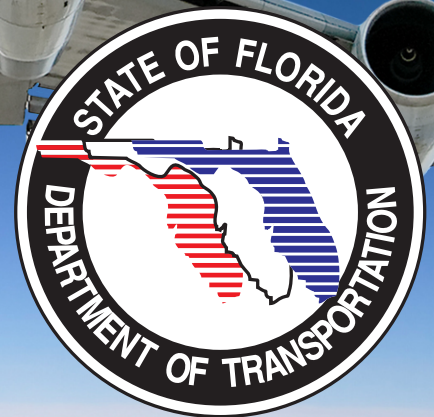


# 2012

## AIRPORT AIR SERVICE PROFILE

Tampa International Airport



prepared by



Kimley-Horn  
and Associates, Inc.

## Purpose

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Airport Air Service Profiles have been developed for Florida's 19 commercial service airports. The purpose of the Airport Air Service Profiles is to inform Florida's airports of the travel patterns of their communities, so they can operate their airports more efficiently and to communicate this information to the airline industry, allowing them to make informed service delivery decisions.

## Data Explanation

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For this report, three key data sources were used: *Passenger Origin-Destination Survey* from the U.S. Department of Transportation, the Official Airline Guide (OAG) and Airline Reporting Corporation (ARC). In this profile, data are combined and compared in order to identify general trends about the airport, as well as offer certain analysis on the findings. A description of these data sources are presented below. Throughout the text, the data sources will be further explained, but this section provides a general overview of the data used in the development of this Airport Air Service Profile.

### AIR PASSENGER ORIGIN AND DESTINATION (O&D) SURVEY

DB1B COUPON: The Airline Origin and Destination Survey (DB1B) is a 10% sample of airline tickets from reporting carriers collected by the Office of Airline Information of the Bureau of Transportation Statistics. Data from this source provides coupon-specific information for each domestic itinerary of the Origin and Destination Survey.

T-100 DOMESTIC MARKET: This data source contains domestic market data reported by both U.S. and foreign air carriers, including carrier, origin, destination, and service class for enplaned passengers, freight and mail when both origin and destination airports are located within the boundaries of the United States and its territories.

### OFFICIAL AIRLINE GUIDE (OAG)

OAG data were summarized as weekly averages for the reported year. All OAG data are for direct flights and represents statistically significant samples of data.

### AIRLINE REPORTING CORPORATION (ARC)

The data provided by this source represent a statistically significant and representative sample of airline tickets purchased with a consumer form of payment through an ARC-accredited agency, including major online travel agencies (OTAs), such as Expedia, Orbitz, and Travelocity.

The data represent a 10 percent sample, and industry standard sample size, of passengers from participating agencies. This amount can vary significantly by individual market depending on several factors, including but not limited to the following: 1) the overall composition of air travelers (leisure vs. business); 2) the presence of carriers whose distribution is more heavily weighted toward the direct vs. agency channel (e.g. low cost carriers); and 3) the presence of carriers with limited participation in the ARC settlement system (e.g. Southwest Airlines).

The data used represent passengers and zip codes from where in Florida tickets were purchased. The data include purchases from Florida zip codes only. Because the data in this document represent consumer purchases of airline tickets, there is a natural bias toward leisure and unmanaged business travel behavior and may not account for all business travel. There also may be limitations due to misrepresentation of the passenger information in instances where a person from one zip code purchased a ticket for another person in a different zip code.

Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc., the consultant to the Florida Department of Transportation, Central Aviation Office.

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## TAMPA INTERNATIONAL AIRPORT AIR SERVICE SUMMARY

### AIRPORT INFORMATION AND HISTORY

Beginning operations as Drew Field Municipal Airport in 1928 and officially beginning commercial service in 1971, Tampa International Airport served 8,368,499 total enplanements in 2011, making it the fourth busiest airport in Florida. The airport has three runways measuring, 6,999 feet, 8,300 feet, and one measuring 11,002 feet in length. Although the airport has seen large fluctuations in total enplanements throughout the last decade, the airport is well served by low cost carriers such as Southwest Airlines and its location in a large metro area with limited commercial service competition could mean sustainable growth for the airport in the future.

### ANALYSIS

Tampa International Airport is located in the West Central Continuing Florida Aviation System Planning Process (CFASPP) region. Also included in this region is St. Petersburg-Clearwater International Airport. In this analysis, baseline conditions for the airport are reported using 2010 and 2011 data. In some instances, historical data will be shown for years 2000 to 2010. The main sources of information are the United States Department of Transportation (U.S.DOT), the Official Airline Guide (OAG), and the Airline Reporting Corporation (ARC). Specific data sources will be described where appropriate.

### TOTAL ENPLANEMENTS

In 2011, Tampa International had 8,368,499 total enplanements, making it the fourth busiest airport in the state and the busiest in the West Central CFASPP region. Total enplanements at the airport have fluctuated in the last decade, but follow trends that are in accordance with world events such as 9/11 and the global economic downturn in 2007. Growth trends in total enplanements at Tampa International Airport can be seen in *Figure 1*. Data for this figure were taken from 2000 – 2010 Enplanements in Florida's Commercial Airports, annual airport passenger traffic reports.

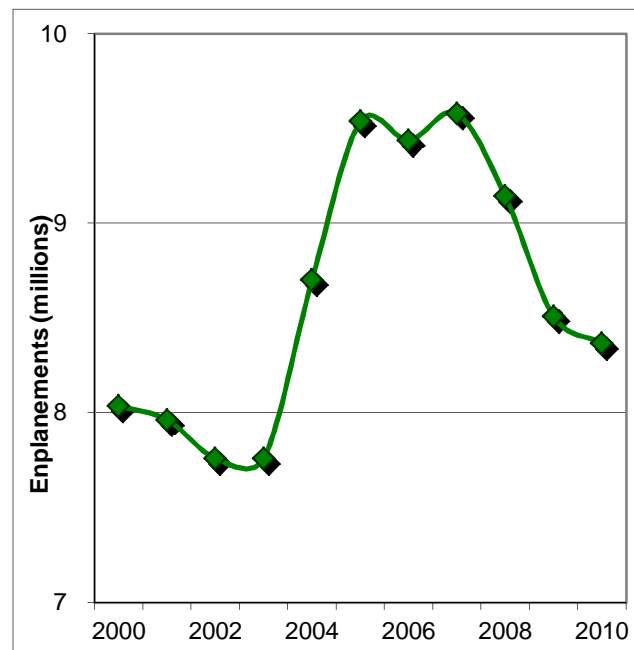


Figure 1: Tampa International Airport Total Annual Enplanements

### DOMESTIC ORIGIN AND DESTINATION (O&D) TRAVEL PATTERNS

In 2010, Tampa International Airport had 7,941,040 domestic enplanements (O&D passengers); this is the most of any airport in the West Central CFASPP region. Tampa International Airport is also able to offer some of the most competitive average fares in the state, with an average fare of \$154.99 across all domestic destinations. O&D passenger and fare data were collected from the U.S. Department of Transportation (U.S.DOT) Bureau of Transportation Statistics (BTS) O&D Survey and summarized from schedule T-100 Domestic Market All Carriers. Fare data were taken from U.S.DOT BTS DB1B Market Data. Summarized data for each year were taken from all months of the respective year. A graphical summary of O&D passenger and fare data can be seen in *Figure 2* below. United States (U.S.) regional trends and destination airports for 2010 and 2011 can be seen in *Maps 1 and 2* on the following pages. Included in *Map 1* is a table that displays the top 10 final destinations of passengers originating at Tampa International and a table that shows how average one-way fares and domestic passenger totals vary across U.S. regions. *Map 2* contains the top ten final destinations from Tampa International. The destination airport data seen in *Maps 1 and 2* were obtained from Airlines Reporting Corporation (ARC)\* and are a 10 percent sample of reporting years 2010 and 2011.

