

**Eva Gratton**  
**I007 Individual Letter**

**Comment 1**

I would appreciate an answer to the following question. Why is a larger airport needed in Panama City? The existing airport is more than adequate to meet projected air travel demands and does not justify the need for a new airport. Destroy the wetlands and what happens when the hurricanes come. Any fool knows the answer to that. As for the wildlife habitat, ruin that and there goes the balance of nature.

I strongly urge you to reject the proposal to build the new airport.

**Response**

Section 3.4.1 of the FEIS documents that the existing airport is not sufficient to meet aviation demand in the service area or FAA safety and design standards.

The FAA acknowledges your objection to the relocation of the Panama City-Bay County International Airport to the West Bay site.

MAY 30 2006

I007

4733 White Tail Lane  
New Port Richey, Fl. 34653  
May 25, 2006

Dear Sir,

I would appreciate an answer to the following question. Why is a larger airport needed in Panama City? The existing airport is more than adequate to meet projected air travel demands and does not justify the need for a new airport. Destroy the wetlands and what happens when the hurricane comes. Any fool knows the answer to that. As for the wildlife habitat, ruin that and there goes the balance of nature.

I strongly urge you to reject the proposal to build the new airport.

Yours truly,  
Eva Gratton

Response 6/29/06

**Carl D. Peterson**  
**I008 Individual Letter**

- Comment 1** I don't know who figured out the distribution of the FEIS, but either five or six copies sent to the Bay County Commission were not spoken for as of last Friday.
- Response** The FAA confirmed that the copies indicated in the distribution list were delivered to the Bay County Commission. Therefore, the FAA has fulfilled its obligations.
- Comment 2** It would seem more plausible if PFN developed a marketing plan or a strategic plan on how to reconstitute airport operations from its current underutilized airport to, at least, its stature in 2001 instead of coming up with consultant developed fantasy forecasts for the future.
- Response** Traffic levels at the airport now exceed those prior to 2001. Aviation demand forecasts are developed to represent overall trends in aviation activity—passenger and cargo enplanements and aircraft operations. Activity during a particular year may be above or below the forecast activity, based on specific short-term occurrences, such as the loss of service by a particular carrier. Such fluctuations do not necessarily reflect long-term trends in the aviation industry in general or in any particular market.
- Comment 3** PFN should answer the FAA's question of how PFN plans to attract a larger share of the air traffic market from the Southeast United States.
- Response** This is not a comment on the FEIS and the FAA is not able to provide a meaningful response.
- Comment 4** The plan should consider real world aviation industry factors that have resulted from 911, such as:
- The withdrawal of over 800 commercial aircraft from service following 911. This does not include the 120 commercial aircraft that may be pulled out of Delta's inventory in its current bankruptcy process. Nor does it include Northwest Airlines' cut of 55 aircraft to date
  - The massive drop in employment in the Aviation industry
  - The debt growth of the airline industry that has ballooned to \$35 billion since 911
  - The airline bankruptcies now numbering twelve (12)
  - The cancellation of over 2,000 commercial flights since 2002 with following [sic] in 2005 and 2006. For example, COMAIR has [sic] or will reduce their 1155 daily flights to 903, a cut of 253 daily flights and their abandonment of PFN.
  - The economic impacts of high fuel prices, over capacity, the legacy/LCC/jet providers battle for survival
  - Identify potential airline candidates that's operating concepts are compatible with the PFN markets, volume and travel options
  - As noted above, the major draw down of PFN's operations, air mail and airfreight business and a potential draw down of enplanements/deplanements as a financial impact on PFN operations
  - Identify and compile a strategy that will successfully acquire a Low Cost Carrier or a Mainline Carrier before the 2009/2010 operational date for a relocated airport

**Carl D. Peterson**  
**I008 Individual Letter**

- Response** FAA recognizes that the aviation industry experiences fluctuations in activity. Such fluctuations do not necessarily reflect long-term trends in the aviation industry in general or in any particular market. Long-term trends have historically and will continue to reflect long term growth. FAA acknowledges that there was a downturn in the aviation industry immediately following the attacks of 9/11. However, generally the aviation industry has rebounded nationally and at PFN. In addition, airline bankruptcy does not indicate that service will cease in a given market. As airlines exit and enter markets there will be short-term fluctuations in airport operations in a given market.
- Comment 5** In addition to the above, The PFN should use the FAA/Mitre Corporation study titled: *Capacity Needs in the National Airspace System ---- An Analysis of Airport and Metropolitan Area Demand and Operational Capacity in the Future* as the basic tool for analysis. This study hailed by the FAA as a new approach to assessing needs for airport capacity. Used by PFN and tailored to the small non hub airport could go into the detail acceptable to the FAA for the next two decades and determine the real need to meet forecast demands at PFN.
- Response** The purpose and need for this project is documented in the FEIS using acceptable methodologies. See Section 2.5, Volume I of the FEIS.
- Comment 6** Further, PFN should generate this study from within, rather than contracting out the job with consultant, using local business and community leaders expertise, from members of the public with aviation operational and management background; and, the local universities for technical support. Having spent \$32million in Federal and Florida tax dollars; and, another \$45 million in the offing, PFN should learn to stand on its own two feet. It's time for some solid written and documented justification. Prove it is not a land deal but an airport deal – or stop trying to make the deal.
- Response** This is not a comment on the FEIS and the FAA is not able to provide a meaningful response.

