

**Hillsborough County Aviation Authority  
Public Notice  
Passenger Facility Charge (PFC) Application No. 25-13-C-00-TPA**

***Effective Date of Public Notice: July 23, 2025***

Pursuant to Title 14 Code of Federal Regulations (CFR) 158, *Passenger Facility Charges*, the Hillsborough County Aviation Authority (the Authority), as owner and operator of the Tampa International Airport (the Airport), hereby provides public notice of its intention to file Passenger Facility Charge Application (PFC) Application No. 25-13-C-00-TPA (Application 13) with the Federal Aviation Administration (FAA) to impose and use a PFC to fund, in whole, or, in part, eligible projects at the Airport.

**PUBLIC COMMENT DEADLINE:**

As required under 14 CFR Part 158.24, the Authority is accepting public comments on PFC Application 13 up to thirty (30) days after the date of posting this public notice on its Internet Web site. Comments must be received on or before ***August 22, 2025***.

**COMMENTS MAY BE MAILED TO:**

Mr. Tony O'Brian  
Vice President- Real Estate  
Hillsborough County Aviation Authority  
P.O. Box 22287  
Tampa, FL 33622-2287  
[TObrian@TampaAirport.com](mailto:TObrian@TampaAirport.com)

<b>PFC Level:</b>	\$4.50 per eligible enplaned passenger
<b>Proposed Charge Effective Date:</b>	June 1, 2038
<b>Estimated Charge Expiration Date:</b>	April 1, 2044
<b>Estimated Total PFC Revenue:</b>	\$437,737,172

The following Exhibits can be found as attachments to this letter:

Appendix A – Project Descriptions and Justifications

Appendix B – Project Funding Tables

# Appendix A



### 13.01- Design, Construct, and Finance Airside D Terminal Building

*Start Date:* June 2023

*End Date:* September 2028 (Construction)

*Collection Level:* \$4.50

#### Project Financial Plan:

Infrastructure Investment and Jobs Act (IIJA)	\$95,950,248
FDOT Funding	\$115,627,141
GARB Funding	\$855,042,227
Authority Funds	\$212,500,000
PFC Pay-Go	\$150,000,000
PFC Financing	\$164,651,400
PFC Bond Capital	\$123,000,000
<b>Total</b>	<b>\$1,716,771,016</b>

**Project Description:** This project includes the design, construction, and project management, and financing of the new Airside D Terminal Building (Airside D) at Tampa International Airport (the Airport). Airside D will be located between existing Airside C and E west of North Hoover Boulevard as depicted on **Exhibit 1**.

Airside D will be a multi-level 597,999 square foot (s.f.) facility and will include:

- 16 Gates and associated passenger boarding bridges (PBBs) – 12 of the 16 Gates are equipped to accommodate international airline operations;
- airline operational space;
- new apron and hydrant aviation fuel system;
- 4 baggage claim devices for international arrivals use;
- Transportation Security Administration (TSA) Security Screening Checkpoint;
- US Customs and Border Protection (CBP) operational areas;
- concessions and other commercial programs;
- common public building spaces, restrooms, and circulation corridors; and
- a transitional shuttle station to allow shuttle operation between Airside D and the Main Terminal

**Exhibit 2, Exhibit 3, and Exhibit 4** provide a layout of each floor level described in greater detail below while **Exhibit 5** is a rendering of Airside D.

- Apron Level – this level is divided into an area that is slightly (4 feet) below the surrounding apron, primarily accommodating Federal Inspection Services (FIS) by the CBP for arriving international passengers and includes CBP primary and secondary screening space, the international baggage claim area, restroom facilities, and exit control, and an area located at grade of the Airside D Aircraft Apron and accommodating airline operations space, Mechanical/Electrical and Plumbing (MEP) space including Air Handling Unit rooms; the Outbound Baggage Makeup facility; the Inbound International Baggage drop-off area; and a loading dock. Other functions located on this level include a Shuttle Maintenance area, Truck Court, and a Central Utilities Plant consisting of a cooling tower yard, electrical transformers, an emergency generator, and a waste management processing area.

- Secure Corridor – this level consists of secure, sterile corridor that provides access for sterile international passengers from PBBs to the FIS facilities on the Apron Level.
- Concourse Level –this level consists of the main Concourse for Airside D and is primarily dedicated to passengers and includes an Airside Shuttle Station, Security Checkpoint, Concessions, Departure Lounges, and Restroom Facilities. A glass curtainwall separates the Concourse Level from the Secure Corridor and the FIS exit on the Apron Level.
- Mezzanine Level – this level contains space for two airline clubs, an anchor tenant club and a common-use or Airport-operated club. Both clubs will have an “interior space” overlooking the interior of the concourse itself. There is also MEP space situated on this level, which will take in outside air for the building’s climate control system. The southwest side of the building is configured to allow Line of Sight from the TPA FAA Air Traffic Control Tower.

As depicted in **Table 1**, Airside D gates will accommodate a mix of Airplane Design Group<sup>1</sup> (ADG) III and ADG V<sup>2</sup> aircraft.

**TABLE 1** Airside D Aircraft Parking Capabilities

Aircraft Type	ADG III	ADG V	Total
Maximum WideBody Parking Positions	8	7	15
Narrowbody/ Widebody Mix Parking Positions	10	6	16

NOTE: ADG- Airplane Design Group

Source: Tampa International Airport 2022-2042 Master Plan Update

Prepared by Ricondo and Associates, January 2025

Airside D will be the fifth airside terminal at the Airport and the first new one since the completion of Airside C in 2005.

#### PFC Eligibility Analysis and Eligible Cost

A PFC eligibility analysis was prepared for Airside D and is presented in **Exhibit 6**. The Airside D PFC eligibility analysis was prepared in accordance with Table N-4, Terminal Eligibility Proration Calculation, provided in the FAA Order 5100.38D Change 1, Airport Improvement Program Handbook. Based on the results of the Airside D PFC eligibility analysis; it was determined that 65.7 percent of the costs associated with the design, construction, project management, and financing of Airside D are eligible for PFC funding.