*\* Disclaimer: Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc.*

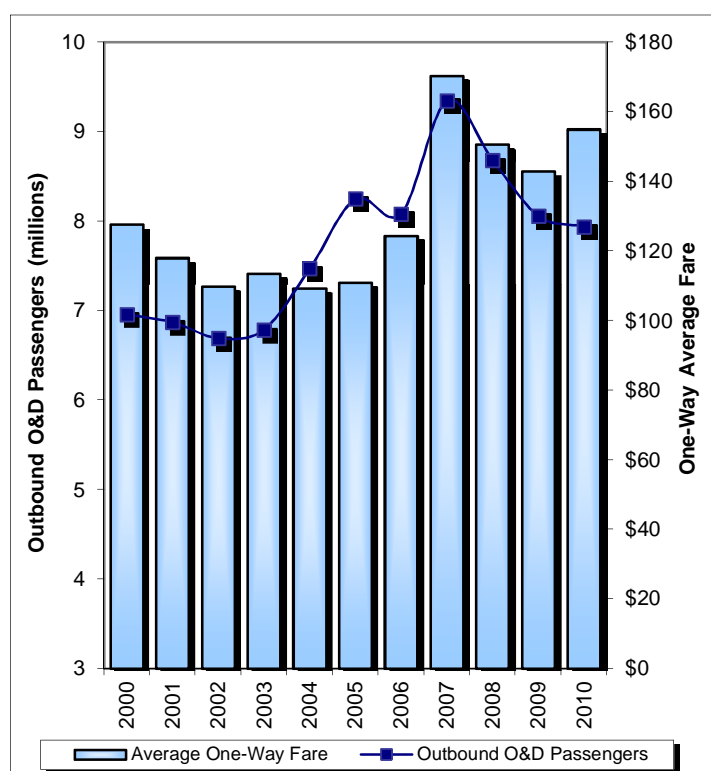
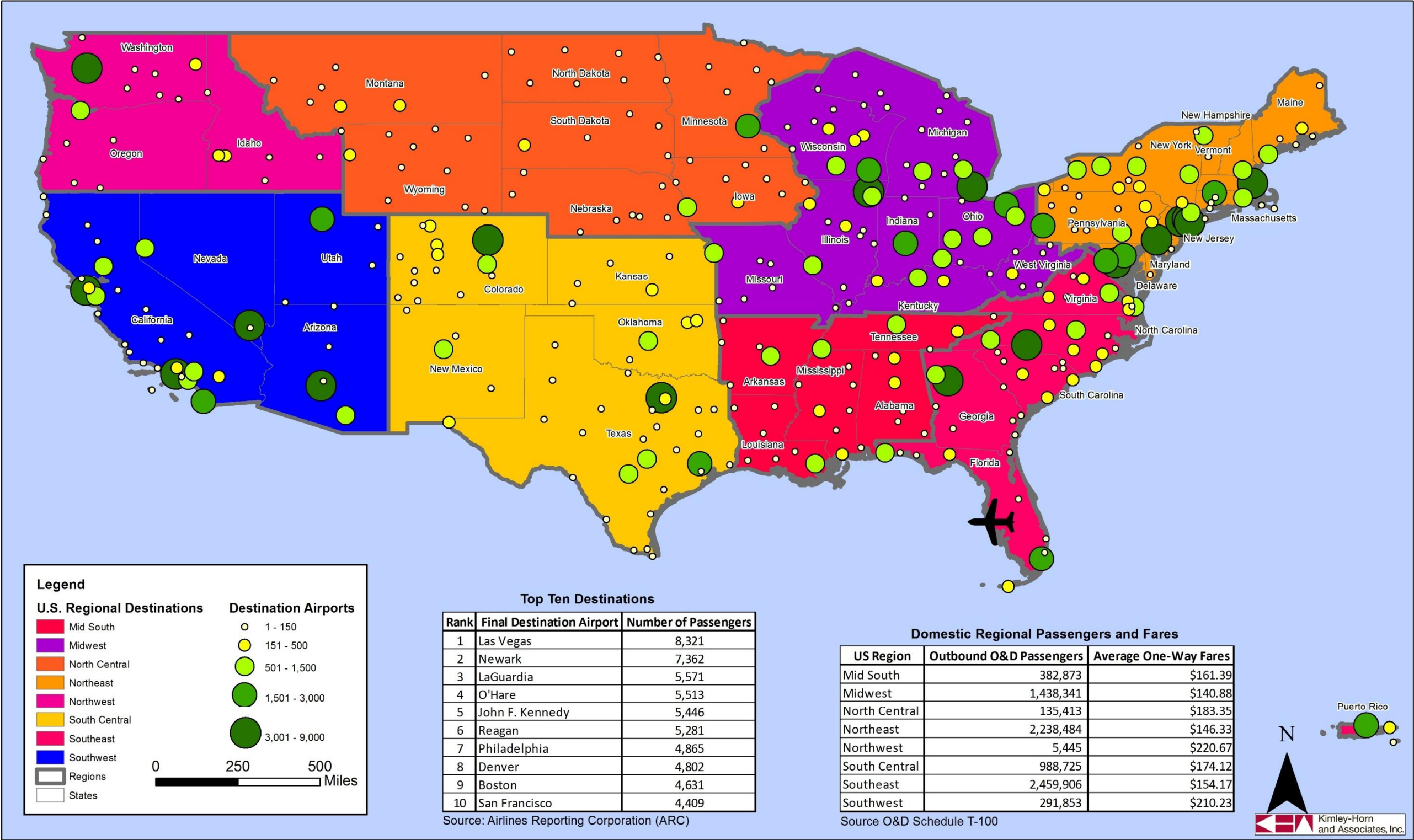
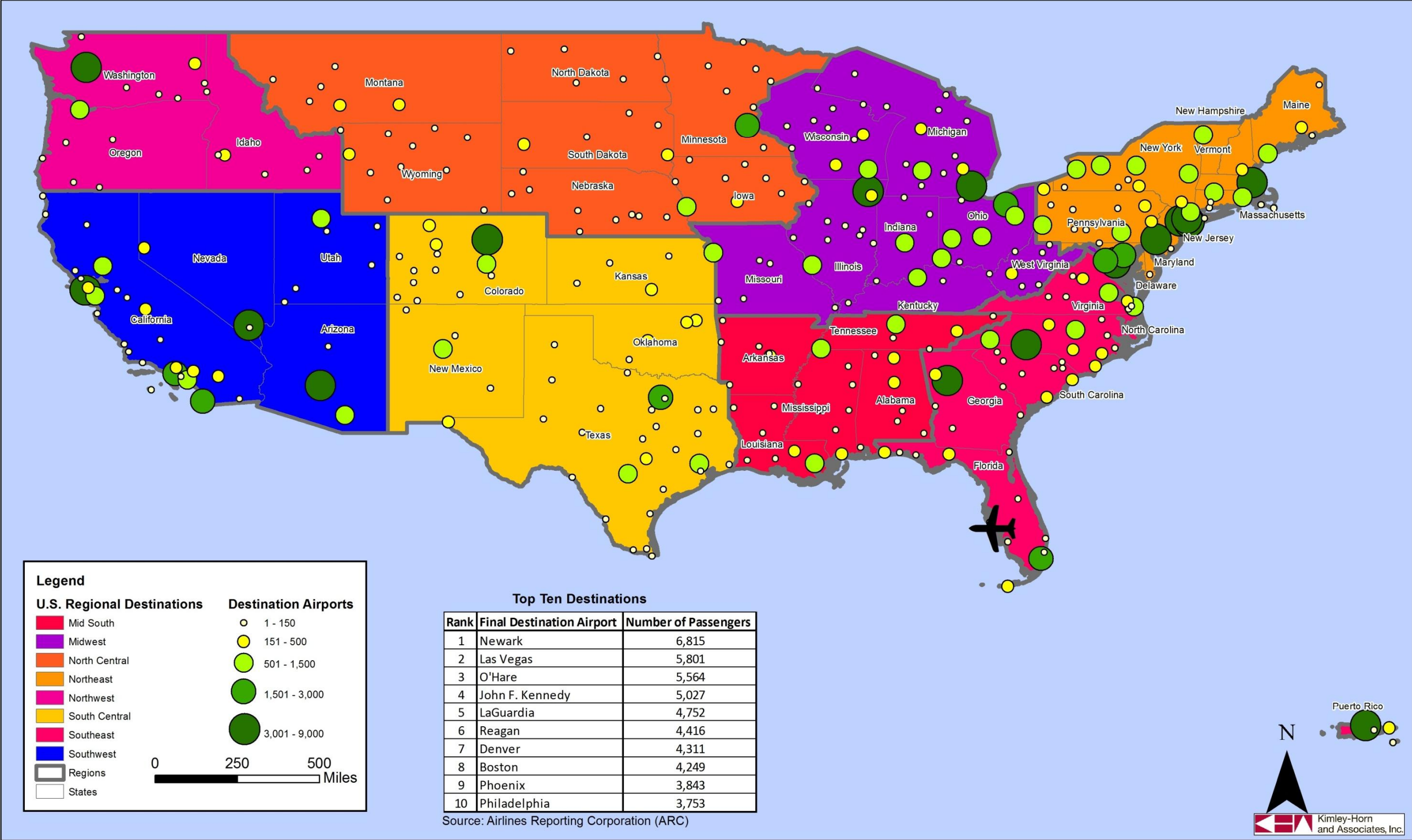


