

PULLMAN

Pullman-Moscow Regional SUMMARY REPORT



Understanding the Airport

Moscow is a city located in Latah County in northern Idaho across from Pullman, Washington. Moscow has grown significantly in recent years, with an estimated population of 25,000. Situated along the eastern edge of the Palouse region, the Pullman-Moscow micropolitan area is the agricultural and commercial hub for the region. Although agriculture is a dominant industry in the area, a robust technological sector has been established in the Pullman-Moscow area as well. Moscow is a popular recreational destination, home to multiple advanced hospitals, and two universities. Pullman-Moscow Regional Airport (PUW) is a publicly-owned, commercial service airport located in Washington five miles west of the central business district of Moscow. The airport is owned by the Cities of Moscow, ID and Pullman, WA and operated by the PUW Airport Board that consists of representative of both cities; both universities; Latah County and Whitman County, Washington; the Port of Whitman County, and an at-large representative. PUW is served by Alaska Airlines and provides four to five daily flights to and from Seattle. PUW is supported by a fixed-base operator (FBO), and there are multiple aviation-related businesses at the airport. PUW often receives transient firefighting and military aircraft traveling through the Pacific Northwest. The airport and its associated businesses are a vital resource that support economic activity in the Palouse region and Idaho's airport system. The airport recently completed a complex runway and taxiway project that features a medium intensity approach lighting system (MALSR) and Instrument Landing System (ILS). The project was funded by the states of Idaho and Washington, the Federal Aviation Administration (FAA), the cities of Pullman and Moscow, WSU and UIdaho, the Port of Whitman County, and donations from private entities including the Schweitzer Foundation. The project is a shining example of the excellent collaboration that exists between multiple public and private entities in the Pullman-Moscow region.



MEDICAL OPERATIONS



AERIAL AGRICULTURAL SPRAYING



BUSINESS ACTIVITY



FLIGHT TRAINING



MILITARY EXERCISES

AIRPORT FEATURES

Associated City	Pullman	
Associated County	Whitman, WA	
Airport Reference Code	C-III	
Primary Runway	ORIENTATION	05 / 23
	DIMENSION	7,100' x 150'
	SURFACE TYPE	Asphalt-GRVD

FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	70	73	4%
CS Annual Operations	5,101	7,283	43%
GA Annual Operations	25,000	34,153	37%

AVIATION FORECAST

When planning for new or additional airport facilities, projections of various indicators of aviation demand such as based aircraft and operations can help determine the type and size of necessary improvements.

AIRPORT ROLE

IASP Role
Primary

Federal Role
Primary

AIRPORT ROLES

Idaho's airport classification structure is designed to establish a network of facilities that support the state's access, mobility, and economic needs while preserving the long-term viability of all airports within the system. The 2020 Idaho Airport System Plan (IASP) Update has identified nine functional roles for the 75 publicly-owned public-use airports in the system. State and federal classifications are the same for airports included in the National Plan of Integrated Airport Systems (NPIAS), while non-NPIAS airports are categorized into three state-specific roles.

Facility and Service Objectives

Facility and service objectives (FSOs) were developed for each Idaho airport role. These objectives provide guidance on the recommended minimum facilities and services that the airport should have to optimally fulfill its functions in the system. The following table summarizes the airport's current facilities and services, FSOs, other projects recommended or identified during 2020 IASP Update, as well as estimated 20-year development costs. Recommended development costs include projects identified during the system plan, 20-year pavement lifecycle costs, future aircraft storage needs based on forecasted activity, and additional needs identified in the Idaho State Capital Improvement Plan (ISCIP). While these projects are included as part of the IASP, it is recognized that implementation of these projects is dependent on local needs. As an integral component of Idaho's airport system, these recommended improvements will ensure that this facility continues to provide state residents, businesses, and visitors with the aviation infrastructure necessary over the next 20 years.

