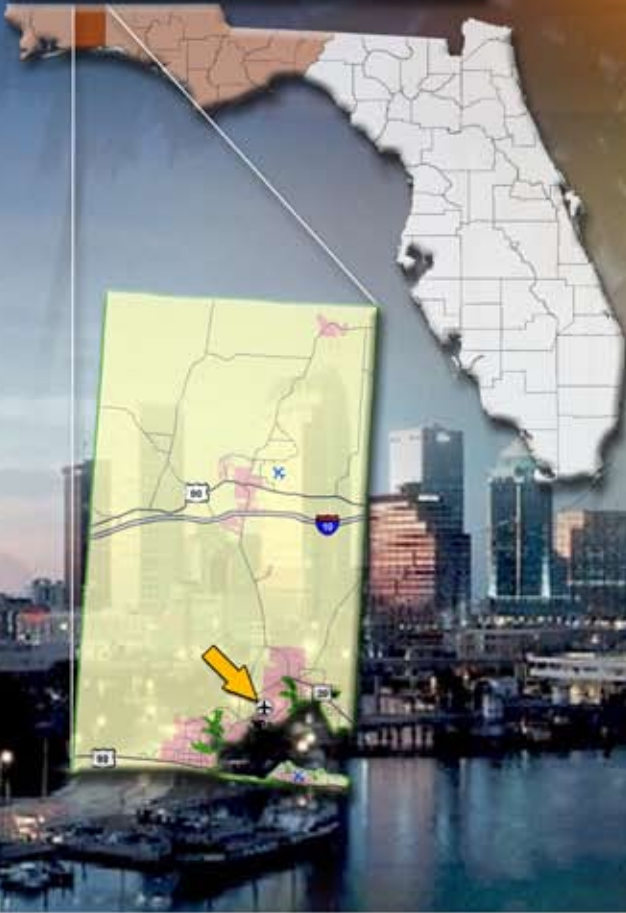


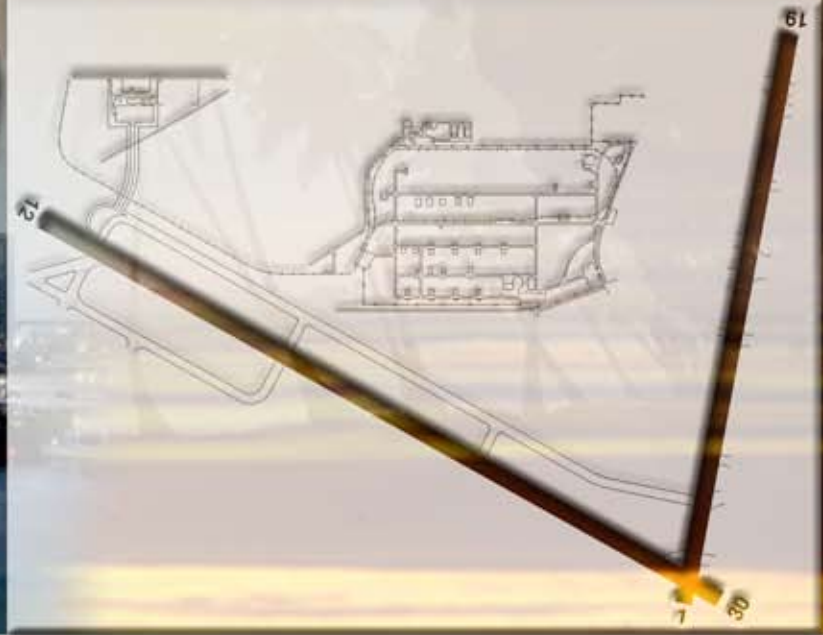
NORTHWEST FLORIDA REGIONAL AIRPORT



AIRPORT LOCATION



Northwest Florida Regional Airport is located in Okaloosa County, approximately one mile southwest of Valparaiso. As a result of increased demand for commercial air services, during 1963, Okaloosa County established the Okaloosa County Air Terminal on 20 acres of property leased from the U.S. Air Force on the Northwest corner of the Eglin Air Force Base on Highway 85 North. Since that time, the Airport has been renamed Northwest Florida Regional Airport



Existing Facilities

Northwest Florida Regional Airport opened its new 110,000 square foot terminal with a two level concourse on December 1, 2004. This terminal will support ground boarding on the west side for CRJ aircraft, and the upper level design services an Air Bus A-320 and Boeing 757-200 aircraft. The enhanced terminal provides 14,575 square feet of commercial concession space for five rental car companies, two restaurants, two news and gift shop concessions, and a conference center that will accommodate up to 120 persons.