Figure 2: Summary of Outbound O&D Passengers and Average One-Way Fares



Map 1: Tampa Domestic Destination Airports and Regions, 2010  
Final destination information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes





Map 2: Tampa Domestic Destination Airports and Regions, 2011  
Final destination information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes

### DESTINATIONS SERVED

Tampa International Airport serves 60 domestic airport locations with direct flights. Of the 60 destinations, 57 are served with large jet aircraft, seven are served with regional jets, and three are served by turboprop airplanes. In recent years, there has been increased usage of large jet aircraft, which has caused an increase in the average number of seats per flight. In 2011, Tampa International averaged 134 seats per flight, up from 123 seats per flight in 2007. Data used to compile this information are from the Official Airline Guide (OAG) and are presented as a weekly summary taken during July 2011. A summary of airports served, number of flights, and serving airlines can be seen in the *Appendix*. The destinations that an airport is able to serve are directly affected by the airlines that provide service. Airlines often enter into code sharing agreements so that they are able to expand their service without investing in the necessary resources. The *Appendix* provides a list of contract airlines and the airports that have code sharing agreements with them.

### INTRASTATE SUMMARY

Tampa International is one of 16 airports in Florida that offers intrastate service. With 246 weekly departures to intrastate destinations, Tampa International was second only to Miami International in the number of intrastate flights. Information displayed for intrastate flights are taken from the Official Airline Guide (OAG) and show the weekly average number of flights from data collected in July of 2011. Intrastate service is summarized below in *Figure 3* and in *Map 3* on the following page.

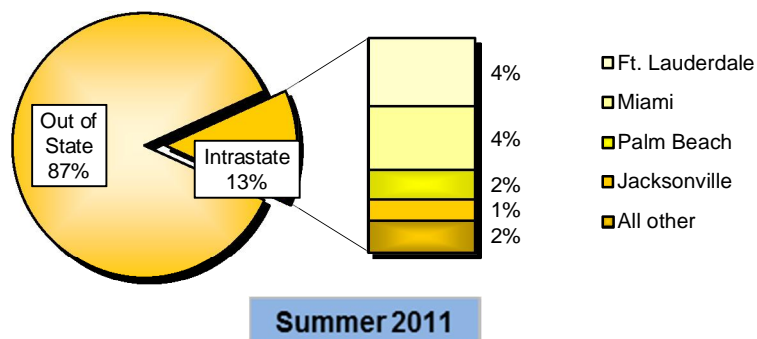
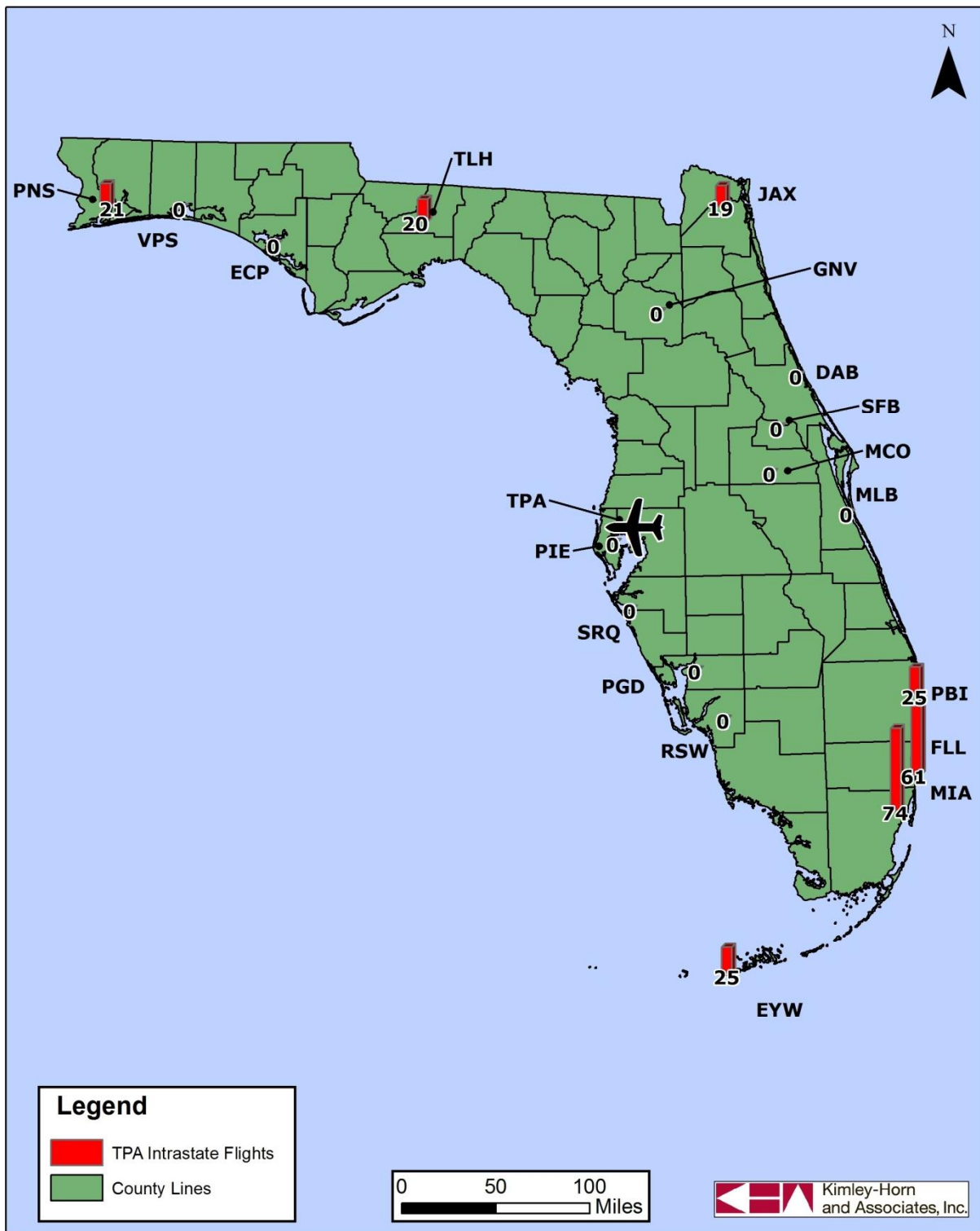