The current estimated cost for the design, construction, and project management of Airside D is \$1,552,119,616 based on the 60 percent Schematic Design Package prepared on behalf of the Authority in May 2025. **Table 2** presents calculations of PFC eligible funding for Airside D based on 65.7 percent PFC eligibility rate calculated on **Exhibit 6**. As indicated in **Table 2**, \$1,019,158,854 of the estimated \$1,552,119,616 cost of Airside D is eligible for PFC funding. Based on the current plan of finance for Airside D, the Authority is seeking FAA approval for additional PFC Pay-as-you-go impose and use authority of \$150,000,000; which represents 9.7 percent of the total estimated \$1,552,119,616 cost of Airside D.

<sup>1</sup> The Airplane Design Group (ADG) is an FAA-defined grouping of aircraft types which has six groups based on wingspan and tail height. These groups are defined in FAA Advisory Circular 150/5300-13.

<sup>2</sup> ADG III aircraft have a wingspan between 79 feet and 118 feet, and a tail height between 30 feet and 45 feet. Examples include variants of the Boeing 737 and Airbus A320. ADG V aircraft have a wingspan between 171 feet and 214 feet, and a tail height between 60 feet and 66 feet. Examples include the Boeing 777 series and Airbus A330 family.

**TABLE 2** Airside D Eligible Cost Calculation

	Square Feet	Cost
<b>Design and Construct Airside D PFC Eligible/ Ineligible Area Costs</b>		
100% PFC Eligible Areas	368,483	\$956,405,661
100% PFC Ineligible Areas	192,695	\$500,144,495
PFC Eligible Prorated Areas	24,177	\$62,753,192
PFC Ineligible Prorated Areas	12,643	\$32,816,267
<b>Total Design and Construct Airside D</b>	<b>597,999</b>	<b>\$1,552,119,616</b>
<b>Airside D PFC Eligible Areas</b>		
100% PFC Eligible Areas	368,483	\$62,753,192
PFC Eligible Prorated Areas	24,177	\$1,019,158,854
<b>Total PFC Eligible Design and Construct Airside D</b>	<b>392,660</b>	
PFC Prorated Area Percentage	65.7%	
<b>Total Airside D PFC Eligible Costs</b>		<b>\$1,019,158,854</b>
Airside D PFC Pay-as-you-go Request		\$150,000,000
Airside D PFC Bond Capital Request		\$123,000,000
Airside D PFC Financing and Interest Expenses		\$164,651,400
<b>Total Airside D PFC Application #13 Request</b>		<b>\$437,651,400</b>
SOURCE: Tampa International Airport 2022-2042 Master Plan Update		
PREPARED BY: Ricondo and Associates Inc., June 2025		

The Authority is partially financing Airside D through the issuance of GARBS and PFC backed bonds. In 2026, the Authority plans to issue approximately \$855.0 million in GARB financing to support the development of Airside D and \$123 million in PFC financed debt. Collectively, the planned 2026 PFC and GARB bonds total approximately \$978.0 million of which \$123 million (PFC bond capital), or 12.6 percent of total bond capital, will be supported with PFC revenue. Based on current assumptions and modeling by the Authority's Financial Advisor, \$164,651,400 in PFC supported financing and interest expense will be required to fund the \$123 million in PFC bond capital associated with this planned 2026 bond financing for Airside D.

Based on the above, the Authority is seeking FAA approval for an additional \$437,651,400 in PFC impose and use authority for Airside D - PFC Pay-Go \$150,000,000; PFC Bond Capital \$123,000,000; and PFC Bond Financing and Interest \$164,651,400. Given that the Authority's plan of finance for Airside D assumes \$95,950,248 IJA funding, \$115,627,141 FDOT funding, \$855,042,227 in GARB proceeds, and \$212,500,000 of HCAA funding, the Authority is not seeking the full PFC eligible amount of 65.7 percent for Airside D.

## Project Justification:

### *Passenger Demand*

The FAA approved aviation forecasts and resulting terminal building demand/capacity and facility requirements analyses developed through the 2012, 2016, and 2022 Airport Master Plan Update studies (collectively, Airport Master Plan Updates) provide the justification for the construction of Airside D. The Airport Master Plan Updates confirm that the Airport is experiencing operational and physical challenges that constrain the ability of the Airport to efficiently accommodate the demand for future passenger travel. The Airport Master Plan Updates establish Planning Activity Levels (PAL) for the FAA approved passenger forecasts as representative of the anticipated future passenger demand at the Airport. **Table 3**, which is sourced from the 2022 Airport Master Plan Update, presents the PALs for the Airport for PAL 1 (FY 2032), PAL 2 (FY 2037), and PAL 3 (FY 2042). These PAL forecasts were approved by the FAA on April 29, 2022.

**TABLE 3** Planning Activity Levels

Planning Activity Level	Total Annual Passengers (Millions)
Baseline (2022)	15.4
PAL 1 (FY 2032)	30.5
PAL 2 (FY 2037)	34.6
PAL 3 (FY 2042)	38.8

NOTE: PAL- Planning Activity Level

SOURCE: Tampa International Airport 2022-2042 Master Plan Update

PREPARED BY: Ricondo and Associates Inc., January 2025

### *Existing Conditions*

Current Airport facilities dedicated to accommodating the movement of passengers and airline activities include a Main Terminal connected to four remote airside facilities - Airside A, Airside C, Airside E, and Airside F (Airside Facilities) - via automated people movers (APM). The Airside Facilities provide 56 narrowbody contact Gates. The Airport Master Plan Updates have independently verified that the existing 56 gate configuration is unable to accommodate additional airline activity and passenger demand once the Airport's passenger traffic level reaches 27.5 Million Annual Passengers (MAP), which according to the 2022 Airport Master Plan Update, is forecast to occur in 2028. The 2022 Airport Master Plan Update further confirms that with the current Airside Facilities, the Airport will experience a deficit of 8 Gates in 2028, 13 Gates in 2032, and 19 Gates in 2037. As a result of these forecasts and corresponding capacity constraints, the Airport Master Plan Updates have determined the need for construction of the recommended 16-gate Airside D concept to provide sufficient facilities to accommodate increased passenger activity.

