

Existing Facilities

At its existing location, Panama City-Bay County International Airport is served by a number of airside and landside facilities. The airport is served by two intersecting runways. These runways are Runway 14/32 (6,308 feet by 150 feet) and Runway 05/23 (4,884 feet by 150 feet). These runways are both asphalt. Runway 05/23 is in good condition, and Runway 14/32 is in fair condition. Both runways are served by full length parallel taxiways. Runway 05/23 is equipped with medium intensity runway lights, while Runway 14/32 is equipped with high intensity runway lights. The airport has ILS, GPS, VOR, and NDB approaches.

The airport has a 55,573-square foot passenger terminal building; this building is served by six aircraft gates or parking positions. There are 338 on-airport auto parking positions to serve the terminal building. The airport also has a terminal to serve general aviation pilots and passengers. This building is 3,305 square feet. There are currently 52 tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 108 covered parking spaces for aircraft.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

At its current location, Panama City-Bay County International Airport serves the needs of commercial airlines, military, air cargo, and all facets of general aviation. The current airport is served by four commercial airlines and one charter airline. These carriers are Atlantic Southeast Airlines (ASA), which is a Delta Connection, Northwest AirlinK, US Airways Express, Comair, which is a Delta Connection, and Precision Flight-Air Charter Service. The largest plane that uses the airport on a regular basis is the Boeing 727; the current ARC for the airport is C-III. General aviation constitutes a considerable portion of the airport's annual activity.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for Panama City-Bay County International Airport follows:

Panama City-Bay County International Airport	2007	2012	2017	2027
Based Aircraft	133	140	147	163
General Aviation Operations	68,635	73,213	78,098	88,865
Commercial Operations	15,216	17,468	20,055	26,433
Enplanements	159,948	193,667	234,495	343,787

Source: Airport records and FDOT Aviation Office.

COMMUNITY SERVICES

Panama City-Bay County International Airport focuses primarily on serving commercial airline activity and larger general aviation aircraft. The airport currently serves recreational activity in regards to serving the many tourists that come to the region. The airport accommodates flight training services, but does not envision increasing its role as a provider of flight training services. The airport could attract Very Light Jet (VLJ)-related air taxi operations. The airport's future role is limited primarily by competition from other larger commercial airports. The airport

does not report any man-made, environmental, or community factors that will limit its future role or growth. It should be noted that this is because the Panama City-Bay County International Airport is currently relocating to a new site, and construction has begun. It is important to note that most of the description of the airport that appears in this report relates to the airport at its existing site.

Flight training is a component of this airport's general aviation activity. Roughly 10 percent of the airport's annual operations are related to flight training. There are two flight schools on the property that have eight instructors, and 11 based aircraft at the airport are dedicated to flight training. General aviation operations related to corporate and business users are also common at the airport. The airport estimates that 75 percent of its annual general aviation operations are business-related. Approximately 75 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include Faith Christian Church, Phoenix Construction, Peoples First Bank, and numerous professional individuals. The airport also attracts a number of transient general aviation aircraft. Visiting businesses include St. Joe Company, Wal-Mart, Waffle House, and Target. Approximately 65 percent of all visiting general aviation aircraft fall into the business jet category. At its current location, the airport supports two industrial parks that are located five miles north of the airport. The industrial park is 95 percent occupied and consists of a total of 700 acres. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that 8 percent of its total annual activity is attributable to military operations. Visiting helicopters, jets, and turboprops perform these military operations.

OTHER AIRPORT CHARACTERISTICS

The airport had its most recent master plan completed in 1996. The airport is being relocated; the current airport site has limited opportunities for expansion. There is a public/private partnership in place with a local company that has agreed to donate land on which to construct the airport as well as land for any required environmental mitigation purposes. Some of the projects already completed related to relocating the airport include a justification study, feasibility study, and site selection. The airport finished an Environmental Impact Statement (EIS), and construction has begun. Construction is scheduled to be complete and the new airport opened in May 2010.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

Due to low airport acreage and cargo facility indices, the airport was evaluated low in the business, cargo, and corporate services. However, the airport reports that a large percentage of its operations are business and corporate related. Based on a recent look at the cargo data available, it should be noted that over the past few years the amount of cargo processed at the airport has declined from approximately 2,000 tons to 1,000 tons. It is the assumption that this airport will continue to provide the current services and increase its flight training. It should be noted that the airport is currently in the process of relocating to a new site. Projects already complete include a justification study, feasibility study, site selection, and an Environmental Impact Statement with concurrent permitting. Construction began in 2007.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism	X	X
Business	X	X
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism		
Recreational / Sport	X	X
Business / Recreational		