Figure 3: Intrastate Service

*Intrastate passengers as a percent of total*



Map 3: Tampa Intrastate Flights, 2011  
Average Number of Weekly Flights

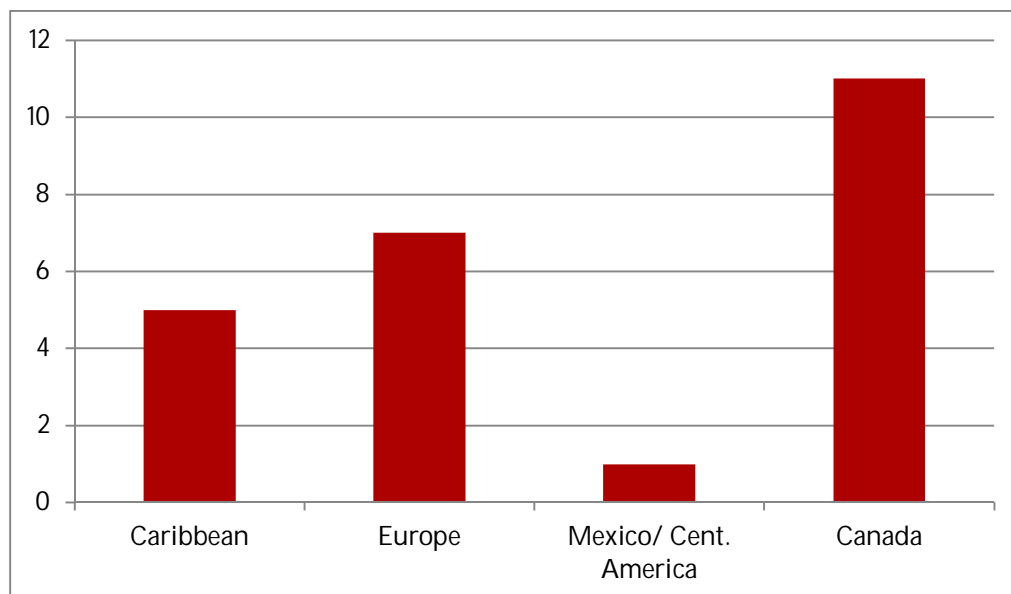
## INTERNATIONAL FLIGHT DEPARTURES

In 2011, international service was limited to seven commercial airports in Florida. Of these airports, Tampa International Airport had the fourth highest number of international flights. Tampa International served 24 weekly international flights to four different world regions. Although international flights are limited with regard to direct service, it was found that 18.4 percent of all flights departing the airport had a final destination that is international. This fact may trigger Tampa International Airport to look at international service to determine if they may better serve international destinations with direct service. International flight data were compiled from the Official Airline Guide (OAG) and represent a weekly average with data being compiled from July 2011. The final destination percentage was calculated using data from the Airlines Reporting Corporation (ARC). Historical flight information for international destinations can be seen in *Table 1*. All current international flight destinations from Tampa can be seen in *Figure 4*.

**Table 1: Historical International Flight Destinations**

*Average Number of Weekly Flights*

	2000	2001	2003	2005	2007	2008	2011
<b>WEEKLY INTERNATIONAL SCHEDULED FLIGHT DEPARTURES</b>							
Caribbean	13	20	14	26	8	5	5
Europe	4	3	5	5	6	5	7
Mexico/Cent. America	0	0	0	0	0	0	1
Canada	7	7	7	11	5	8	11
<b>TOTAL</b>	<b>24</b>	<b>30</b>	<b>26</b>	<b>42</b>	<b>19</b>	<b>18</b>	<b>24</b>



**Figure 4: International Flight Destinations, 2011**

*Average Number of Weekly Flights*



### SEASONAL FLIGHT COMPARISON

Scheduled service showed very little variability during the different seasons in 2011. Across all destination regions, except for the Midwest, flight offerings did not differ more than two percent in terms of flight frequency. There were a slightly higher number of flights in the spring for destinations in the Midwest region. Seasonal flight information was taken from the Official Airline Guide (OAG) and was summarized as a weekly average with winter months being December 2010 and January 2011, spring months being March and April 2011, and summer months being July and August 2011. A summary of the seasonal comparison for Tampa International Airport can be seen in *Figure 5* below.

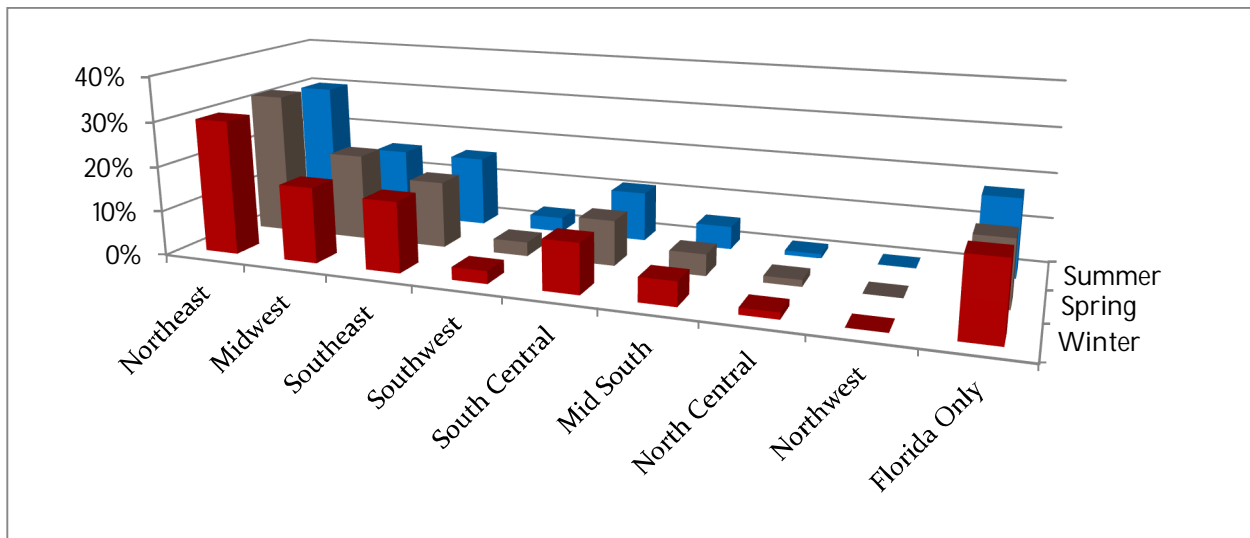


Figure 5: Tampa International Airport – Seasonal Flight Comparison

*Seasons presented are from a representative sample.*

### HUBS SERVED

Tampa International Airport is one of the largest airports in the state of Florida. On a national level, it is considered a Large Hub Airport, one of only 25 large hub airports in the U.S. A large hub airport is one that enplanes one percent or more of total enplaned passengers from all U.S. airports. In 2010, Tampa International Airport had 7.9 million domestic O&D passengers and offered direct flights to 60 domestic hub airports. To be considered a hub airport, an airport must serve at least 0.05 percent of all enplaned passengers in the U.S (not all commercial service airports are hub airports). Hub information was taken from the U.S. Department of Transportation (U.S.DOT) Research and Innovative Technology Administration (RITA) using Bureau of Transportation Statistics (BTS) data as of June 2011.

### AVERAGE LOAD FACTORS

Average load factors represent the number of passenger miles traveled as a proportion of available seat miles. Higher average load factors represent more total passengers boarding. The average load factor Tampa International Airport, 82.51, was slightly higher than the U.S. average, 81.73, for 2011. Load factor statistics were determined using Bureau of Transportation Statistics (BTS) T-100 segment data for the years 2010 and 2011. A summary of 2010 and 2011 average load factors can be seen in *Table 2*.

**Table 2: Average Load Factors Per Year**

Year	Domestic	International	Total
Tampa International			
2010	82.46	81.85	82.43
2011	82.69	79.35	82.51
All U.S. Airports			
2010	82.18	81.59	81.90
2011	83.03	80.41	81.73

### ON-FLIGHT MARKET FREIGHT STATISTICS

Freight statistics represent the total number of pounds of freight, property other than mail and passenger baggage transported, transported by air from a given airport. Freight statistics represent the total number of pounds of freight shipped from a given airport. Tampa International Airport has one of the highest freight totals of all commercial service airports in Florida with 44.3 million pounds of freight shipped between the months of January and September 2011. A summary of 2010 and 2011 on-flight market freight statistics is shown in *Table 3*. Due to delay in reporting periods by airlines and airports to the Bureau of Transportation Statistics (BTS), not all 2011 data have been reported. Therefore, comparisons cannot be made between 2010 and 2011, but comparisons can be made between airports for the same years. Freight statistics were determined using BTS T-100 domestic market data.