### *Gate Use – Existing / Forecast*

The 2022 Airport Master Plan Update further evaluated utilization of the existing 56 Gates to determine the extent to which additional aircraft turns could be accommodated in lieu of construction of Airside D. The 2022 Airport Master Plan Update gate utilization analysis was based on Design Day Flight Schedules (DDFS) developed for 2023 and the three PALs noted in **Table 3**. DDFS represents the Airport's daily pattern for airline service on an average weekday of the peak month, providing information on a flight-by-flight basis pertaining to the time of aircraft arrival or departure, aircraft type, domestic/international designation, origin and destination (O&D), seat capacity, load factor, and originating/terminating passenger percentages. The DDFS also assigned flights to specific Gates to ensure the extent that flights and aircraft types were accommodated on existing Gates and to identify new Gates or hardstand requirements required to meet demand.

**Table 4** depicts the average number of turns (a flight arrival or departure) per gate for Airsides A, C, E, and F. As noted in **Table 4**, the average number of turns for the Airside Facilities ranges between 5.7 and 6.9 per day. Airside F experiences fewer turns per gate because Airside F serves all of the Airport's non-precleared international flights. International service, particularly widebody aircraft used for long-haul flights, inherently requires longer ground times.

**Table 4** 2023 Design Day Flight Schedule Gate Utilization Summary

Airside	Narrowbody Gate Inventory	Daily Flights	Turns per Gate	Airport Peak Period Gates in Use
Airside A	14	97	6.9	14
Airside C	16	96	6.0	15
Airside E	13	74	5.7	11
Airside F	13	59	4.5	9

SOURCE: Tampa International Airport 2022-2042 Master Plan Update

PREPARED BY: Ricondo and Associates Inc., January 2025

**Table 4** also depicts Peak Period Gates in Use, representing the highest number of Gates simultaneously being used to enplane or deplane aircraft at each of the airside facilities. Peak periods could occur multiple times each day depending on the airside facility but do not include periods when Gates are used for remain-overnight aircraft. Airside A Gates are used 100 percent during the peak periods while Airsides C and E Gates use 94 percent and 85 percent of their Gates during peak periods, respectively.

**Table 5** shows Airside F utilizing 9 out of its 13 narrowbody Gates; however, widebody aircraft used by European airlines (British Airways, Edelweiss Air, and Eurowings) are the equivalent of one and one-half to two narrowbody Gates, depending on which Airside F gates are used to park widebody aircraft. The 2023 DDFS included 3 widebody aircraft simultaneously on the ground, leaving 8 Gates to accommodate narrowbody aircraft. This widebody/narrowbody gate configuration results in a total Gate count of 11 gates under the widebody/narrowbody configuration compared to 13 Gates under a narrowbody only configuration. Airside F Gate capacity is limited to 4 international widebody aircraft based on apron depth, line-of-sight from the TPA FAA Air Traffic Control Tower, and Gates connected to the Customs and Border Protection sterile corridor that must be used by deplaning passengers to access the ramp level FIS facilities. In this 4 widebody configuration, Airside F could simultaneously accommodate 6 narrowbody aircraft, which results in a total Gate count of 10 Gates in this widebody/narrowbody aircraft configuration compared to 13 Gates under a narrowbody only configuration. **Table 5** summarizes the Airside F DDFS peak period demand for Gates considering the mix of widebody and narrowbody aircraft on the ground normalized to narrowbody equivalent Gates.

**Table 5** Airside F DDFS Peak Period Demand for Gates

Forecast Year	Widebody	Narrowbody	Narrowbody Equivalent Demand	Narrowbody Equivalent Capacity	Narrowbody Equivalent Surplus or (Deficit)
2023	3	6	13	13	0
2028	5	7	15	13	(2)
2032	0	17	17	13	(4)
2037	1	18	20	13	(7)
2042	7	9	21	13	(8)

SOURCE: Tampa International Airport 2022-2042 Master Plan Update

PREPARED BY: Ricondo and Associates Inc., January 2025

**Table 5** shows that 100 percent of Airside F Gates could be utilized during the peak period, according to the DDFS. Airside F will have a shortfall equivalent to 2 narrowbody Gates by 2028, which will increase to 8 Gates by 2042.

**Table 6** summarizes narrowbody equivalent gate requirements based on DDFS correlating to the FAA-approved 2022 Airport Master Plan Update forecast for annual passengers.

**Table 6** Airport Narrowbody Equivalent Gate Requirements

Airside	Existing Gates	2028	2032	2037	2042
Airside A	14	17	18	18	21
Airside C	16	17	18	18	20
Airside E	13	15	16	16	20
Airside F	13	15	17	20	21
Total	56	64	69	72	82
Surplus/ (Deficit)		(8)	(13)	(16)	(26)

