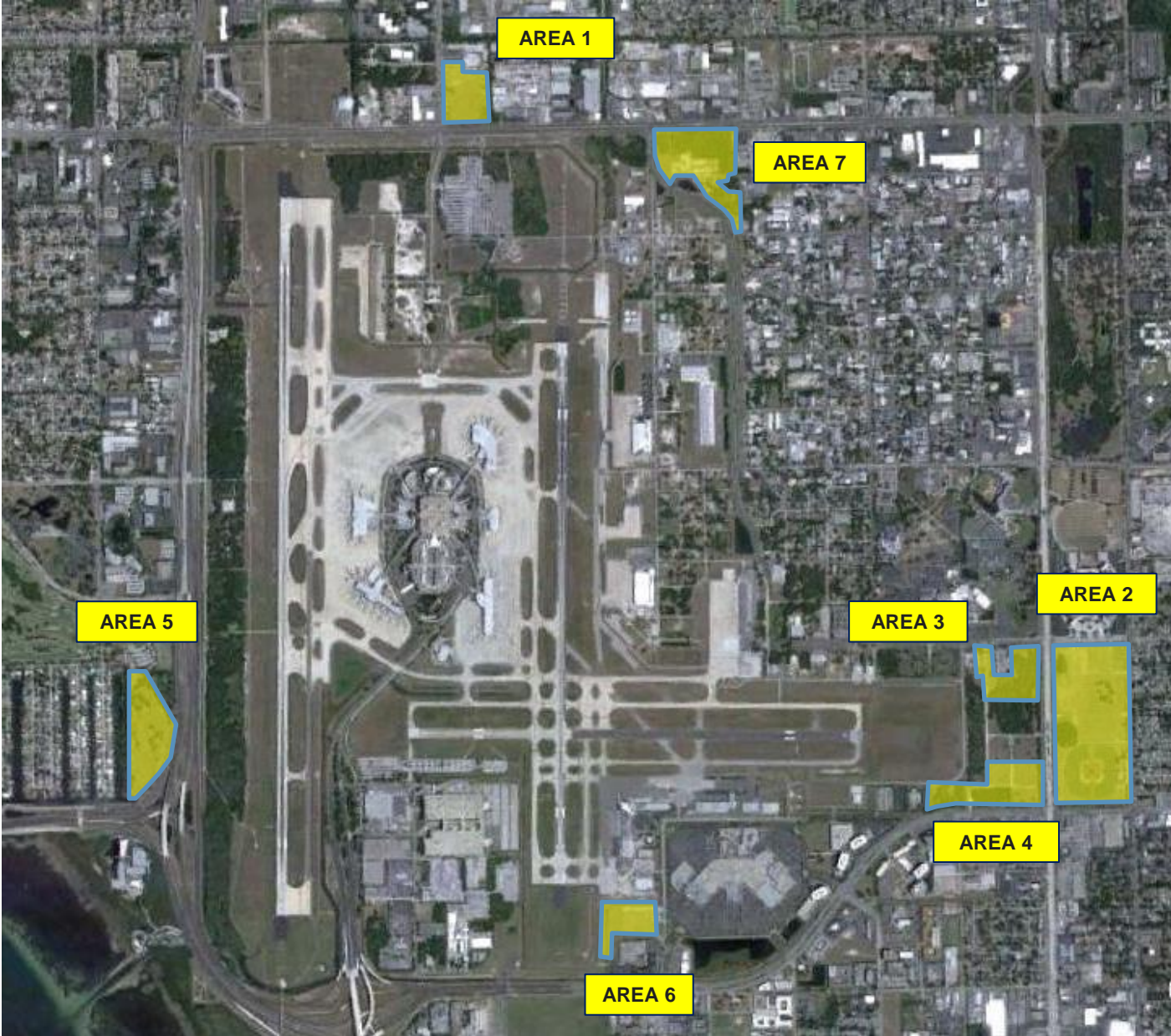
## Main Terminal Complex Capacity Analysis

- **Existing Main Terminal (2011)**
  - Annual Passengers = 16,732,051
- **2031 Main Terminal**
  - Annual Passengers = 28,700,000
- **2041 Main Terminal**
  - Annual Passengers = 34,700,000
- **Major terminal services are capable of handling passengers through 2041 with:**
  - Proposed improvements
  - Technological advancements
  - Modification of existing facilities

# Airport Perimeter Parcel Review

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# Perimeter Airport Parcels Review



## Questions and Answers



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