

**Pullman-Moscow Regional Airport
PFC Applications Number 9 and 10
2014-19 Project Descriptions**

Electronic Airport Layout Plan (AIP-37)

Pullman has been selected as one of 30 airports nation-wide to participate in this pilot project. The electronic airport layout plan (eALP) will include mapping of existing and planned airport facilities, and include an airport airspace analysis for the existing and planned runway. This process is required by the FAA for the development of new instrument flight procedures, and will support the development of new procedures needed as part of the runway realignment project.

Estimated Cost: **\$552,632**

Bobcat Replacement (AIP-37)

Replacing the Bobcat loader which is used for snow removal in tight areas around the apron and public side of the terminal building.

Estimated Cost: **\$38,748**

Communication Enhancements (AIP-37)

This security project is designed to enhance critical law enforcement communications in the airport terminal by adding a repeater to transmit from the terminal building to the regional dispatch center, Whitcom. Currently, communications are unreliable due to terrain and interference inside the terminal building. Officers at the check point have not been able to communicate reliably with Whitcom and an analysis of the problem revealed that a repeater would resolve the situation. The System will be an extension of the existing Emergency Frequencies utilized by the City of Pullman to provide Life Safety and Law Enforcement services to the Airport.

Estimated Cost: **\$728,510**

HVAC Controls (AIP-37)

This project is to replace the obsolete controls, chiller, and other small items related to the HVAC system in the terminal building. This project is necessary to maintain comfortable temperatures inside the terminal during the summer months.

Estimated Cost: **\$167,200**

Ramp Hardstand (AIP-40)

This project will provide reinforced pavement capable of supporting the weight of the Bombardier Q400, a regularly scheduled aircraft at the Airport, and aircraft used by athletic charter operators associated with Washington State University and the University of Idaho. This project will avoid damage caused by these aircraft to the existing pavement, which was not designed to support these aircraft on a routine basis.

Estimated Costs: **\$400,000**

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Snow Removal Equipment (AIP-40)

Existing snow removal equipment (SRE) is due to be replaced. SRE equipment is essential to keeping the Airport open during winter months. The equipment is a requirement to meet FAA Standards for runway condition maintenance in inclement weather conditions

Estimated Costs: **\$1,800,000**

Terminal Improvements Expansion

The existing terminal is half the size needed for the current commercial daily passenger load. The project would expand the existing passenger terminal area to accommodate the existing passenger load. Improvements would include expansion of the sterile area, restroom facilities in the sterile area and an inline baggage system to improve efficiency and accommodate existing demand.

Estimated Costs: **\$2,500,000**

Runway 06/24 Realignment

The intent of the PUW Runway Realignment Project is to bring PUW into compliance with FAA design standards and to improve terminal and airside facilities to accommodate existing demand and user needs as well as future growth.

- Realign Runway 6/24 to meet design standards for C-III aircraft
- Extend the realigned Runway 6/24 from 6,700 feet to 7,100 feet
- Widen Runway 6/24 from 100 to 150 feet
- Provide taxiway infrastructure to serve the realigned runway and aircraft parking areas
- Develop revised approach and departure procedures for the realigned runway to provide approach capabilities for a Category I with ½ mile and 200-foot visibility (supported with Remote Visual Range (RVR), centerline and touchdown zone lighting)
- Provide runway and taxiway lighting for new pavement surfaces
- Relocate or replace existing ground based navigational aids
- Relocate or replace existing weather reporting equipment
- Expand or relocate the existing passenger terminal
- Acquire land through avigation easement, fee simple, or both as needed to support development of the preferred alternative identified in the Environmental Assessment (EA)

Estimated Costs: **\$89,000,000**

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Summary Application 9

Electronic Airport Layout Plan (AIP-36)	\$552,632
Bobcat Replacement (AIP-37)	\$ 38,748
Communication Enhancements (AIP-37)	\$728,510
HVAC Controls (AIP-39)	\$167,200
Ramp Hardstand (AIP-40)	\$400,000
Temporary SRE Shelter (AIP-40)	\$190,000
Snow Removal Equipment (AIP-40)	\$1,610,000
Terminal Expansion (~AIP-46)	\$2,500,000
TOTAL Application 9	<u>\$6,187,090</u>

Summary Application 10

Runway 6/24 Realignment (~AIP 41-45)	\$89,000,000
TOTAL Application 10	<u>\$89,000,000</u>