SOURCE: Tampa International Airport 2022-2042 Master Plan Update

PREPARED BY: Ricondo and Associates Inc., January 2025

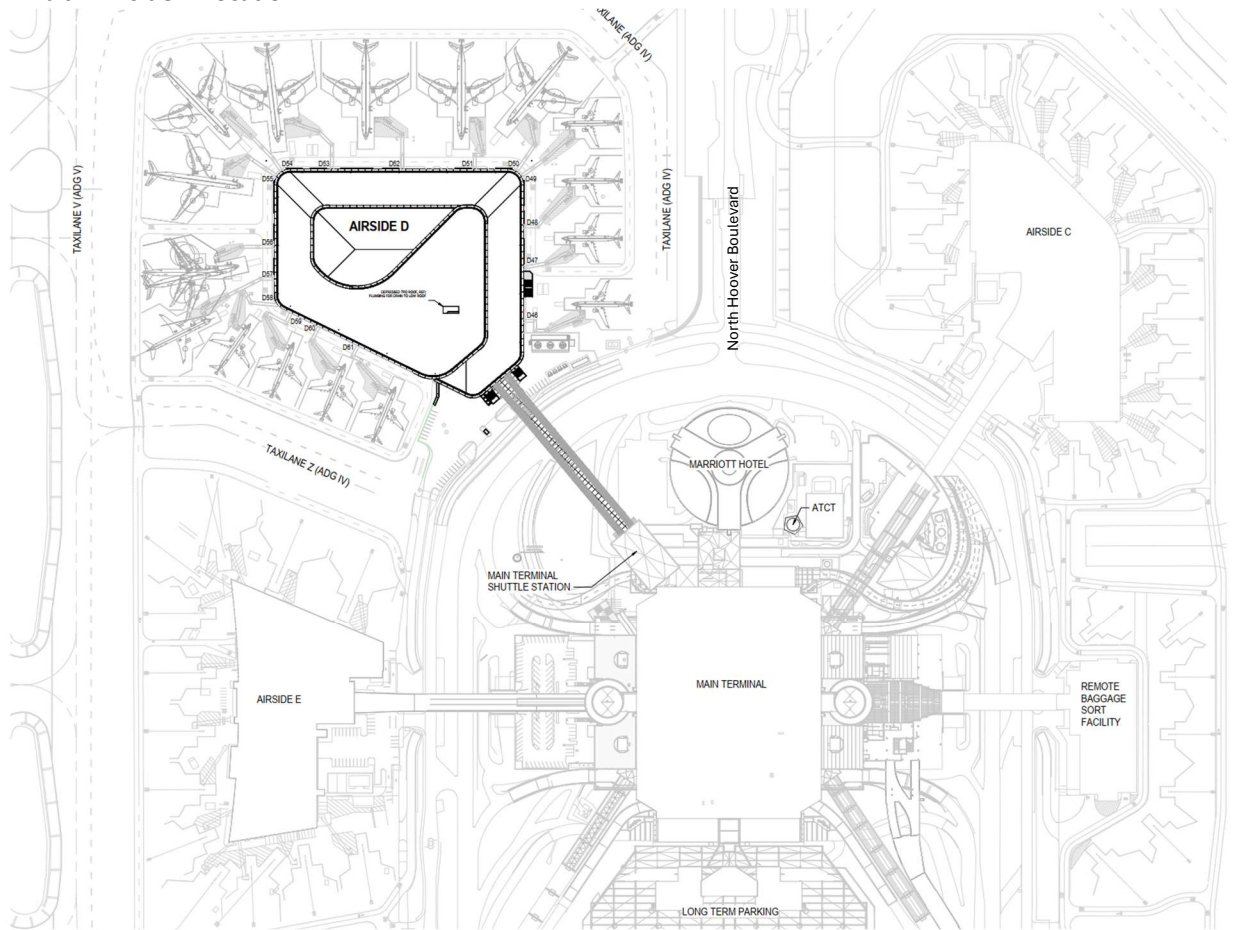
The Airport's four physically and operationally separate airside facilities limit the Authority's opportunities to increase gate utilization in terms of increasing the number of turns per gate or shifting individual flights to take advantage of offset peak gate demand periods among the four airside facilities. Historically, the Authority has moved airlines among the airside facilities to meet growing demand from existing and entrant airlines; however, there are no future opportunities to rebalance Gates without dividing a single airline's flight operations between two or multiple airside facilities. This will result in confusing wayfinding for departing passengers and is objectional to the airlines from an operational efficiency standpoint.

Strong international passenger growth has resulted in the Authority reaching capacity with its existing international arrivals facilities at Airside F. International passengers arriving at the Airport are subject to inspection by CBP officers for compliance with immigration, customs, and agriculture regulations. CBP inspections are currently conducted upon arrival at the Airside F FIS facility. CBP provides guidelines (i.e., Airport Technical Design Standard) to airports that prescribe requirements for specific spaces, square footage of spaces, and equipment based on the expected peak hour volume of arriving international passengers. The existing Airside F FIS can support 900 peak hour passengers. Based on CBP guidelines, the requirements for the existing FIS facility should be increased to accommodate 1,530 peak hour passengers. The Airport has been working with CBP to ensure that the Airside D CBP space will be built to accommodate CBP space requirements. CBP has agreed to treat the 30% design Program of Requirements (POR) spreadsheet as the approved POR, which will define their space footprint.

Given the increasing domestic and international passenger volumes and associated growing airline operations, the capacity of the Airport's Airside Facilities to accommodate passengers is constrained. Airside D will provide needed facilities to efficiently meet forecast passenger and airline demand for Airport Airside Facilities until at least 2032.



## Exhibit 1 Airside D Location



Source: TPA Airside D Expansion Schematic Design 30 Percent Basis of Design Document, November 2024, page 4.

## Exhibit 2 Airside D Apron Level Floor Plan



Source: TPA Airside D Expansion Schematic Design 30 Percent Basis of Design Document, November 2024, page 179.