The airfield complex provides the foremost in technology with four ILS runway ends with PAPI systems that serve the airport. Runway 12/30 is 12,005 feet long by 300 feet wide and Runway 01/19 is 10,012 ft by 300 ft wide. The overall pavement condition is excellent.

Current and Forecast Demand

COMMERCIAL AVIATION

Current commercial airline service is not particularly well matched to the travel needs of the region. Almost 50 percent of annual enplaned passengers have travel destinations that are in cities in the Midwest or Northeast. Current non-stop commercial airline service is confined to hubs that are in the Southeast or the South Central states. While these areas of the U.S. also constitute a significant volume of the airport's annual air travel demand, commercial airline service could be significantly enhanced by improved non-stop or single plane service to these "unserved" regions. The largest plane that uses the airport on a non-routine basis is a Boeing 757-200 operated by Delta Air Lines Inc.

As a joint use facility, current commercial operations are limited to 84 per day. The airport and the military, however, have agreed that as commercial demand grows, this operational "cap" can be increased to as many as 120 daily operations.

The airport's current scheduled commercial airline service is a testament to the significant demand that is associated with the market area. Current commercial airline weekday non-stop service includes flights to Atlanta, Dallas, Chicago, Houston, Memphis, Tampa, and Orlando.

Since 1992, the airport has had continual service to both Memphis and Atlanta; service to other points has varied. Atlantic Southeast Airlines has historically provided service to Atlanta with a variety of equipment, most recently, the CRJ-50 and CRJ-70. Delta Air Lines began serving the market with the MD-88 in 2001. Northwest Airlines has served the market continually since 1992; providing service on the DC-9-50 to its hub in Memphis, TN.

Historic and forecast FDOT aviation activity information on file for the airport follows:

Northwest Florida Regional Airport	2008	2013	2018	2028
Based Aircraft	N/A	N/A	N/A	N/A
General Aviation Operations	N/A	N/A	N/A	N/A
Commercial Operations	18,338	20,880	23,774	30,820
Enplanements	373,808	429,155	492,697	649,398

Source: Airport records and FASP 2025.

COMMUNITY SERVICES

Northwest Florida Regional Airport is the single point for all commercial aviation activity between Pensacola and Panama City, Florida. Northwest Florida Regional supports a thriving business market, military industrial complex, and is one of the top tourist destinations in the southeastern United States. The airport contributes over \$800 million annually in economic activity to the community and the region.

Northwest Florida Regional Airport is co-located with Eglin Air Force Base as a Joint Use facility. While the airport serves the air travel needs of Northwest Florida and a market catchments area that extends well into southern Alabama and Southwest Georgia, its primary markets area consists of Northwest Florida's Emerald Coast. This area is among the fastest going in the United States. Growth of the Emerald Coast is fueled by the area's unparalleled beaches and exceptional climate. The area's tourist industry has grown exponentially over the past 10 years, and the area is a Mecca for second homeowners who live throughout the Southeast and the Midwest.

The Eglin Military Complex (consisting of Eglin Air Force Base, Hurlburt Field, and Duke Field) is the largest military complex in the United States. The U.S. Military presence in the airport's market area has attracted high tech firms and defense contractors to the area. In all, over 350 high tech firms have joined together to create TeCMEN, a consortium of defense and high tech firms located in the airport's immediate market area. These companies depend on commercial airline service, as do Abbott Resorts and Arvida/St. Joe, two of the major real estate developers in the airport's market area.

OTHER AIRPORT CHARACTERISTICS

The airport had its most recent master plan kick off meeting March 2007. The target completion date for the master plan update is November 2007. As part of our process to plan for near term and longer-term development needs, the airport has identified the following initiatives as being needed in the near term.

- Currently in design: main terminal concourse extension of 35,000 square feet of public and commercial available lease space.
- Currently in design: 8,000 square feet air cargo / maintenance facility.
- Bids Received: 22.60 acre rental car vehicle service area with parking facilities.
- Bids Received: Jet A and POV 80,000 gallon, fuel storage depot.
- Proposed: Covered parking structure, three to five story.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

It is assumed that this airport will continue to provide tourism and business services and has the capability to provide increased levels of both services in the future. It should be noted that the airport resides on Eglin AFB and the County (sponsor) only controls a small portion of the actual airfield, thus the airport received low indices in regards to airport acreage and cargo facilities. The Joint-Use Agreement between the County and the Air Force will allow for growth in commercial services, but declines civilian general aviation services from the field. Therefore, no service categories under Community Airports were considered.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism	X	X
Business		
Air Cargo		
International	X	X

GENERAL AVIATION AIRPORT ROLE

Flight Training
 Corporate
 Tourism
 Recreational / Sport
 Business / Recreational