**Table 3: Total Freight (lbs.) Per Year**

Year	Freight (in pounds)
2010 (Jan-Dec)	75,535,446
2011 (Jan-Sept)	44,307,142

#### ON-FLIGHT MARKET MAIL STATISTICS

Mail statistics represent the total number of pounds of U.S. and foreign mail shipped from a given airport. Tampa International Airport had one of the highest mail totals of all commercial service airports in Florida with 1.9 million pounds of mail that were shipped between the months of January and September 2011. A summary of 2010 and 2011 on-flight market freight statistics are shown in *Table 4*. Due to delay in reporting periods by airlines and airports to the Bureau of Transportation Statistics (BTS), not all 2011 data has been reported. Therefore, comparisons cannot be made between 2010 and 2011, but comparisons can be made between airports for the same years. Mail data were found using BTS T-100 domestic market data.

Table 4: Total Mail (lbs.) Per Year

Year	Mail (in pounds)
2010 (Jan-Dec)	3,896,031
2011 (Jan-Sept)	1,858,418

## MARKET LEAKAGE STUDY

### INTRODUCTION

Florida has the most large hub airports (4) of any state in the U.S. Florida also has a large number of commercial service airports (19), which compete over the same potential passengers. There are many factors that play into the decision-making of passengers, ranging from cost to airport proximity to how direct a flight is. Because of these factors, many smaller commercial airports in Florida experience market leakage, or a loss of passengers who choose to drive further distances to airports for various reasons, such as less expensive flights or more convenient flight options. For large airports located in large metropolitan areas leakage may be a less significant factor due to the fact that they still carry large numbers of passengers. Conversely for smaller airports the loss of passengers to larger airports may potentially be more significant. This analysis looks at tickets purchased in Florida zip codes to see which Florida airports lose business due to market leakage. The market leakage study analyzed zip codes from where a ticket was purchased and subsequently which airport was departed from for that purchase. This analysis determined how many passengers leaving a county with commercial air service to use an airport located within another county. In order to better understand the market leakage findings, key demographic data are presented as part of the market leakage study.

### METROPOLITAN STATISTICAL AREA (MSA)

Tampa International Airport is one of two commercial airports located in the Tampa-St. Petersburg-Clearwater MSA. This metro area is the second largest in Florida and is well above the average population of MSAs. According to the U.S. Census, an MSA is “a geographic entity based on the concept of a core area with a large population nucleus, plus adjacent communities having a high degree of economic and social integration with that core.” Per this definition, looking at populations, employment, and other important factors at the level of an MSA should prove beneficial in better understanding the area. Data are also analyzed at the county level where appropriate.

### POPULATION TRENDS AND PROJECTIONS

The Tampa-St. Petersburg-Clearwater MSA has a current population of 2.7 million people. The airport is located in Hillsborough County, which has a population of 1.2 million people. Historical, current, and future population projections for Hillsborough County can be seen in *Figure 6*. Historical population data for the MSA are shown in *Figure 7*. Historical and current population data for the County and the MSA are from the 2010 census and population projections were taken from the Bureau of Economic and Business Research (BEBR) 2010. Tampa International Airport is well located within the state. While there are 2.7 million people living within the MSA it was estimated that there are 3.5

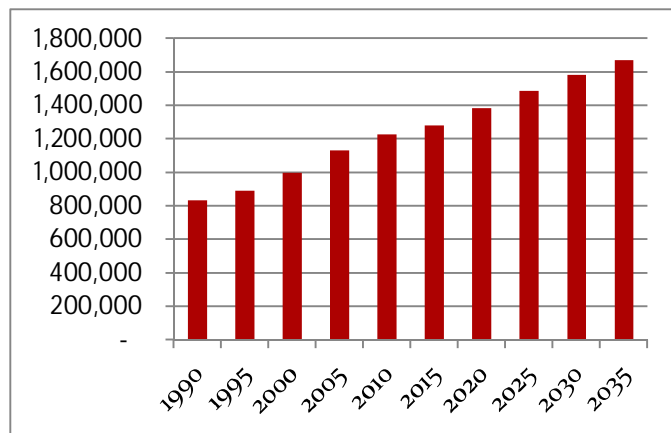
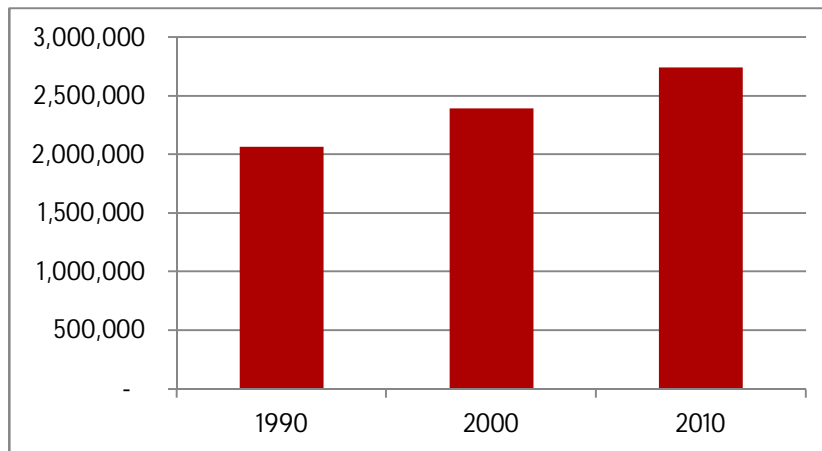


Figure 6: Historical, Current, and Future Population Projections – Hillsborough County





million residents withing a one hour drive time off the airport and over seven million in a two hour drive zone. Due to the constraints of the report analysis will be presented based on the Hillsborough County and the MSA, but it is important to note the large population within the two hour drive time of the airport.

Figure 7: Historical Populations - Tampa-St. Petersburg-Clearwater MSA

### INCOME LEVELS

The median household income for Hillsborough County is \$49,536 while the median for the state is \$47,661. The MSA income breakdown follows normal state patterns, but it is evident that the area has slightly fewer households in the highest income brackets when compared to the rest of the state. The income in an area may impact the demand for air travel in an area. In an area that has a relatively high number of upper income households, more people may be willing to pay more in order to travel a shorter distance to the airport increases. In lower income areas, people may be likely to drive a greater distance for air travel in order to capture reduced fares. Many other factors affect airports other than income, and in an area that is so densely populated and has multiple large hub commercial airports in the area, there may be a multitude of reasons that a household may choose to use a given airport. A summary of income data for the MSA are shown in *Figure 8*. Income data for the county are from Enterprise Florida while income information for the MSA is from the U.S. Census American Fact Finder.