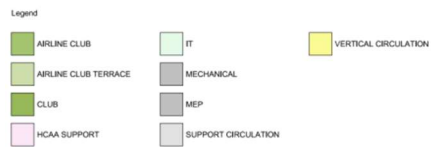
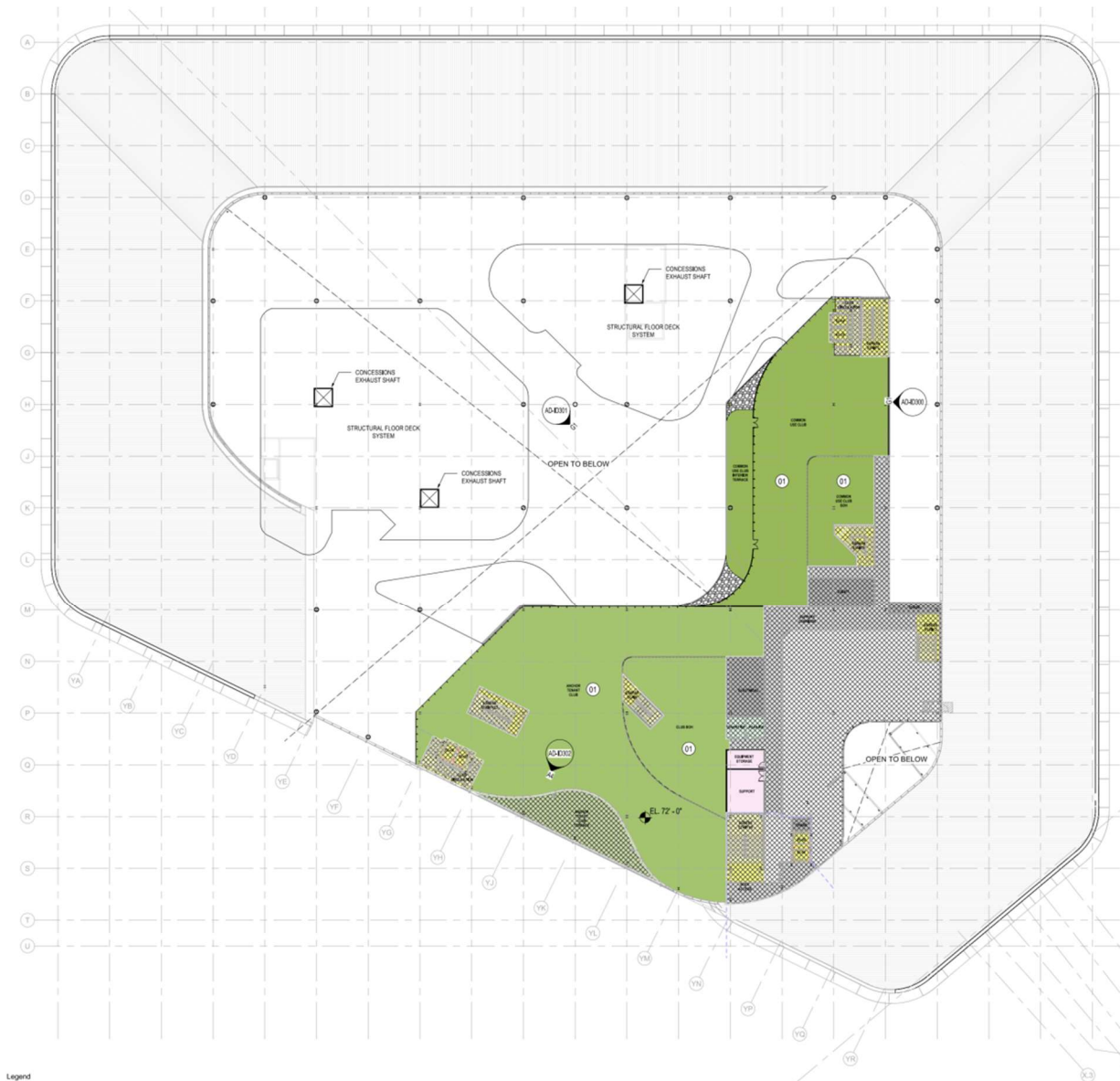


### Exhibit 3 Airside D Concourse Level Floor Plan



Source: TPA Airside D Expansion Schematic Design 30 Percent Basis of Design Document, November 2024, page 181.

**Exhibit 4 Airside D Mezzanine Level Floor Plan**



Source: TPA Airside D Expansion Schematic Design 30 Percent Basis of Design Document, November 2024, page 121.

**Exhibit 5 Rendering of Exterior Aerial View of Airside D**



Source: TPA Airside D Expansion Schematic Design 30 Percent Basis of Design Document, November 2024, page 1.

