

**FOR IMMEDIATE RELEASE:**  
April 7, 2011

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## **RUNWAY 3-21 TO TEMPORARILY CLOSE, LINE OF SIGHT PROJECT TO COMMENCE**

(Spokane, WA) – Spokane International Airport (GEG) announced that on Monday, April 11, 2011, the Runway 3-21 Line of Sight (LOS) Project will begin. Aircraft take-offs and landings will be shifted to the alternate 8,199' East/West runway 7/25, while the northeast end of the airfield is prepared for construction, navigational aids are disabled, and new security fencing is installed. Residents on Spokane's South Hill may notice a change in the pattern of aircraft arrivals, as the alternate runway is aligned with 40<sup>th</sup> Avenue. The main runway will re-open at a shortened length of 6,852' on Thursday, April 14, 2011 from Taxiway "F" to the Runway 3 or southwest end. The entire project will be completed and main runway's full 11,002' will be operational and with full CAT III Instrument Landing System (ILS) on both ends on October 20, 2011 barring any weather-related or other delays.

Acme Concrete Paving, Inc. of Spokane was awarded the construction contract for Bid Package #2 of the LOS project in the amount of \$20,318,556.61, which includes

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Washington State Sales Tax, at the Wednesday, February 16, 2011 meeting of the Spokane Airport Board. The project is anticipated to employ 125 workers. The FAA has mandated the LOS project, because the Northeast, or 21 end, of the runway does not meet the LOS design criteria per the FAA's Advisory Circular (AC) No. 530013 for Airport Design. This circular requires that pilots in the cockpit are able to see a minimum of half the length of the runway from any point on the runway to any other point on the runway surface. In addition, the slope of the centerline of the last quarter of the runway at the north end exceeds the maximum of 0.8 percent FAA design criteria. Both issues will be corrected by raising the threshold by five feet, two inches to adjust the slope for the first 3,000 feet of the northeast end of the main runway—the Runway 21 end. The modification of the runway's gradient involves moving the crown, which is currently offset by 19 feet west, to the center of the runway. The effect will translate into reconstruction and removal of approximately 85,000 square yards of asphalt runway and taxiway pavement by converting the asphalt pavement to 17" thick Portland Cement Concrete (PCC). Other activities include, but are not limited to:

- Placement of approximately 129,000 cubic yards (CY) of embankment from on-site sources.
- Import and placement of approximately 137,000 CY of embankment from off-site sources.

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- Placement of approximately 12,000 CY of non-frost susceptible engineered fill.
- Placement of approximately 17,000 CY of crushed aggregate base course material.
- Placement of approximately 50,000 CY of existing stockpiled recycled concrete aggregate sub-base course material.
- Demolition of existing PCC pavement and miscellaneous concrete structures, and processing same to create approximately 65,000 CY of new recycled concrete aggregate subbase course material.
- Placement of approximately 12,000 CY of aggregate turf pavement.
- Placement of approximately 10,000 tons of new asphalt pavement.
- Installation of miscellaneous airfield lighting and signage facilities.
- Miscellaneous traditional airfield pavement marking.
- Installation of new thermoplastic airfield pavement markings.
- Installation of miscellaneous underground storm drainage, water line and electrical utilities.
- Installation and relocation of airport NAVAIDS including a Glide Slope Antenna, Localizer
- Antenna, Approach Lighting (ALSF-2) and PAPI's.

The project is funded by Airport General Revenues (AGR) and the federal dollars provided by the Airport Improvement Program (AIP), which includes entitlement and discretionary funds. AGR are collected from airport-generated activities such as concession programs, lease agreements and parking fees. AIP funding is derived from an 8% ticket fee collected on each airline ticket and taxes applied to aviation fuel. These funds are held in the Aviation Trust Fund – one of the four transportation trust funds - and dispensed by the FAA through grants appropriated by Congress. The allocation of entitlement dollars is based on a formula that considers an airport's annual passenger

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boardings or “enplanements” and cargo tonnage handled. Over the last several years, Spokane has annually received approximately \$5 million in entitlement funds. In addition, each of the FAA’s nine regional offices is allocated “discretionary” funds that are available for use on eligible projects at FAA’s discretion. The LOS is the 3rd highest priority project for FAA discretionary dollars in the Northwest Mountain Regional Office of the FAA. A breakdown of the funding for Bid Package #2 is as follows:

\$ 3,241,961	Airport General Revenues
\$ 656,844	The Airport’s Fiscal Year 2010 Entitlements Carried Over
\$ 5,139,637	The Airport’s Estimated Entitlements for Fiscal Year 2011
<u>\$16,158,901</u>	FAA Discretionary Funds (\$950,000 of this is anticipated funding)
<b>\$25,197,343</b>	<b>Total Funding Sources</b>

The balance of the approximately \$5 million (\$25 million total funding minus \$20 million construction allocation) is applied to the LOS’ preliminary engineering design, actual engineering design, and construction management, as well as the navigation aids’ design engineering, the actual purchase of the equipment, installation, and flight checks to commission that equipment.

In an effort to facilitate the work to be completed in 2011, the project was segregated into two bid packages. Bid Package #1 was also awarded to Acme Concrete Paving of Spokane in the amount of \$3,206,119.39 including Washington State Sales Tax, at the

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Wednesday, July 21, 2010 meeting of the Spokane Airport Board. Work during this phase of the LOS project is to be completed from August 2010 through May 2011 included:

- Relocation of approximately 1,250 feet of Perimeter Service Road
- Relocation of the Glycol Storage Facility (air carrier's liquid deicer tanks)
- Construction of the new Regulator Building, which houses the equipment and controls for the airfield's electrical and lighting systems
- Construction of the LOC (Localizer)/ALSF-2 (Approach Lighting System with Sequenced Flashing Lights) Shelter Building (the building will house the alternative power supply for two navigation systems)
- Relocation/replacement of the FAA electrical and Fiber Optic Transmission system (communications) facilities

Funding was provided for Bid Package #1 from the following sources:

\$ 235,936	Airport General Revenues
\$ 4,482,793	Airport's Fiscal year 2010 Entitlements Carried Over
<b>\$ 4,718,729</b>	<b>Total Funding</b>

The balance of the roughly \$1.5 million (\$4.7 million total funding minus \$3.2 million construction allocation) was applied to preliminary engineering design, engineering design, construction management, and the preliminary navigational aids design.

Additional LOS information including incremental project scheduling and updates can be viewed at <http://www.spokaneairports.net/construction.htm>.

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Attachment: Runway 3-21 Line of Sight Construction Exhibit