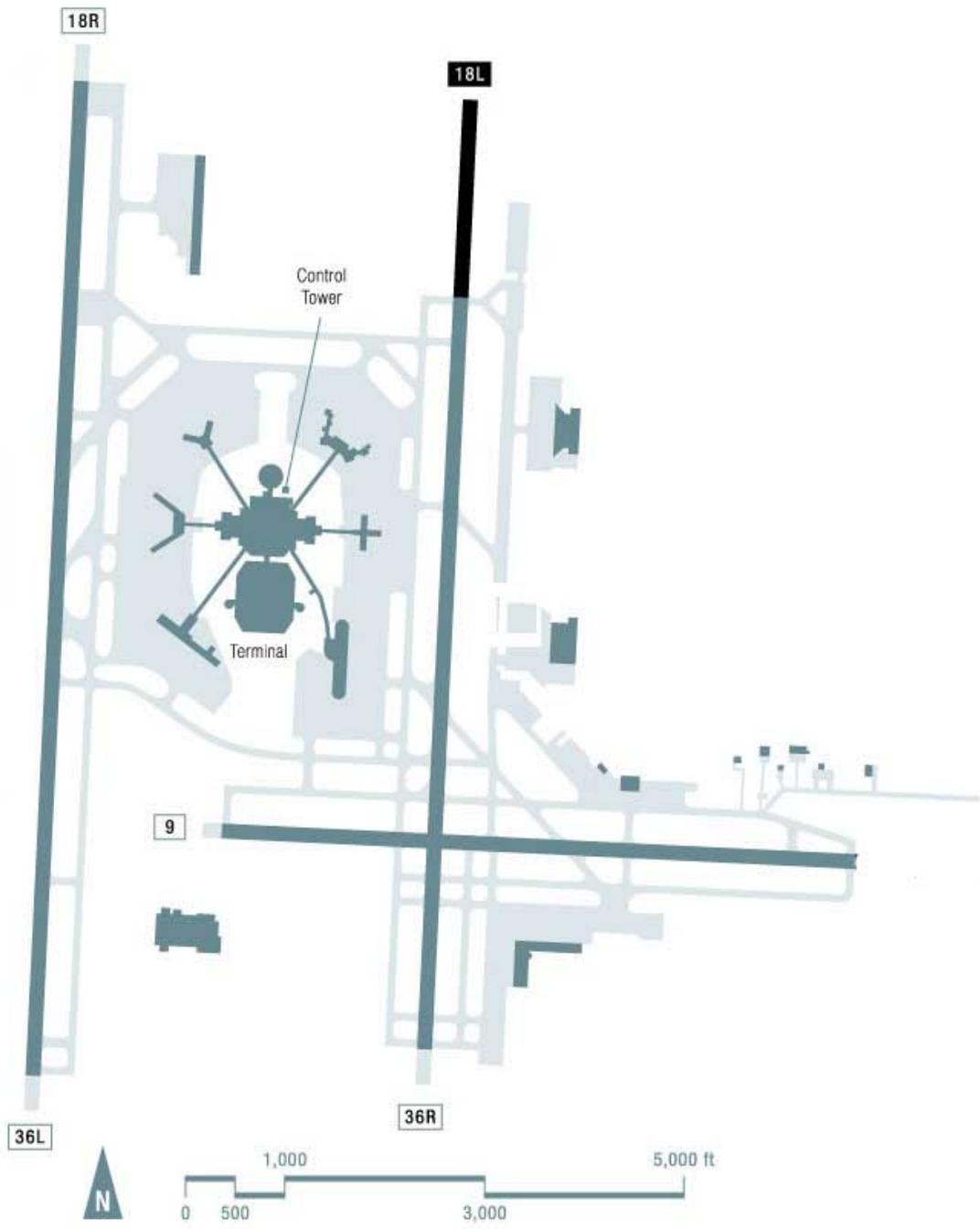


TAMPA – Tampa International (TPA)



TAMPA – Tampa International Airport (TPA)

Benchmark Results

- The capacity benchmark for Tampa International Airport today is 102-105 flights per hour (arrivals and departures) in Optimum weather.
- The benchmark rate decreases in Marginal conditions to 90-95 flights per hour, and in IFR conditions to 74-75 flights per hour, for the selected runway configuration in these conditions. Throughput may be less when ceiling and visibility are low, demand is less than capacity, or non-runway constraints (such as airspace restrictions) limit operations.
- At TPA, Runway 36R is generally not used for turbojet arrivals, and Runway 18L is not used for turbojet departures, for noise abatement. In addition, turbojet departures fly runway heading until leaving 3000 feet, to limit noise exposure on the ground. The calculation of future benchmark rates assumed that these procedures would continue.
- Note that these benchmark rates do not represent balanced operations. Rather, the benchmarks include more arrivals than departures in all weather scenarios. Greater throughput may be possible during departure peaks. If the facility reported rates are significantly unbalanced (i.e., unequal numbers of arrivals and departures), the benchmark rates will be unbalanced as well. The facility reported rates reflect current operations at the airport during a busy hour, but such unbalanced rates cannot be sustained for extended periods.
- Planned technological improvements at TPA include CEFr, which would increase the benchmark rate by as much as 7 percent in Marginal conditions by allowing suitable equipped aircraft to maintain visual separations. The benefit of CEFr would be greater during periods of high arrival demand.
- The following charts compare actual hourly traffic with the calculated capacity curves for TPA.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

TAMPA – Tampa International Airport (TPA)

Weather	Scenario	Configuration*	Procedures	Benchmark Rate (per hour)
Optimum Rate Ceiling and visibility above minima for visual approaches (2100 ft ceiling and 3 mi visibility) <i>Occurrence: 93%</i>	Today	Arrivals on Runways 18L, 18R Departures on 18R (18L) <i>Frequency of Use: 46% in Optimum conditions</i>	Visual approaches, visual separation	102-105
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		102
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: 3%</i>	Today	Arrivals on Runways 18L, 18R Departures on 18R (18L) <i>Frequency of Use: 42% in Marginal conditions</i>	Instrument approaches, visual separation	90-95
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation	102
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: 4%</i>	Today	Arrivals on Runways 18L, 18R Departures on 18R (18L) <i>Frequency of Use: 38% in IFR conditions</i>	Instrument approaches, radar separation	74-75
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		74

* Note that this is not the most commonly used configuration, but instead is a typical configuration that produces the observed throughputs.