## Exhibit 6 Airside D Eligibility Analysis

AREA	Floor Plan Color Code <sup>1/</sup>	Net Square Footage (NSF)	Gross Square Footage (GSF)	PFC Eligibility	100 % PFC Eligible Space	100 % PFC Ineligible Space	Total Proratable Space	PFC Eligible Prorated Space	PFC Ineligible Prorated Space
<b>Apron Level</b>									
Airline Operations		15,119	15,749	N	0	15,749	0	0	0
Airport Support		3,527	3,674	N	0	3,674	0	0	0
Automated People Mover		6,651	6,928	Y	6,928	0	0	0	0
Public Corridors		4,245	4,422	Y	4,422	0	0	0	0
Support Circulation		12,263	12,774	N	0	12,774	0	0	0
Planters		1,635	1,703	N	0	1,703	0	0	0
Support Vertical Circulation		945	984	N	0	984	0	0	0
Restrooms - Public		3,591	3,741	Y	3,741	0	0	0	0
Chase		1,387	1,445	N	0	1,445	0	0	0
Fire Suppression		94	98	P	0	0	98	64	34
IT		1,777	1,851	P	0	0	1,851	1,215	636
Mechanical		6,976	7,267	P	0	0	7,267	4,771	2,495
Sterile Corridors / Circulation		5,141	5,355	Y	5,355	0	0	0	0
International Baggage Claim		46,366	48,298	Y	48,298	0	0	0	0
Primary		13,142	13,690	Y	13,690	0	0	0	0
Secondary/Support/Administrative		22,626	23,569	N	0	23,569	0	0	0
Airline Operations		8,128	8,467	N	0	8,467	0	0	0
Airport Support		1,094	1,140	N	0	1,140	0	0	0
Baggage Carts and Lanes		7,006	7,298	Y	7,298	0	0	0	0
Check-In		1,434	1,494	N	0	1,494	0	0	0
Inbound Baggage Drop Off		16,736	17,433	Y	17,433	0	0	0	0
Outbound Baggage Makeup		48,695	50,724	Y	50,724	0	0	0	0
Automated People Mover		6,244	6,504	Y	6,504	0	0	0	0
Support Circulation		7,798	8,123	N	0	8,123	0	0	0
Support Vertical Circulation		3,107	3,236	N	0	3,236	0	0	0
HCAA Support		770	802	N	0	802	0	0	0
Restrooms		54	56	Y	56	0	0	0	0
Building Support		175	182	N	0	182	0	0	0
Chase		229	239	N	0	239	0	0	0
Electrical		3,390	3,531	P	0	0	3,531	2,319	1,213
Fire Suppression		281	293	P	0	0	293	182	101
IT		578	602	P	0	0	602	395	207
Mechanical		10,031	10,449	P	0	0	10,449	6,861	3,588
Sterile Corridors / Circulation		31,749	33,072	Y	33,072	0	0	0	0
Secondary/Support/Administrative		193	201	N	0	201	0	0	0
<b>Concourse Level</b>									
Airline Operations		4,243	4,420	N	0	4,420	0	0	0
Airport Support		2,219	2,311	N	0	2,311	0	0	0
Departure Lounges		68,187	71,028	Y	71,028	0	0	0	0
Automated People Mover		3,082	3,210	Y	3,210	0	0	0	0
Airport Amenities		885	922	N	0	922	0	0	0
Concessions - F&B		25,720	26,792	N	0	26,792	0	0	0
Concessions - Retail		2,692	2,804	N	0	2,804	0	0	0
Concessions - Seating		4,253	4,430	N	0	4,430	0	0	0
Concessions - Support		5,893	6,139	N	0	6,139	0	0	0
Public Corridors		14,813	15,430	Y	15,430	0	0	0	0
Secure (Passenger) Vertical Circulation		47,909	49,905	Y	49,905	0	0	0	0
Support Circulation		5,075	5,286	N	0	5,286	0	0	0
Support Vertical Circulation		6,454	6,723	N	0	6,723	0	0	0
HCAA Support		126	131	N	0	131	0	0	0
Restrooms		9,488	9,883	Y	9,883	0	0	0	0
Chase		2,983	3,107	N	0	3,107	0	0	0
Electrical		580	604	P	0	0	604	397	207
IT		240	250	P	0	0	250	164	86
Mechanical		2,976	3,100	P	0	0	3,100	2,036	1,064
TSA- Queue		7,125	7,422	Y	7,422	0	0	0	0
TSA- Security		13,519	14,082	Y	14,082	0	0	0	0
TSA- Support		2,756	2,871	N	0	2,871	0	0	0
Secondary/Support/Administrative		657	684	N	0	684	0	0	0
<b>Mezzanine Level</b>									
Airline Clubs		14,252	14,846	N	0	14,846	0	0	0
Airline Clubs - Back Of House		6,070	6,323	N	0	6,323	0	0	0
Airport Support		1,234	1,285	N	0	1,285	0	0	0
Airport Amenities		9,091	9,470	N	0	9,470	0	0	0
Secure (Passenger) Vertical Circulation		1,876	1,954	N	0	1,954	0	0	0
Support Circulation		3,883	4,045	N	0	4,045	0	0	0
Planters		618	644	N	0	644	0	0	0
Support Vertical Circulation		3,420	3,563	N	0	3,563	0	0	0
Chase		157	164	N	0	164	0	0	0
Electrical		726	756	P	0	0	756	497	260
IT		249	259	P	0	0	259	170	89
Mechanical		7,450	7,760	P	0	0	7,760	5,096	2,665
<b>Total Space</b>		<b>574,078</b>	<b>597,999</b>		<b>368,483</b>	<b>192,695</b>	<b>36,821</b>	<b>24,177</b>	<b>12,643</b>
<b>Eligible/(Eligible+Ineligible) = Proration Percentage (AIP)</b>			<b>0.0%</b>						
<b>Eligible/(Eligible+Ineligible) = Proration Percentage (PFC)</b>			<b>65.7%</b>		<b>\$956,405,661</b>	<b>\$500,144,495</b>	<b>\$95,569,460</b>	<b>\$62,753,192</b>	<b>\$32,816,267</b>
<b>Space Summary</b>									
Apron Level		293,177	305,393 SF						
Concourse Level		231,875	241,537 SF						
Mezzanine Level		49,026	51,069 SF						
<b>Total Space</b>		<b>574,078</b>	<b>597,999 SF</b>						
		<b>NSF</b>	<b>GSF</b>						
					<b>PFC Eligible Proration Percentage Calculation:</b>				
					A: Eligible Areas: 368,483				
					B: Ineligible Areas: 192,695				
					<b>65.662%</b>				

NOTE:

1/ Cell color corresponds to the legends presented in Exhibits 2-4

SOURCE: Hillsborough County Aviation Authority, November 2024

PREPARED BY: Ricondo and Associates Inc., June 2025

### 13.02- PFC Application Services

*Start Date:* March 2024

*End Date:* December 2025

*Collection Level:* \$4.50

#### Project Financial Plan:

PFC Pay-Go	\$85,772
<b>Total</b>	<b>\$85,772</b>

**Project Description:** This project includes consulting costs associated with the development of the Authority's new PFC Application 13 and includes the following scope of work:

Prepare and coordinate the filing / FAA review of the PFC Application to include:

- The required public notice
- The required airline consultation notice
- Ensure that all FAA procedural requirements are met for the airline meeting
- Responses to air carrier comments
- The completed application for submittal to the FAA
- The airline notice of FAA approval.

**Project Justification:** Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. This project is eligible in accordance with Section 158.3, "allowable cost" as explained in that section's preamble.