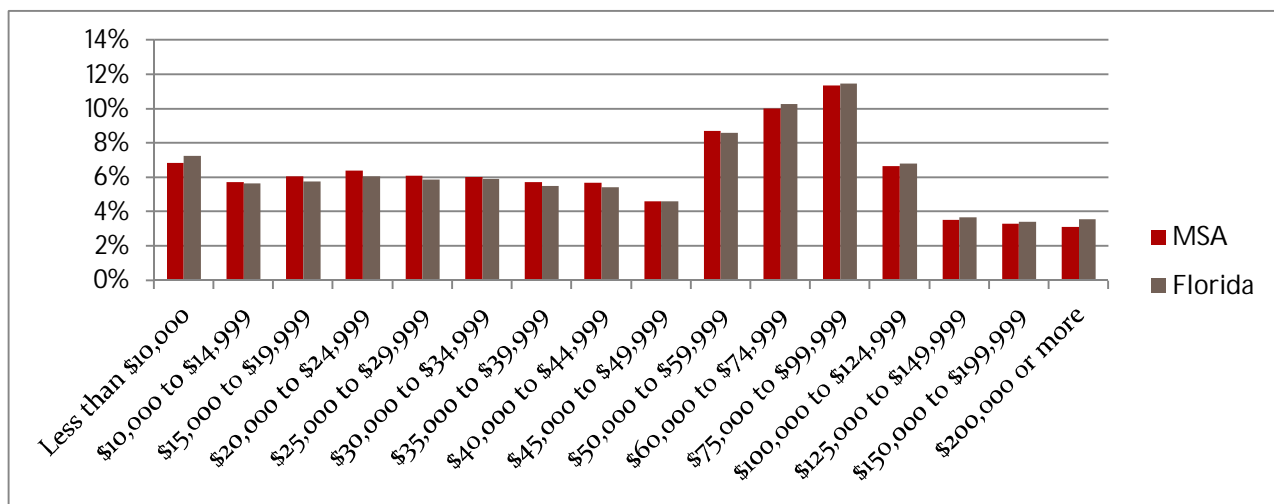


Figure 8: Income Brackets – Tampa-St. Petersburg-Clearwater MSA

## EMPLOYMENT BY INDUSTRY

The type of employment that is located in an area may also have an effect on airline travel. For areas that have a large number of firms that participate in professional and financial services, demand for local air travel will increase due to the fact they are generally less concerned about the cost of flights and more concerned about ease of access to the airport. In most cases, discrepancies will exist between the county and the state averages, but these discrepancies are generally not large enough to impact commercial air service demand. Hillsborough County, in most reported categories, is at the state average for employment by industry group. *Figure 9* shows that there are variations in the financial activities, professional and business services, education and health services, and leisure and hospitality. A summary of employment by industry can be seen below in *Figure 9*. A list of the Counties top employers can be seen in *Table 5* below. Employment information was taken from the 2009 U.S. Economic Census and top employer data were taken from Enterprise Florida and contain data from 2010.

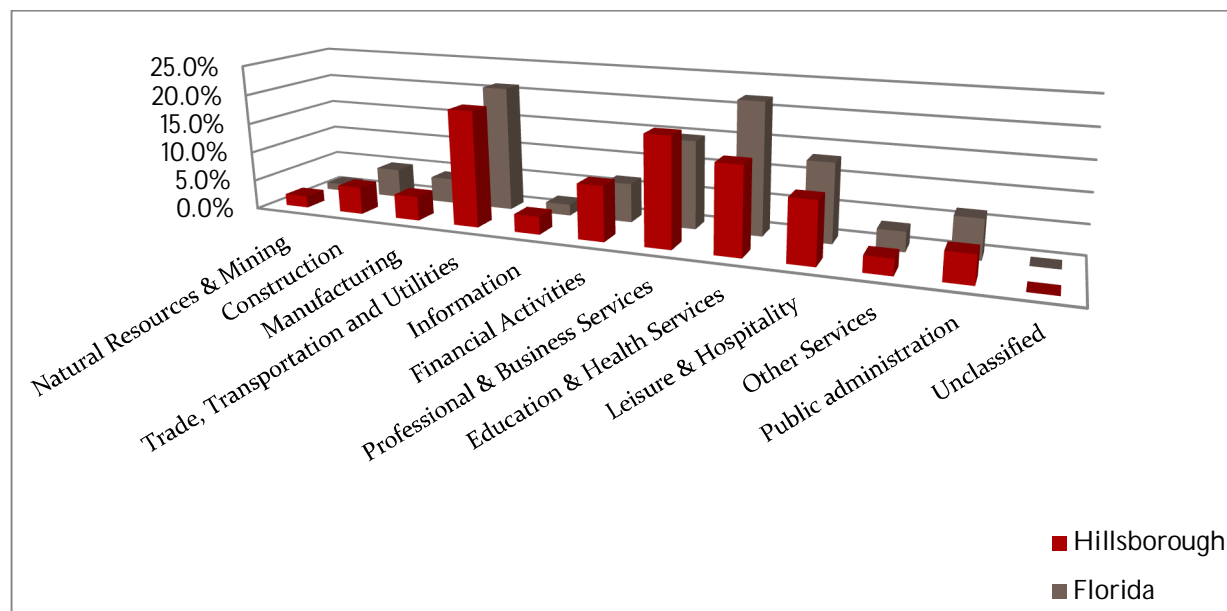


Figure 9: Jobs by Industry – Hillsborough County

Table 5: Top 10 Private Employers – Hillsborough County

Major Employers	Number of Employees
JPMorgan Chase	4,733
Moffitt Cancer center	3,218
Citi	2,900
PriceWaterhouseCoopers	2,200
Progressive Insurance	2,000
USAA	1,628
MetLife	1,500
Coca Cola Enterprises, Inc.	1,350
Time Customer Services, Inc.	1,200
K-Force	1,100

## ROUTING

A routing analysis was completed to see how destinations were served by Tampa International Airport. As shown in *Map 4*, all of the top routes for Tampa International are served with a direct connection. Tampa International, does, however, have limited direct flight offerings to destinations on the west coast of the U.S. and many international destinations (South America, Central America, and the Caribbean), which represent a loss of passengers. These findings are further discussed in the Findings section below. Data for the routing analysis were obtained from the Airline Reporting Corporation (ARC).

## NEARBY AIRPORTS

Airports within a reasonable driving distance from Tampa International include St. Petersburg-Clearwater International Airport (15 miles), Sarasota-Bradenton International (63 miles), and Orlando International (93 miles). It was also found that Miami International is able to capture many international passengers, so although it is not a nearby airport (280 miles) it is able to attract passengers.

## MARKET LEAKAGE ANALYSIS

A market leakage analysis was done for Tampa International Airport for 2010 and 2011. The market leakage analysis evaluates the zip codes from where tickets were purchased for flights departing Tampa International Airport. Data for this analysis were obtained from Airline Reporting Corporation (ARC)\* and can be seen in *Maps 5 and 6*. The market leakage analysis also looks at tickets purchased from a Hillsborough County zip code departing from other airports. By doing this, trends were identified as to whether or not Tampa International loses passengers to nearby airports.

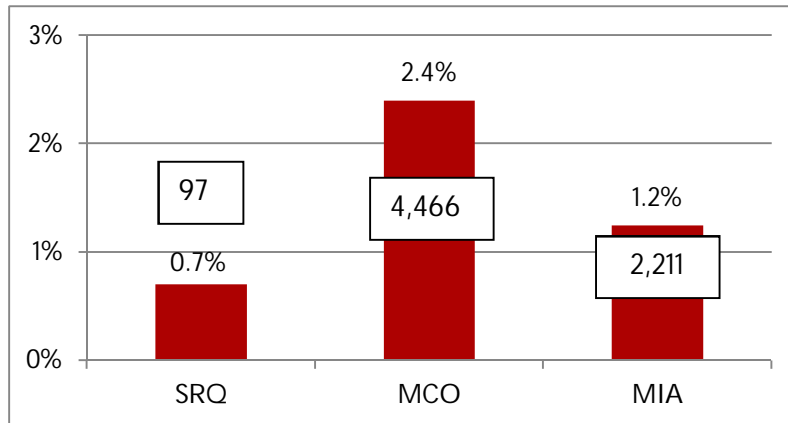
## FINDINGS

The 2011 market leakage analysis shows that the primary Tampa International Airport market does not leak a substantial number of passengers to other commercial service airports for destinations that are well served by direct flights by Tampa International. For destinations that are not well served by direct flights from Tampa International, mainly the west coast of the U.S. and international destinations, Tampa International Airport does leak passengers to alternative airports such as Orlando International and Miami International as depicted in Figure 10.

