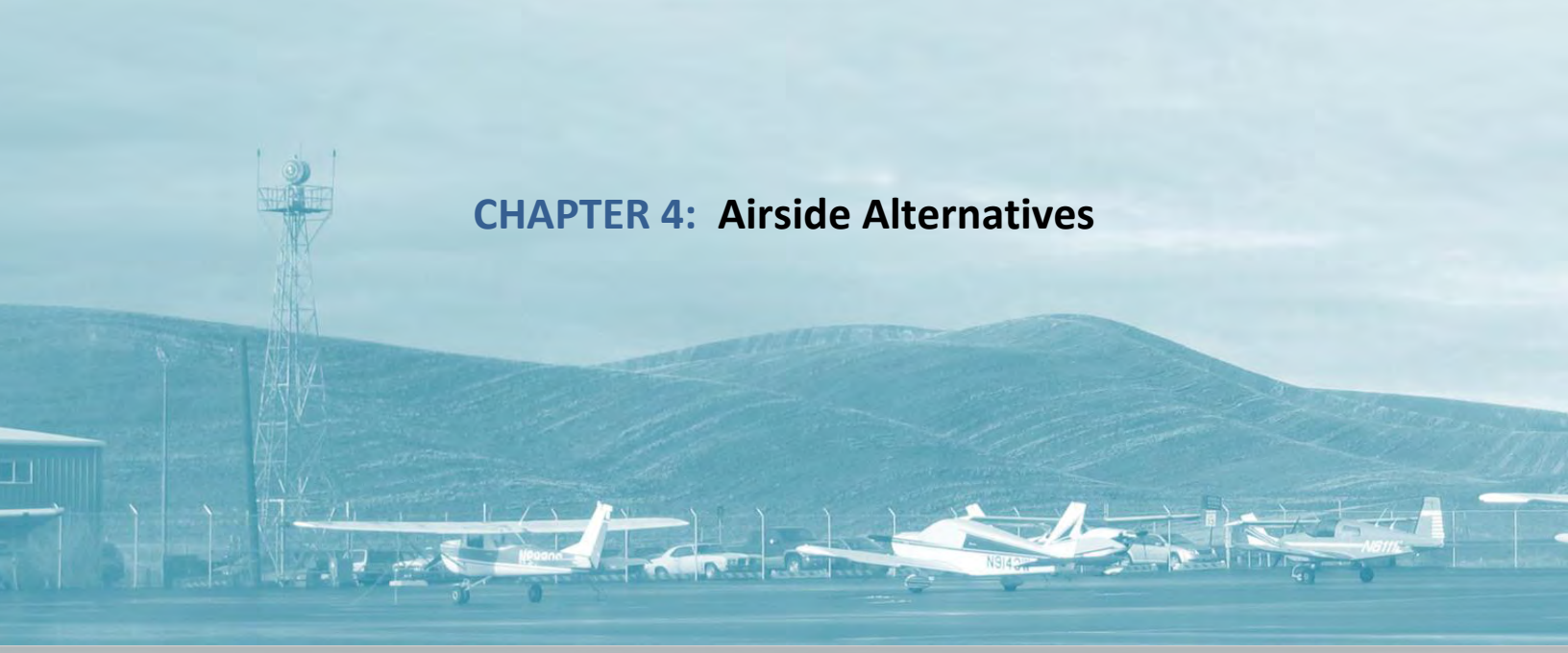


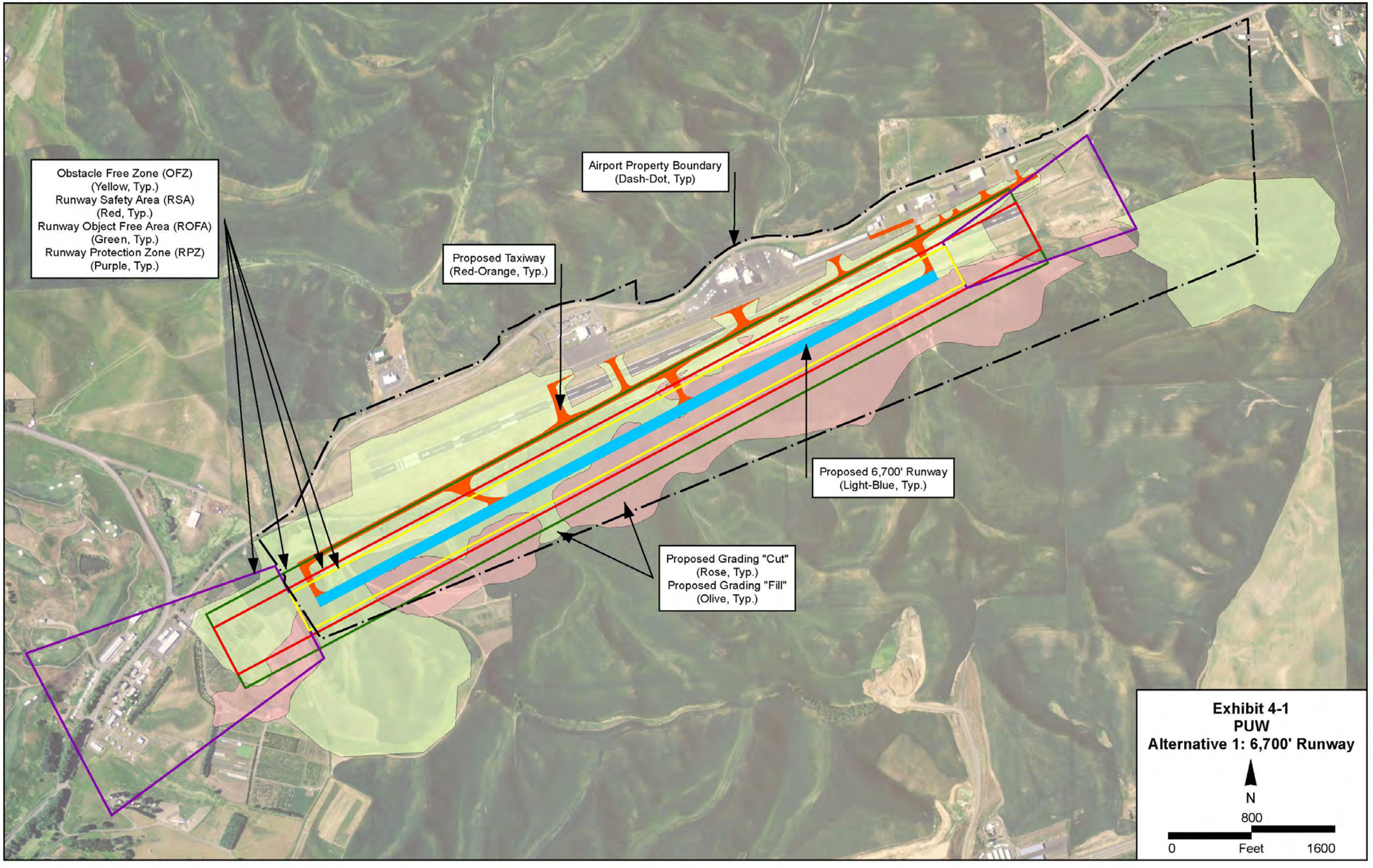
CHAPTER 4: Airside Alternatives

Overview

Achieving compliance with Airport Reference Code (ARC) C-III design standards, and other airside facility requirements described in Chapter 3, will require extensive changes to the existing airfield at Pullman-Moscow Regional Airport (PUW). For over a decade, the Airport sponsor has considered a wide range of airside development alternatives for meeting these requirements. This chapter identifies airside alternatives that have been considered during prior studies, and documents the rationale for carrying some alternatives forward while eliminating others. The chapter then summarizes the outcome of Phase 1 of this Master Plan Update, and refines the preferred runway alignment selected in Phase 1 into four separate airside alternatives based on runway length. The feasibility of implementing each of these four alternatives is then explored, and a preferred airside alternative is selected for near-term implementation. A conceptual construction plan is then presented, and the performance of the preferred airside alternative is measured against FAA objectives for new runways.

This chapter is organized into the following sections:

- Airside Alternatives Identified by Previous Studies
- Phase 1 Airside Alternatives
- Phase 2 Airside Alternatives
- Construction Feasibility Analysis
- Preferred Airside Alternative
- Conceptual Construction Phasing Plan
- FAA Objectives for New Runways
- Summary


Obstacle Free Zone (OFZ)
(Yellow, Typ.)
Runway Safety Area (RSA)
(Red, Typ.)
Runway Object Free Area (ROFA)
(Green, Typ.)
Runway Protection Zone (RPZ)
(Purple, Typ.)
Airport Property Boundary
(Dash-Dot, Typ)
Proposed Taxiway
(Red-Orange, Typ.)
Proposed 6,700' Runway
(Light-Blue, Typ.)
Proposed Grading "Cut"
(Rose, Typ.)
Proposed Grading "Fill"
(Olive, Typ.)
Exhibit 4-1
PUW
Alternative 1: 6,700' Runway
N
800
0
Feet
1600