# Appendix B





**Table 1**

Existing PFC Impose and Use Authority

		Approved for Collection	Approved for Use	Expenditures 9/30/2024	Remaining Use Authority
<b>Approved PFC Applications</b>					
Application #1	93-01-C-00-TPA	\$87,102,000	\$69,602,000		
Application #1 amendment	93-01-C-01-TPA	\$5,905,614	\$5,905,614		
Application #1 amendment	93-01-C-02-TPA	\$4,125,000	\$1,500,000		
Application #1 amendment	93-01-C-03-TPA	\$36,550,000	\$0		
Application #1 amendment	93-01-C-04-TPA	\$11,634,170	-\$860,113		
		\$145,316,784	\$76,147,501	\$76,147,501	\$0
Application #2	94-02-U-00-TPA	\$0	\$17,500,000		
Application #2 amendment	94-02-U-01-TPA	\$0	\$2,625,000		
Application #2 amendment	94-02-U-02-TPA	\$0	\$36,550,000		
Application #2 amendment	94-02-U-03-TPA	\$0	\$12,494,283		
		\$0	\$69,169,283	\$69,169,283	\$0
Application #3	97-03-C-00-TPA	\$25,540,952	\$25,540,952		
Application #3 amendment	97-03-C-01-TPA	-\$80,616	-\$80,616		
		\$25,460,336	\$25,460,336	\$25,460,336	\$0
Application #4	00-04-C-00-TPA	\$124,728,400	\$124,728,400		
Application #4 amendment	00-04-C-01-TPA	\$9,003,800	\$9,003,800		
Application #4 amendment	00-04-C-02-TPA	-\$133,732,200	-\$133,732,200		
		\$0	\$0	\$0	\$0
Application #5	02-05-C-00-TPA	\$135,782,200	\$135,782,200		
Application #5 amendment	02-05-C-01-TPA	\$16,707,374	\$16,707,374		
Application #5 amendment	02-05-C-02-TPA	-\$62,269	-\$62,269		
		\$152,427,305	\$152,427,305	\$126,608,870	\$25,818,435
Application #6	03-06-C-00-TPA	\$298,115,400	\$298,115,400		
Application #6 amendment <sup>1</sup>	03-06-C-01-TPA	\$25,272,900	\$25,272,900		
		\$323,388,300	\$323,388,300	\$353,560,889	-\$30,172,589
Application #7	07-07-C-00-TPA	\$98,840,500	\$98,840,500		
				\$48,789,118	\$50,051,382
Application #8	09-08-C-00-TPA	\$50,346,700	\$50,346,700		
				\$47,727,327	\$2,619,373
Application #9	12-09-C-00-TPA	\$33,030,276	\$33,030,276		
				\$26,274,743	\$6,755,533
Application #10	15-10-C-00-TPA	\$469,872,974	\$469,872,974		
Application #10 amendment	15-10-C-01-TPA	-\$469,872,974	-\$469,872,974		
		\$0	\$0	\$0	\$0
Application #11	18-11-C-00-TPA	\$858,265,601	\$858,265,601		
Application #11 amendment	18-11-C-01-TPA	\$12,968,854	\$12,968,854		
		\$871,234,455	\$871,234,455	\$123,097,075	\$748,137,380
Application #12	24-12-C-00-TPA	\$25,536,195	\$25,536,195		
				\$18,017,416	\$7,518,779
<b>Existing PFC impose and use authority</b>		<b>\$1,725,580,851</b>	<b>\$1,725,580,851</b>	<b>\$914,852,558</b>	<b>\$810,728,293</b>

NOTE:

1 PFC Application 03-06-C-01-TPA has overcollected PFC revenues. The Authority intends to file amendments with the FAA to formally recognize increased impose and use authority

SOURCE: System of Airports Reporting (SOAR) Quarterly Report September 30, 2024

PREPARED BY: Ricondo &amp; Associates, Inc., June 2025.

**Table 2**

Proposed PFC Impose and Use Authority

		Approved for Collection	Approved for Use	Expenditures 9/30/2024	Remaining Use Authority
<b>Approved and Proposed PFC Applications</b>					
Application #1	93-01-C-00-TPA	\$87,102,000	\$69,602,000		
Application #1 amendment	93-01-C-01-TPA	\$5,905,614	\$5,905,614		
Application #1 amendment	93-01-C-02-TPA	\$4,125,000	\$1,500,000		
Application #1 amendment	93-01-C-03-TPA	\$36,550,000	\$0		
Application #1 amendment	93-01-C-04-TPA	\$11,634,170	-\$860,113		
		\$145,316,784	\$76,147,501	\$76,147,501	\$0
Application #2	94-02-U-00-TPA	\$0	\$17,500,000		
Application #2 amendment	94-02-U-01-TPA	\$0	\$2,625,000		
Application #2 amendment	94-02-U-02-TPA	\$0	\$36,550,000		
Application #2 amendment	94-02-U-03-TPA	\$0	\$12,494,283		
		\$0	\$69,169,283	\$69,169,283	\$0
Application #3	97-03-C-00-TPA	\$25,540,952	\$25,540,952		
Application #3 amendment	97-03-C-01-TPA	-\$80,616	-\$80,616		
		\$25,460,336	\$25,460,336	\$25,460,336	\$0
Application #4	00-04-C-00-TPA	\$124,728,400	\$124,728,400		
Application #4 amendment	00-04-C-01-TPA	\$9,003,800	\$9,003,800		
Application #4 amendment	00-04-C-02-TPA	-\$133,732,200	-\$133,732,200		
		\$0	\$0	\$0	\$0
Application #5	02-05-C-00-TPA	\$135,782,200	\$135,782,200		
Application #5 amendment	02-05-C-01-TPA	\$16,707,374	\$16,707,374		
Application #5 amendment	02-05-C-02-TPA	-\$62,269	-\$62,269		
		\$152,427,305	\$152,427,305	\$126,608,870	\$25,818,435
Application #6	03-06-C-00-TPA	\$298,115,400	\$298,115,400		
Application #6 amendment <sup>1</sup>	03-06-C-01-TPA	\$25,272,900	\$25,272,900		
		\$323,388,300	\$323,388,300	\$353,560,889	-\$30,172,589
Application #7	07-07-C-00-TPA	\$98,840,500	\$98,840,500		
				\$48,789,118	\$50,051,382
Application #8	09-08-C-00-TPA	\$50,346,700	\$50,346,700		
				\$47,727,327	\$2,619,373
Application #9	12-09-C-00-TPA	\$33,030,276	\$33,030,276		
				\$26,274,743	\$6,755,533
Application #10	15-10-C-00-TPA	\$469,872,974	\$469,872,974		
Application #10 amendment	15-10-C-01-TPA	-\$469,872,974	-\$469,872,974		
		\$0	\$0	\$0	\$0
Application #11	18-11-C-00-TPA	\$858,265,601	\$858,265,601		
Application #11 amendment	18-11-C-01-TPA	\$12,968,854	\$12,968,854		
		\$871,234,455	\$871,234,455	\$123,097,075	\$748,137,380
Application #12	24-12-C-00-TPA	\$25,536,195	\$25,536,195		
				\$18,017,416	\$7,518,779
<b>Application #13</b>	<b>25-13-C-00-TPA</b>	<b>\$437,737,172</b>	<b>\$437,737,172</b>		
				\$0	\$396,737,172
<b>Total Proposed PFC impose and Use authority</b>		<b>\$2,163,318,023</b>	<b>\$2,163,318,023</b>	<b>\$914,852,558</b>	<b>\$1,207,465,465</b>