The market leakage for destinations that are well served by direct flights options occurs with Orlando International Airport. 2.4 percent of passengers departing from Orlando International Airport are from Hillsborough County. *Figure 10* illustrates three of the top airports (SRQ, MCO, and MIA) that receive leaked passengers from the Tampa International Airport market. The values that are presented represent the number and percent of passengers who purchased their ticket from a Hillsborough County zip code but flew out of an alternative airport. The market leakage analysis also demonstrates that Tampa International Airport is the recipient of a substantial number of leaked passengers from the markets of other commercial service airports. Of passengers that depart from Tampa International Airport, 8.1 percent are from Sarasota County (the primary market for Sarasota-Bradenton International Airport). Though Sarasota-Bradenton International Airport is within a one hour driving distance to Tampa International this

shows that Tampa International is able to attract many passengers from another airports service area by offering more direct flight options and less expensive fares.

Figure 10: Market Leakage  
*As a Percentage of the Departing Airports Total  
Enplanement Volumes in 2011*



In markets where Tampa International has a competitive level of nonstop flights when compared to Orlando International or Miami International, it competes well for local originating passengers. However, in those markets where Tampa International has no or limited nonstop flights, passengers routinely drive to Orlando, Miami, and Fort Lauderdale to avoid having to make a connection. This is especially pronounced in nonstop flights to South America, Central America, Mexico, and the Caribbean. Of passengers traveling to destinations in South America from the Tampa area, 76 percent leave from another airport (not Tampa International). The same is true for destinations in Central America, Mexico, and the Caribbean where 64 percent, 58 percent, and 51 percent of passengers leave the Tampa area to take flights from an alternative airports. This international leakage indicates that Tampa International Airport may want to investigate adding additional international flights to better serve the areas demand of the area. By doing so, Tampa International Airport would be able to retain a larger number of passengers who currently travel in order to obtain more direct flight options.

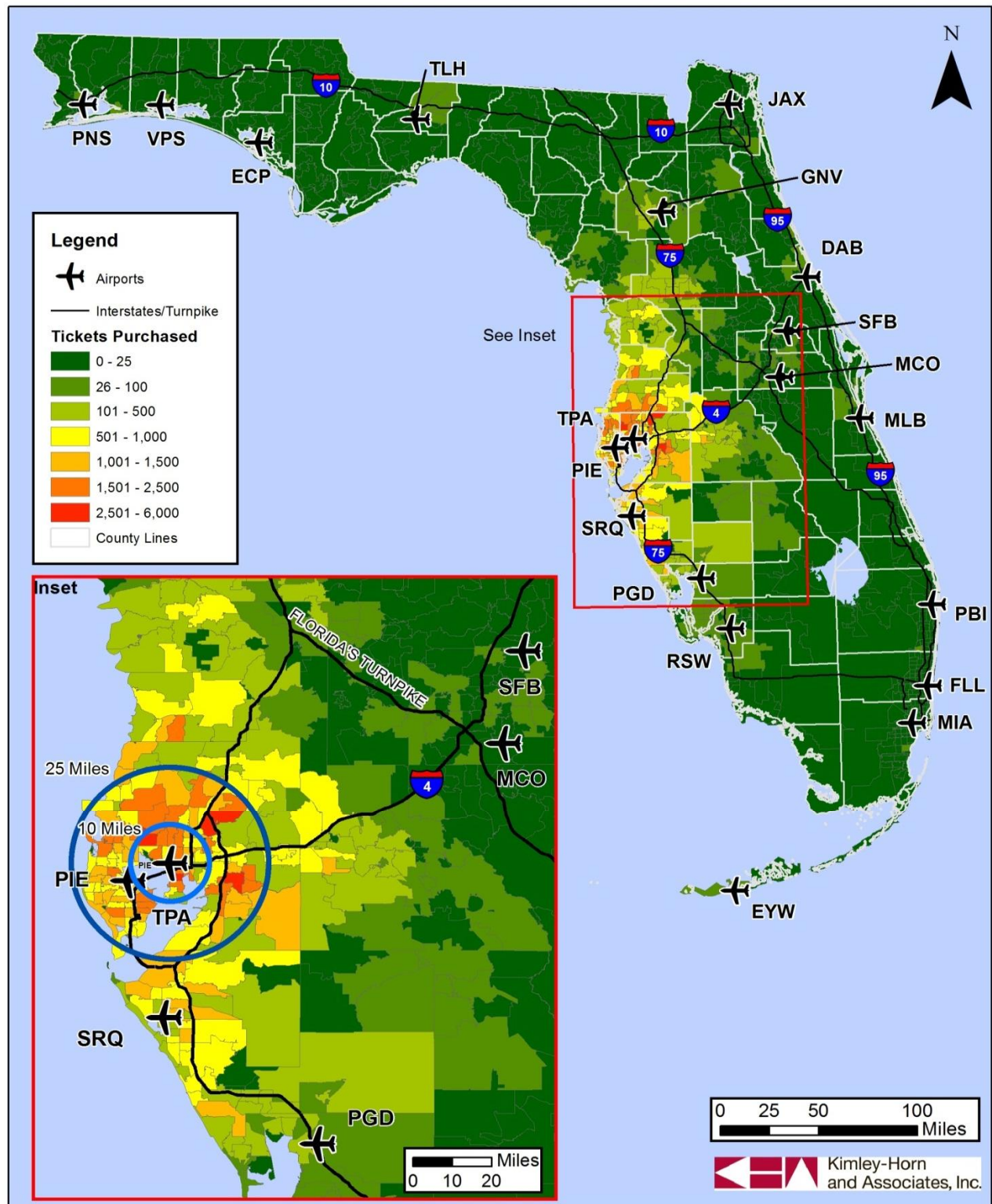
*\* Disclaimer: Airline Reporting Corporation (ARC) did not assist in the preparation of this analysis. All analyses disclosed herein were performed by Kimley-Horn and Associates, Inc.*





Map 4: Tampa International Airport Top Ten Routes, 2011

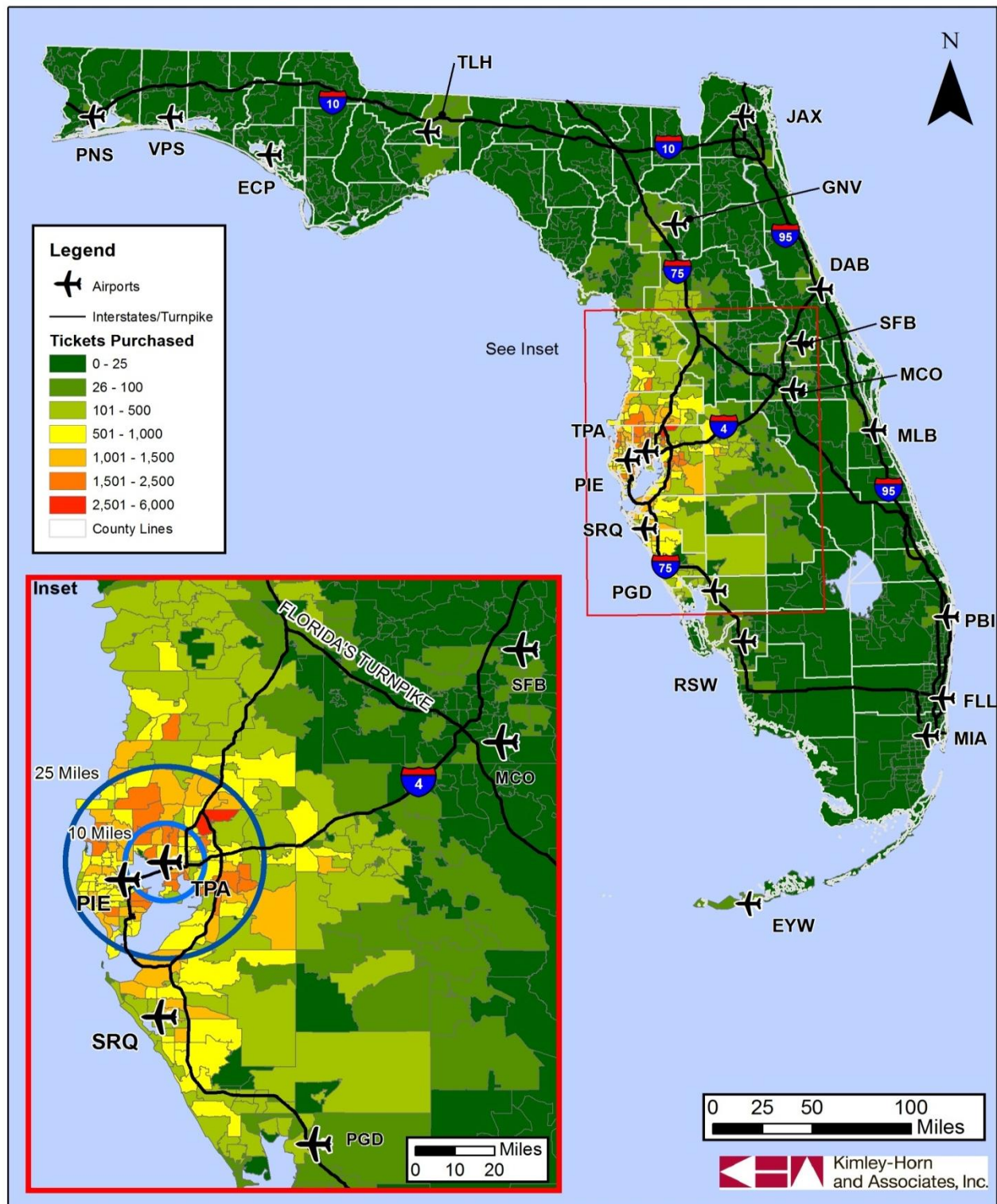
Routing information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes



