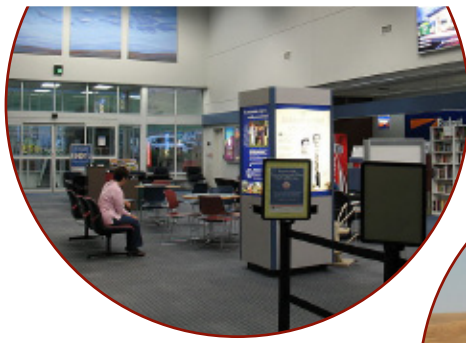
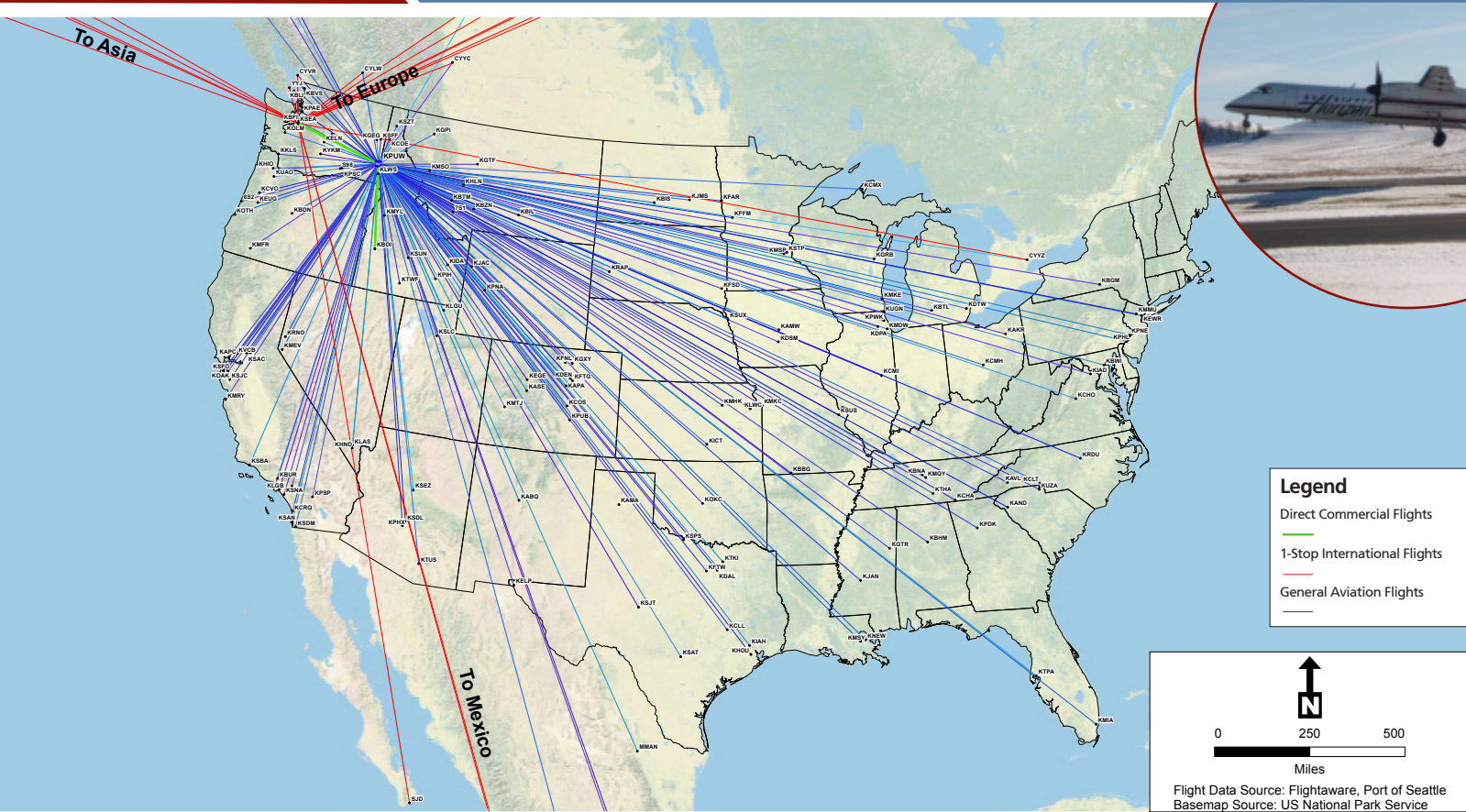


News

Pullman-Moscow Regional Airport



Master Plan Update Volume 2



Transportation Gateway to the World

The Pullman-Moscow Regional Airport (PUW) is a transportation gateway to the world. The lines on the map show actual flights that happened in the last year. The scheduled, commercial flight service to Seattle and Boise allows travelers to connect to national destinations. Commercial flights are shown with the green lines. From Seattle, there are international connections to Mexico, Europe and Asia. International connections are shown with the red lines. So what are all of the blue lines? The blue lines represent flights made by private aircraft traveling to and from the Airport. Businesses, universities and individuals all use the Airport for private aircraft, too.

What's the Plan?