NOTE:

1 PFC Application 03-06-C-01-TPA has overcollected PFC revenues. The Authority intends to file amendments with the FAA to formally recognize increased impose and use authority

SOURCE: System of Airports Reporting (SOAR) Quarterly Report September 30, 2024

PREPARED BY: Ricondo &amp; Associates, Inc., June 2025.

**Table 3**

## Funding Sources for Application 13 Projects

PFC Project	Description	Project Budget	IJA <sup>1</sup> Funding	FDOT <sup>2</sup> Funds	GARB <sup>3</sup> Proceeds	PFC Pay-as-you-go Local	PFC Bond Capital	PFC Financing and Interest	PFC Total	Authority Funds	Total Project Cost
13-001	Design, Construct, and Finance Airside D Terminal Building	\$ 1,716,771,016	\$ 95,950,248	\$ 115,627,141	\$ 855,042,227	\$ 150,000,000	\$ 123,000,000	\$ 164,651,400	\$ 437,651,400	\$ 212,500,000	\$ 1,716,771,016
13-002	PFC Application Services			\$ -		\$ 85,772	\$ -	\$ -	\$ 85,772		\$ 85,772
<b>Application Total</b>		<b>\$1,716,771,016</b>	<b>\$ 95,950,248</b>	<b>\$ 115,627,141</b>	<b>\$ 855,042,227</b>	<b>\$ 150,085,772</b>	<b>\$ 123,000,000</b>	<b>\$ 164,651,400</b>	<b>\$ 437,737,172</b>	<b>\$ 212,500,000</b>	<b>\$ 1,716,856,788</b>

## NOTES:

- 1 IJA: Infrastructure Investment and Jobs Act
- 2 FDOT: Florida Department of Transportation
- 3 GARB: General Airport Revenue Bond

SOURCE: Hillsborough County Aviation Authority, November 2024

PREPARED BY: Ricondo &amp; Associates, Inc., June 2025.

**Table 4****Estimated PFC Collections and Charge Effective and Expiration Dates****Current PFC Impose and Use Authority** **\$1,725,580,851****Proposed New Application #13** **\$437,737,172****Total Proposed PFC Impose and Use Authority** **\$2,163,318,023****PFC Revenues**

	Enplaned Passengers	Annual % Change	% PFC- Eligible	PFC Eligible Enplaned Passengers	Net PFC Collection Rate	PFC Collections	PFC Interest Earnings	Total PFC Revenues	Cumulative PFC Revenues
PFC Balance Through June 1, 2038									\$1,725,580,851
Forecast <sup>1</sup>	<b>A</b>			<b>C=AxB</b>	<b>D</b>	<b>E=DxC</b>	<b>F</b>	<b>G=E+F</b>	
Jun.- Dec. 2038 <sup>2</sup>	9,961,647		91%	9,082,935	\$4.39	\$39,874,100	\$1,395,600	\$41,269,700	\$1,766,850,551
2039	17,438,175		91%	15,899,962	\$4.39	\$69,800,800	\$2,443,000	\$72,243,800	\$1,839,094,351
2040	17,803,779	2.1%	91%	16,233,316	\$4.39	\$71,264,300	\$2,494,300	\$73,758,600	\$1,912,852,951
2041	18,165,345	2.0%	91%	16,562,989	\$4.39	\$72,711,500	\$2,544,900	\$75,256,400	\$1,988,109,351
2042	18,545,525	2.1%	91%	16,909,633	\$4.39	\$74,233,300	\$2,598,200	\$76,831,500	\$2,064,940,851
2043	18,921,648	2.0%	91%	17,252,579	\$4.39	\$75,738,821	\$2,650,859	\$78,389,679	\$2,143,330,530
Jan.- Apr. 2044 <sup>3</sup>	4,824,567		91%	4,398,995	\$4.39	\$19,311,587	\$675,906	\$19,987,493	<b>\$2,163,318,023</b>

**Legal charge effective date for Application #13:** **1-Jun-38****Estimated charge expiration date for Application #13:** **1-Apr-44****NOTES:**<sup>1</sup> Enplaned Passenger Forecast based on FAA's Terminal Area Forecast, November 2024. The percentage of PFC-eligible enplaned passengers is based on the actual ratio for FY 2023.<sup>2</sup> PFC Authority is Effective June 1, 2038<sup>3</sup> PFC Authority Expires April 1, 2044

SOURCE: FAA Terminal Area Forecast November 2024. System of Airport Reporting Quarterly Report September 30, 2024

PREPARED BY: Ricondo &amp; Associates, Inc., June 2025.