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

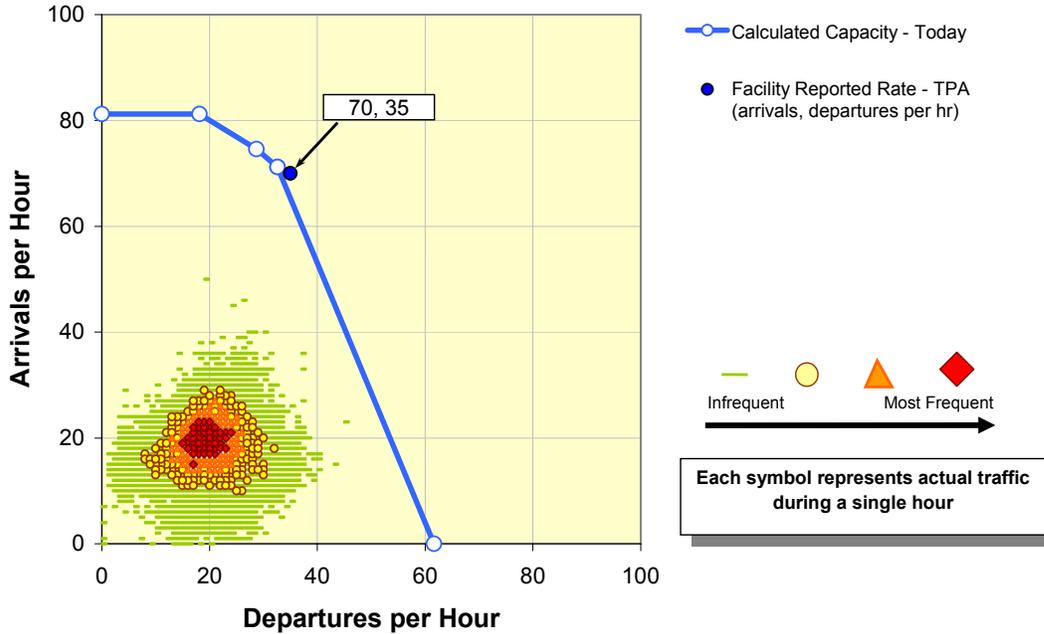
Planned Improvements at TPA include:

- CEFRR, for reduced in-trail separations between arrivals in Marginal conditions.

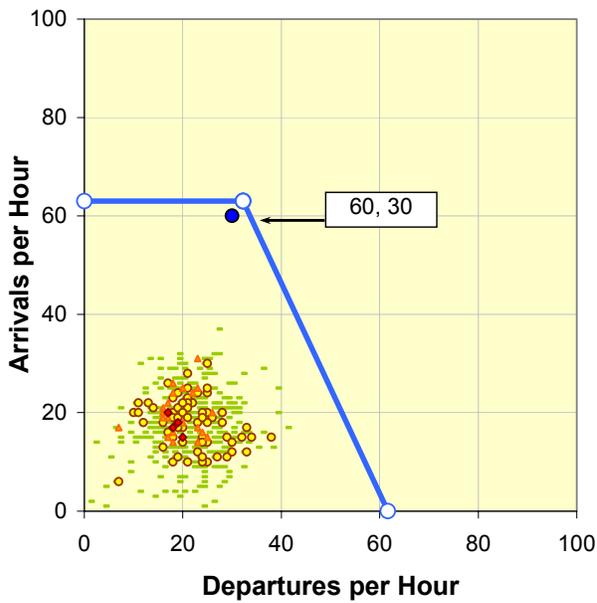
Additional information on this improvement may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

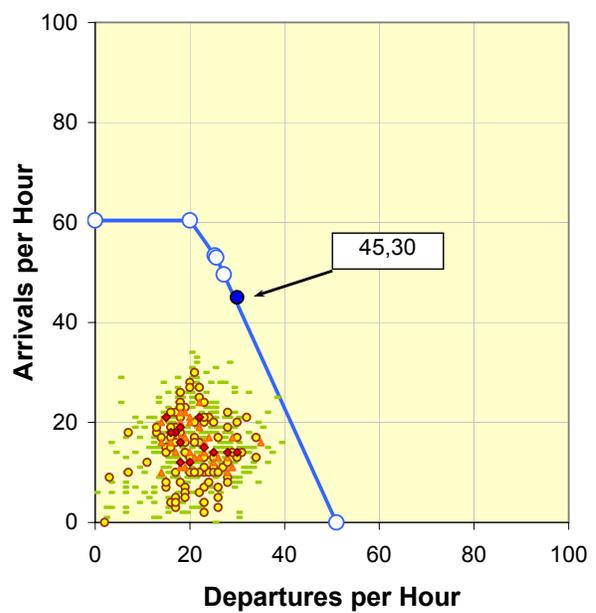
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were provided by ATC personnel at TPA.