Young, Calah

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**From:** Virginia.Lane@faa.gov  
**Sent:** Thursday, July 06, 2006 1:13 PM  
**To:** Young, Calah; Wilson, Debbie (Calevich)  
**Subject:** Fw: FEIS Input/Carl D Peterson

**Attachments:** PFN History Since 911.doc



PFN History Since  
911.doc (123..

Virginia Lane, A.I.C.?.  
Federal Aviation Administration  
Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, FL 32822  
Tel: 407/812/6331 Ext. 129  
Fax: 407/812/6978

----- Forwarded by Virginia Lane/ASO/FAA on 07/06/2006 01:12 PM -----

Carl Peterson  
<vikingsword@juno.com>

07/05/2006 01:16  
PM

Virginia Lane/ASO/FAA@FAA

FEIS Input/Carl D Peterson

To  
cc  
Subject

Dear Ms. Lane

I mailed my comments on the Final Environmental Impact Statement (FEIS) on 29 June 2006 via UPS second day air .

I respectfully request that the attached analysis titled : Panama City-Bay County International Airport , A Review Since 911, dated 4 July 2006 be included as an attachment to my FEIS response.

I have updated the contents up to and including May 2006 data for aircraft operations, Enplanements/Deplanements, Airline Load Factors, and airmail/airfreight data; and, the written comments as well. .

You will note that the military operations for 2006 up through May is one block over It is a glitch in my computer that I haven't been able to resolve and I'm sure it will not hinder the usefulness of my comments. If

you need a print copy please advise and I'll mail a print copy of the attached document

I would appreciate your support of this request and look forward to your positive response. I don't know who figured out the distribution of the FE IS, but either five or six copies sent to the Bay County Commission were not spoken for as of last Friday.



Thank you & BY

Carl D. Peterson  
Maj Gen USAF RET  
808 Plantation Dr  
Panama City Fl 32404  
vikingsword@juno.com  
911.doc)

(See attached file: PFN History Since

4 July 2006

Panama City-Bay County International Airport

A Review Since 911

The Panama City-Bay County International Airport and Industrial District (PFN) has been attempting to relocate the current airport to West Bay since 1998 when the idea was first conceived after a resounding defeat by the public to extend the primary runway into St Andrew Bay. Studies were initiated with the approval of the FAA and funded primarily by Florida tax dollars provided by the Florida Legislature to the tune of \$22.386 million including the Transportation Out Reach Program. Started prior to the 11 September 2001 terrorist attack on the United States, the studies submitted to the FAA were never amended to take into consideration what transpired to the aviation industry as a whole and commercial air travel in particular.

This is just a quick snapshot of what happened to PFN following 911:

**Airport Operations (Thousands)**

Activity	2000	2001	2002	2003	2004	2005	2006 /05	
Commercial Air*	19,834	17,789	17,042	17,234	17,709	14,719	6,403	
Military Air	5,517	6,420	4,806	8,927	7,070	8,369		4,339
General Aviation	59,661	56,152	55,236	60,450	61,996	64,737	26,886	
<b>Total</b>	<b>85,012</b>	<b>79,361</b>	<b>79,129</b>	<b>86,611</b>	<b>91,679</b>	<b>87,815</b>	<b>37,628</b>	<b>-5/21%</b>

\*Includes Air Taxi

- USAIR, and SkyWest, have withdrawn from PFN. As of 6 June 2006 Freedom Airlines operations was introduced with Orlando has a destination provides two flights per day  
General Aviation has grown by 8.5% since 2000 and is now 73.6% of PFNs air activity in 2005.
- Of the 535 general aviation fixed base operators, aircraft owners and enthusiasts polled, 90+% of those who responded opposed the move from the existing location and wished to retain it as a general aviation facility separate from a new commercial airline airport.
- Air activity for 1999 is not included but total operations were 96,678 with commercial air accounting for 21% and general aviation for 71% of the air traffic operations at PFN. 2005 commercial air operations have dropped 25.8% since 1999.
- Military air operations have grown by 49.8% since 1999. So much for military air interference