AIRPORT REPORT CARD

PULLMAN-MOSCOW REGIONAL

PRIMARY

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)	CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES				
Primary Runway Length	Future Runway Length from ALP/MP (8,000 feet)	7,100 feet	Add 900 feet	\$1,382,671
Primary Runway Width	100 feet	150 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (60,000 pounds)	120,000 pounds	None	\$-
Primary Taxiway	Full Parallel	Full Parallel	None	\$-
Instrument Approach	Precision or PBN	Precision, PBN	None	\$-
Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs/VASIs, ALS, REILs (as applicable based on ALS)	Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI	None	\$-
Runway Lighting	MIRL, HIRL Desired	HIRL	None	\$-
Weather Reporting	ATCT, ASOS or AWOS	On-Site ASOS or AWOS	ATCT	\$5,000,000
LANDSIDE FACILITIES				
Commercial Terminal	Yes	Yes	None	\$-
General Aviation Terminal	Yes	Yes	None	\$-
Public Restrooms	Yes	Yes	None	\$-
Conference Rooms	Yes	Yes	None	\$-
Pilots Lounge	Yes	Yes	None	\$-
Hangar Storage Units	Storage for 80% of Based Aircraft and 25% of Transient 62	29	Add 33 spaces	\$7,990,000
Apron Tie-Down Spaces	20% of Based Aircraft and 50% of Transient 34	40	None	\$-
Perimeter Fencing	Full Perimeter	Partial	Full	\$324,000
Auto Parking	Present On-Site	Yes	None	\$-
SERVICES				
Cell Phone Coverage	Yes	Yes	None	\$-
Wi-Fi	Yes	Yes	None	\$-
Fixed Base Operator	Yes	InterState Aviation	None	\$-
Maintenance Services	Yes	Yes	None	\$-
Snow Removal Equipment	Yes	Yes	None	\$-
Fuel	24/7 AvGas, 24/7 Jet A Fuel	24/7 AvGas, 24/7 Jet A Fuel	None	\$-
Rental/Courtesy Car Access	Rental Car	Rental Car	None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS				
PROJECT CATEGORY				
Performance Measure: Master Plan or Airport Layout Plan (ALP)			None	\$-
Performance Measure: Close-in Obstructions			None	\$-
Performance Measure: Meeting Current FAA Taxiway Design Standards			None	\$-
Future Storage Needs: Hangar Spaces			21	\$5,393,708
Future Storage Needs: Apron Tie-downs			None	\$-
Pavement Lifecycle Costs				\$16,458,569
Additional ISCIP Projects				\$40,533,333

Economic Benefit to Idaho

The 2020 Idaho Airport Economic Impact Analysis (AEIA) Update quantified the total economic activity of each airport in the Idaho system. The study first calculated the direct economic benefits attributable to on-airport activity, capital improvements, and off-airport visitor spending. Based on these direct impacts, indirect and induced (or "multiplier") effects associated with supplier purchases and the re-spending of worker income were then calculated. Direct impacts and multiplier effects are summed to determine the airport's total economic impacts. Impacts are expressed in terms of jobs, earnings, contribution to the state's Gross Domestic Product (GDP), and total output. GDP is the value contributed to a product or service provided by a firm or group of firms (in this case, airport business). In addition, airports support a variety of other benefits, such as agriculture, wildland firefighting, medical transport, and business operations across the state.

STATEWIDE IMPACTS

Total Employment	33,460 jobs
Total Earnings	\$1.3 billion
Total GDP	\$2.4 billion
Total Output	\$4.9 billion

Overall, the statewide impact of aviation for Idaho's economy exceeds **\$4.9 billion** and provides benefits through diverse activities associated with aviation and airport activity.