Map 5: Tampa International Airport, 2010 – Market Leakage Analysis

*Market leakage information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes*





Map 6: Tampa International Airport, 2011 – Market Leakage Analysis

*Market leakage information is based on a 10% sample of ARC-accredited Online Travel Agencies (OTA) and represents tickets purchased from Florida zip codes*

# APPENDIX

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Airport Air Service Profile  
Tampa International Airport

Summary of Domestic Airport Activity  
Tampa International Airport (TPA)  
As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Atlanta	138	133	DL(84), FL(54)	DL(78), FL(55)
Miami	64	74	AA(35), CO(29)	AA(42), DL(32)
Baltimore	58	61	WN(39), FL(19)	WN(40), FL(21)
Ft. Lauderdale	66	60	WN(51), CO(8), NK(7)	WN(46), NK(14)
Philadelphia	61	60	US(36), WN(25)	US(52), WN(8)
Charlotte	49	56	US	US
Dallas/Ft Worth	49	49	AA	AA
New York (JFK)	49	49	B6(35), AA(7), DL(7)	B6(35), AA(7), DL(7)
Chicago (O'Hare)	37	42	UA(23), AA(14)	AA(21), UA(21)
Washington (Reagan)	34	41	US	US(28), DL(13)
Newark	42	40	CO(35), B6(7)	CO(33), B6(7)
Denver	35	35	UA(14), WN(14), F9(7)	UA(14), WN(14), F9(7)
Houston (Bush)	35	35	CO	CO
Chicago (Midway)	35	35	WN	WN
Detroit	35	31	DL(28), NK(7)	DL(28), NK(3)
Phoenix	22	30	US(14), WN(8)	US(17), WN(13)
San Juan	7	28	AA	B6(14), FL(14)
Indianapolis	22	28	FL(14), WN(8)	FL(14), WN9(14)
New York (LaGuardia)	28	28	DL	DL
Nashville	28	27	WN	WN
Houston (Hobby)	28	27	WN	WN
Raleigh	19	26	WN	WN(19), DL(7)
West Palm Beach	26	26	WN	WN
Key West	26	25	CO	CO(18), FL(7)
Pensacola	23	21	CO	CO
Tallahassee	22	21	CO	CO
Boston	21	21	B6	B6
Washington (Dulles)	28	21	US(21), WN(7)	UA
Columbus	21	21	WN	WN
Long Island	19	20	WN	WN
New Orleans	20	20	WN	WN
Jacksonville	20	19	WN	WN
Kansas City	15	15	WN	WN
Providence	15	15	WN	WN
Pittsburgh	15	15	WN	WN
Hartford	21	14	WN(14), DL(7)	WN
Cincinnati	7	14	DL	DL
Las Angeles	14	14	WN	WN
Milwaukee	21	14	FL(7), WN(7), YX(7)	FL(7), WN(7)
Minneapolis	14	14	DL	DL
Birmingham	14	14	WN	WN

Airport Air Service Profile  
Tampa International Airport

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Summary of Domestic Airport Activity  
Tampa International Airport (TPA)  
As of Summer 2011

Destinations Served	Weekly Departures		Carriers	
	2010	2011	2010	2011
Buffalo	14	14	WN	WN
Memphis	14	14	DL	DL
Manchester	14	14	WN	WN
St. Louis	14	14	WN	WN
Louisville	8	8	WN	WN
Atlantic City	7	7	NK	NK
Albany	7	7	WN	WN
Austin	7	7	WN	WN
Akron	7	7	FL	FL
Westchester	7	7	B6	B6
Las Vegas	7	7	DL	DL
Norfolk	7	7	WN	WN
Rochester	7	7	FL	FL
San Antonio	7	7	WN	WN
Cleveland	14	7	CO	CO
Asheville	4	4	FL	FL
Grand Rapids	2	2	FL	FL
Dayton	1	1	FL	FL
Flint	1	1	FL	FL
Gulfport	3	0	FL	-
Total	1,455	1,481		

Source: Official Airline Guide, July 2011

Carrier Legend: AA- American Airlines, B6- jetBlue, CO- Continental, DL- Delta, FL- AirTran, F9- Frontier Airlines, NK- Spirit Airlines, UA- United, US- US Airways, WN- Southwest



Airport Air Service Profile  
Tampa International Airport

Commercial Agreements  
as of February 2012

US Airways	Delta	American Airlines	United Airlines
PSA	Aeromexico	Cathay Pacific Airways	Colgan Airlines
Republic Airways	Air France	British Airways	Mesa Air Group
Piedmont	AF Regional	Japan Airlines	Republic Airways
Chautauqua	Brit Air (AF)	Jalways	Shuttle America
Colgan	City Jet (AF)	Brussels Airlines	Sky West Airlines
Trans States	Alitalia	Finnair	Trans States Airlines
Mesa Airlines	Avianca	Iberia	Go Jet
Air Wisconsin	Atlantic Southeast Airlines	Gulf Air	Express Jet
Asiana	Alaska Airlines	Qantas	All Nippon Airways
Singapore Airlines	Horizon Air	Royal Jordanian Airlines	Atlantic Southeast
	China Airlines	Malev Hungarian Airlines	Lufthansa German Airlines
	China Southern	Trans States Airlines	Continental Airlines
	Comair	Chautauqua Airlines	Air Lingus
	Compass Airlines	China Eastern Airlines	Asiana
	CSA Czech Airlines	EVA Air	City Line
	KLM Royal Dutch Airlines	Jet Airways	Air Dolomiti
	KLM City Hopper	LAN Airlines	EuroWings
	Korean Airlines	Mexicana	Contact
	Olympic Air		Augsburg
	Royal Air Maroc		
	Masaba Airlines		
	Sky West		
	Chautauqua Airlines		
	Freedom		
	Pinnacle		
	Shuttle America		
	Vietnam Airlines		
	Virgin Blue		
	Virgin Australia		
Alaska Airlines		Frontier	JetBlue
Peninsula Airways		Chautauqua Airlines	Cape Air
Horizon		Republic d/b/a/ Midwest Airlines	
ERA Aviation		Republic Airlines	
Continental Airlines			AirTran
United Airlines			Sky West
Air Doliminti			
Euro Wings			
Contact			
Augsburg			