**Enplanements/Deplanements (Thousands)**

Activity	2000	2001	2002	2003	2004	2005	2006 105
Enplanements	179.5	173.3	171.4	187.0	195.6	189.9	49.16
Deplanements	177.4	171.5	171.1	185.4	190.9	192.6	51.39
<b>Total</b>	<b>357.5</b>	<b>344.8</b>	<b>343.5</b>	<b>372.4</b>	<b>386.5</b>	<b>382.5</b>	<b>146.5</b>

- Commercial airline flights have dropped from 25/day in May 2001 to 12/day (7 days) and 1/Sat only
- USAIR, and Skywest have ceased operations..
- Freedom airlines has two (2) flights/day to Orlando as reported on PFN website 9 June 2006
- Two (2) major hub destinations have been lost.
- PFN ranks 175<sup>th</sup> nationally of commercial airports for CY 2004 enplanements with 0.00026% of the US total enplanements in 2004 of 702,997,067.
- The PFN Financial Analysis Report, Table 16, forecast 217,247 enplanements in 2005. The 2005 enplanements fell; short by 27,100

## AIRCRAFT LOAD FACTOR

### Outbound

Air Line	2000	2001	2002	2003	2004	2005	2006105
ASA	70.09%	62.97%	71.94%	72.25%	73.42%	65.47%	77.54%
NW Airlink	68.44%	72.10%	73.39%	73.21%	77.06%	81.54%	74.65%
USAIR	27.60%	30.27%	27.84%	26.16%	26.88%	Out	Out
Comair	N/A	48.54%	73.22%	58.96%	50.44%	Out	87.65%
SkyWest	N/A	N/A	N/A	47.58%	N/A	Out	Out
Chautauqua	N/A	N/A	N/A	N/A	58.8%	59.27%	57.77%

- Aircraft load factors have remained relatively stable with a drop from 25 commercial aircraft per day in May 2001 to the current 10 aircraft per 7 days and 2 aircraft for six days day.—a 48% reduction.

### AIR MAIL (LBS)

#### Commercial and Other

Activity	2000	2001	2002	2003	2004	2005	2006105
Com Air On	0	0	0	0	0	0	0
Com Air Off	643	2,111	208	316	224	0	0
Other On	849,310	12,705	0	0	0	0	0
Other Off	933,226	11,605	0	0	0	0	0

### AIR FREIGHT (LBS)

#### Commercial and Other

Activity	2000	2001	2002	2003	2004	2005	2006105
Com Air On	61,887	53,302	64,841	51,029	21,450	18,472	7,180
Com Air Off	61,438	78,708	51,158	54,991	31,061	50,433	20,029
Other On	523,024	700,694	848,164	991,411	688,471	684,247	334,196
Other Off	1,185,707	980,328	1,105,075	1,304,486	954,603	907,949	429,424
Total	1,866,568	1,812,031	2,018,101	2,401,917	1,715,972	1,661,111	790,659

#### Comments:

- Airmail has dropped to zero.
- USAIR, and Skywest have ceased operations.
- Commercial Airline air freight is a minor player in the system. For example, Commercial Airlines flew 14719 operations in 2005 and the average load per landing and takeoff is about 4.68lbs per flight.
- "Other" air freight dropped 9.6% from 2004 to 2005 and 31% since 2003

## A FINANCIAL SNAPSHOT

- The PFN 2000 Feasibility Study revenue and expense forecast from 2000 through 2006 has been substantially off the mark for the period 2000 through 2005
- This would seem to confirm the need for a new financial plan. This is confirmed in the IMG Financial Overview briefing, 6 January 2006, page 6 which reflects an increase in airport relocation costs from \$218 million in the feasibility study to \$274 million July 2006.
- Financial forecasting should be based on real numbers with forecasts that illustrate PFN's ability to stand alone. For example, the Base Cash Flows explode by 78% in 2009 over 2008 and by 92% in 2010 over 2008 with no sound financial rationale provided
- Further, the term "Schedule of Construction work in Progress" or "Pre Construction" is misleading. Of the 21 items cited in the auditor's report for which the Airport Authority has spent \$32.05 million none are construction projects. How could they be when the AA does not own the land, have title to the land or have FAA approval to start construction.
- Florida grants or "welfare checks" have reached in excess of \$26million plus. Further PFN has been granted a \$45 million FDOT grant in order to carry out this proposed relocation move.



COURSE OF ACTION

It would seem more plausible if PFN developed a marketing plan or a strategic plan on how to reconstitute airport operations from its current underutilized airport to, at least, its stature in 2001 instead of coming up with consultant developed fantasy forecasts for the future. PFN should answer the FAA's question of how PFN plans to attract a larger share of the air traffic market from the Southeast United States. The plan should consider real world aviation industry factors that have resulted from 911, such as:

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Carl D. Peterson  
808 Plantation Dr  
Panama City, FL 32404  
(850)8711575  
[vikingsword@juno.com](mailto:vikingsword@juno.com)