AIRPORT-SPECIFIC IMPACTS

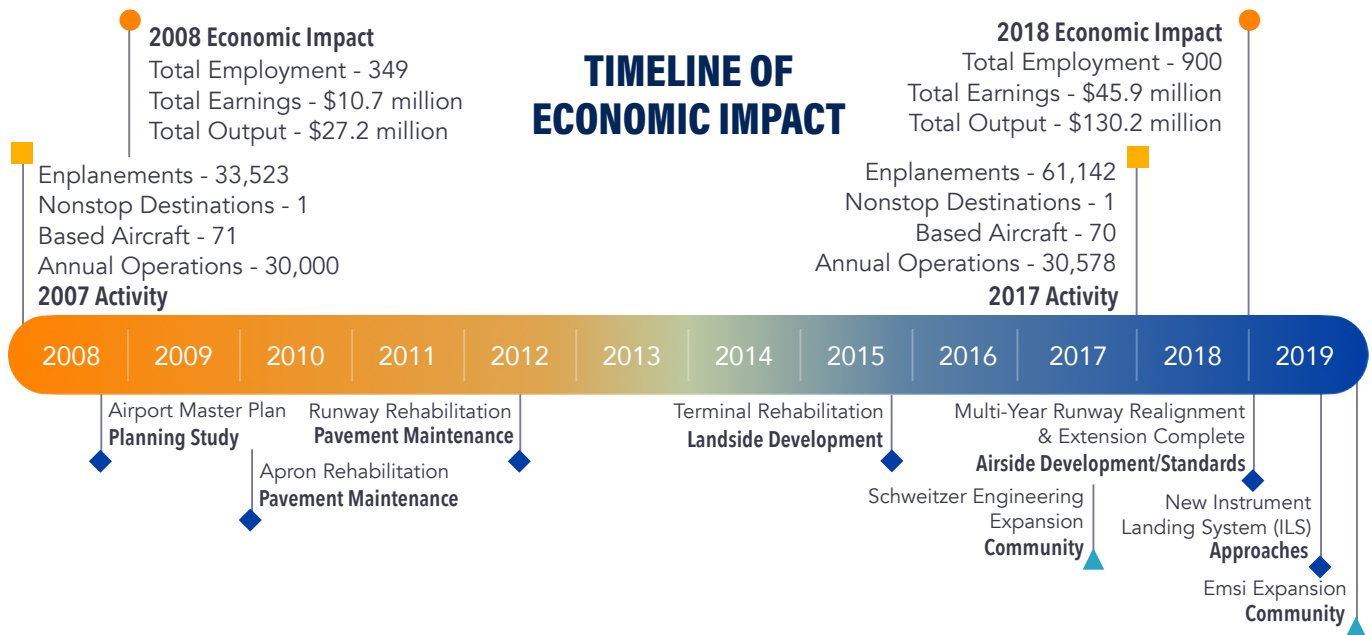

TOTAL EMPLOYMENT
900 JOBS


TOTAL EARNINGS
\$45,900,000


TOTAL GDP
\$74,700,000


TOTAL OUTPUT
\$130,200,000

TIMELINE OF ECONOMIC IMPACT



2008 Economic Impact

Total Employment - 349
Total Earnings - \$10.7 million
Total Output - \$27.2 million

2018 Economic Impact

Total Employment - 900
Total Earnings - \$45.9 million
Total Output - \$130.2 million

Enplanements - 33,523
Nonstop Destinations - 1
Based Aircraft - 71
Annual Operations - 30,000

2007 Activity

Enplanements - 61,142
Nonstop Destinations - 1
Based Aircraft - 70
Annual Operations - 30,578

2017 Activity

● Airport Economic Impact Indices ■ Airport Activity Components ▲ Planning Considerations ◆ Development & Improvements

LAND USE COMPATIBILITY

Incompatible land use on and around airports can result in noise-related nuisance or safety-related concerns affecting airspace, overflights, and accident severity. Incompatibility has the potential to limit airport operations, close airports, or restrict access. Most recently, Idaho Code 67-6508(q) (Section Q) established new requirements for cities and counties to prepare a Public Airport Facilities section in their comprehensive plans. The Public Airport Facilities section must provide an overview of nearby airport facilities, operations, airport development, and economic impact. Section Q is an important step towards supporting compatible land uses around airports.