

**US Department of Transportation  
Federal Aviation Administration**

**Notice of Finding of No Significant Impact and Record of Decision**

**Environmental Assessment for new Airside Passenger Terminal D at  
Tampa International Airport, Tampa, Florida**

The Federal Aviation Administration, Orlando Airports District Office, has announced that a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) has been approved based on the findings of an Environmental Assessment (EA) prepared for the new Airside D Passenger Terminal at Tampa International Airport (TPA). The overall Proposed Project components evaluated in the EA are summarized below.

- Construction of a new 563,000 square-foot, three level passenger terminal building with 16 aircraft boarding gates.
- Reconstruction of the former terminal aircraft parking apron.
- Construction of a new hydrant fuel system and vehicle parking area for airport personnel.
- Construction of a 450-foot-long, dual-guideway Automated People Mover (APM) to connect the new passenger terminal to the airport's main terminal.

The purpose of the new Airside D passenger terminal is to meet the transportation needs of passengers using TPA. The project is needed to meet increasing number of passengers using the airport, the need for additional aircraft boarding gates, and the need for additional space for federal inspection services. The project will help TPA meet projected passenger and airline (domestic and international) demands and avoid congestion.

The proposed project will have an induced effect on aircraft operations. Annual aircraft operations are estimated to increase at TPA by 462 in 2027 and 2,000 in 2032, but there will be no change in flight path, flight profile, fleet mix, or require runway modification. To assess the impact to the noise environment, an Area Equivalent Method (AEM) analysis was conducted. The results indicated that the proposed project would increase the DNL 65 dB contour area by 0.6% (19 acres) in 2032. Per regulatory standards, an increase of less than 17% indicates no significant noise impacts and no further analysis is warranted. The proposed project will have a minimal impact on the noise environment at and around the airport.

The operation of Airside D would increase traffic volumes on surrounding roadways. During the 2022 Master Plan Update, a curbside and roadway Level of Service (LOS) analysis was performed using the 2022 forecast for passengers and operations. For accessing the Airport, approximately 25 on and off Airport segments were studied, and all resulted in a LOS D or greater, with 88% having a LOS B or greater. During peak traffic hours LOS D - Fair is acceptable and does not warrant corrective action. The Proposed Action's increased traffic demand would not significantly affect the Airport's future curbside or the roadways accessing the Airport, disrupt local traffic patterns or substantially reduce the LOS of roads serving the airport. Therefore, the proposed project would not cause significant adverse impacts to surface transportation.

The TPA Main Terminal and Airsides have been evaluated and found eligible for listing on the National Register of Historic Places (NRHP) based on architectural style, integrity, and significant technological and design innovations. The proposed project will be consistent with an airport setting as well as complement the architectural style and integrity and reestablish significant technological and design innovations for which the eligibility was based. Additionally, the proposed project would not significantly increase noise or air emissions or introduce auditory or atmospheric elements out of character for the resource. It was determined that the project would have no adverse effect on

the resource. The State Historic Preservation Officer concurred with this determination on February 20, 2024.

The proposed project would include 4.25 acres of new impervious surface in the 100-year floodplain. The existing on-site stormwater management system can handle the additional runoff without modification and the terminal is being designed so that floodwater will not be impeded during major storm events. Due to the drainage proximity to Old Tampa Bay, the proposed project will not result in a measurable increase in flood elevation. Additionally, the impacted floodplain areas do not require compensation because they are small, isolated, and would not induce off-site impacts. No significant floodplain impacts are anticipated.

The Proposed Project is not expected to affect Biological Resources, Coastal Resources, Children's Environmental Health and Safety Risks, Environmental Justice, Farmlands, Land Use, and Water Resources. The EA did not identify any significant environmental, social, or economic impacts associated with the overall Proposed Project or FAA's Proposed Action.

The FONSI/ROD indicates that the FAA Proposed Action is consistent with existing environmental policies and objectives as set forth in the *National Environmental Policy Act of 1969* in that it will not significantly affect the quality of the human environment. Copies of the FONSI/ROD and Final EA are available to the public at the following locations:

<https://www.tampaairport.com/>

and

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