The Airport is almost done with a planning process that has been going on for several years. First, the Phase I Master Plan looked at eight different potential runway orientations and identified the one that best balanced four design goals:

- 1) Improve reliability
- 2) Meet FAA design standards
- 3) Minimize disruptions
- 4) Feasible to implement

This Phase II Master Plan continues the planning process and will consider all of the long-term needs of the Airport over the twenty-year planning horizon, including the terminal building, hangars, taxiways and aprons, signage and markings, ground access, parking and other airport facilities. The Phase II Master Plan is on target for completion in early summer this year.



PUW Annual Economic Impacts

Direct Impacts	Indirect Impacts	Induced Impacts	Total Impacts
212.4 Jobs Supported	37.3 Jobs Supported	42.0 Jobs Supported	292.8 Jobs Supported
\$3.4 Million Salary Supported	\$.9 Million Salary Supported	\$1. Million Salary Supported	\$5.3 Million Salary Supported
\$13.6 Million Economic Contribution	\$2.9 Million Economic Contribution	\$3. Million Economic Contribution	\$19.5 Million Economic Contribution

Source: Washington Department of Transportation, 1999

Why are we doing this?

This runway project is a crucial turning point for the Airport. It makes sense for many reasons, including the economic and transportation benefits to the community. The alternative—the “do nothing” scenario—will limit the services and the facilities the Airport will be able to provide in the future.

Advantages of a Positive Resolution

- Continued commercial air service
- Improved reliability of scheduled air service
- Opportunity for expanded commercial air service in the future
- Opportunity for additional charter flights
- Improved service, facilities and reliability to support the regional economy
- Additional land available for development at the Airport
- Opportunity for expanded general aviation facilities
- Opportunity for longer runway in the future

Impact of a “Do Nothing” Scenario

- Loss of current commercial air service
- Permanent operating restrictions that restrict the size of aircraft permitted at the Airport
- No future expansion of runway length
- Limited improvements in reliability



Passenger Enplanements

Since 2007, passenger enplanements at PUW have grown by a compounded annual growth rate of 14 percent. They exceeded the FAA Terminal Area Forecast by 4.8 percent in 2010.

Operational Waiver

The larger planes flying into PUW have changed the FAA's design standards for the Airport. For now, the Airport has been granted an Operational Waiver by the FAA. It's an agreement that allows commercial airline service to continue while the Airport moves forward with design changes. In the meantime, special operating procedures are in place that meet all safety requirements.

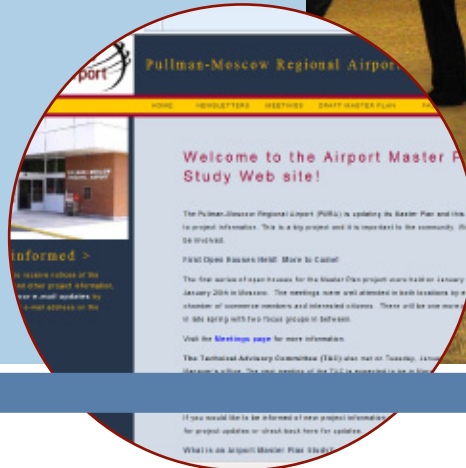
The design changes begin with the planning process, which will wrap up this summer. Next there will be an environmental review. After that, construction begins. The agreement continues as long as there is “satisfactory progress” toward implementation.



Public involvement is important! This project includes:

- A project website available 24/7 with:
 - » The latest project information
 - » A sign-up for email updates
 - » A contact form for your comments and questions
- Three project newsletters
- Focus-group meetings
- Two sets of community public meetings

Visit www.pullman-wa.gov/airport and look for the Master Plan link!



How Much Will it Cost?

During the Phase I Master Plan, preliminary project cost estimates were developed. During this Phase II Master Plan, more accurate project cost estimates will be developed as part of the planning process. There will be a specific project design and more information

available about site conditions that impact construction costs including soils, water and utilities. Here are the cost estimates from the Phase I Master Plan:

Preliminary Project Cost Estimates		
Airspace Clearances	Cost Estimate: Low	Cost Estimate: High
Clear Primary / Transitional Terrain	\$1,668,000	\$40,071,000
Other Side Preparation	\$19,647,000	\$21,595,000
Runway and Appurtenances	\$10,087,000	\$11,634,000
Taxiways	\$4,972,000	\$5,552,000
Property Acquisition	\$418,000	\$528,000
Total	\$36,792,000	\$79,380,000

*Cost estimates are preliminary, and are subject to change, revision and inflation.
Low: 6,700' Long Runway, 500' Wide Primary Surface, 7:1 Transitional Surface
High: 8,000' Long Runway, 1,000' Wide Primary Surface, 7:1 Transitional Surface
Source: Phase I, Table 5.8*

How will we pay for it?

FAA funds will cover a majority of the project costs but a five percent local match will also be required. At this time, matching funds are expected to come from airport revenues. The new runway project will be funded through several different sources:

AIP Funds The Airport Improvement Program (AIP) provides money, called entitlement funds, to airports around the country based on the airport's size and the number of passenger enplanements.

Discretionary Funds The FAA distributes discretionary funds for high-priority projects. PUV's runway project is scheduled to receive discretionary funding in 2015 for construction.

PFCs The Airport receives funds from Passenger Facility Charges (PFCs) and landing fees. This money can be used for the local match requirements.