

Northern Idaho's Role in the State Air Travel System

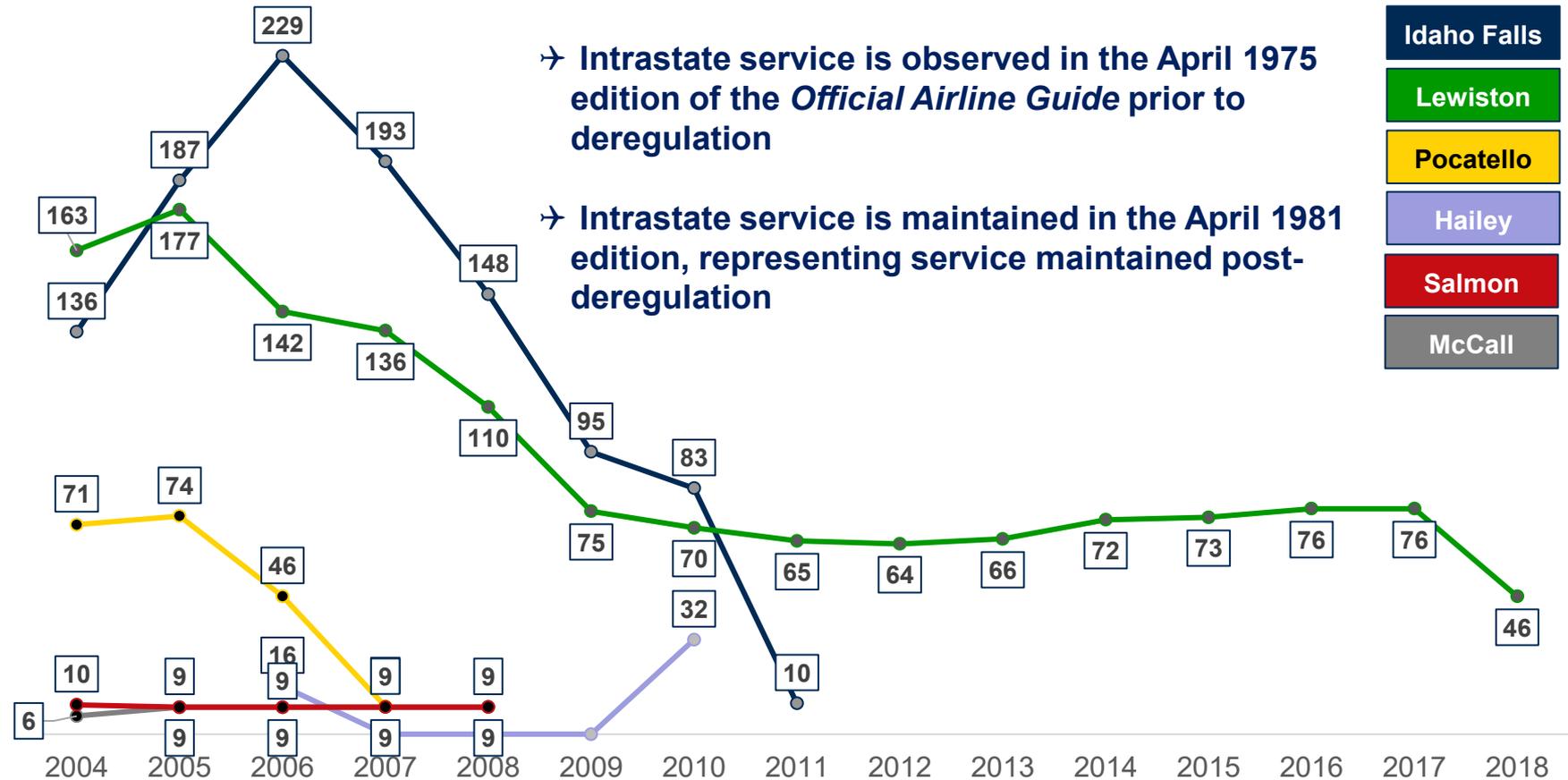
Idaho Intrastate Commercial Air Service Committee



Historical Perspective

Boise has served as a focus for intrastate air service from before Airline Deregulation in 1978 to 2018

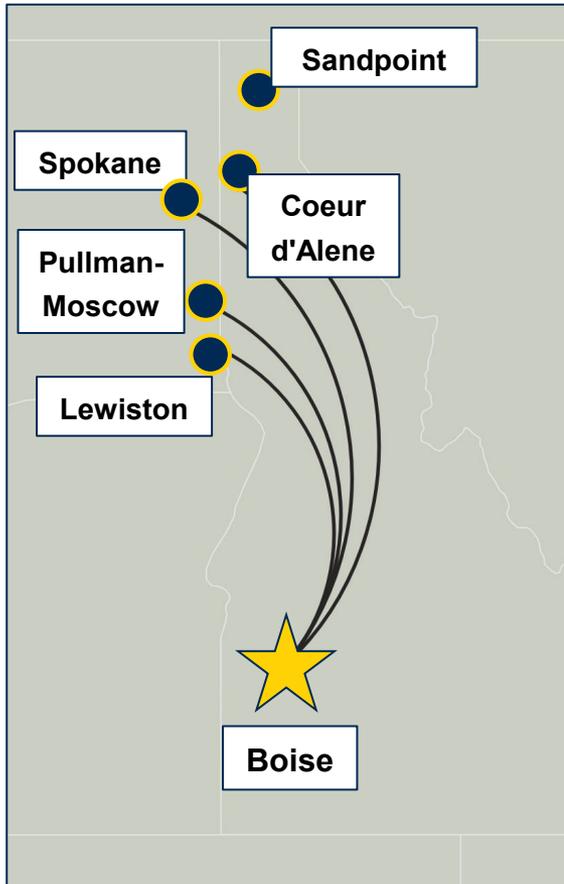
Modern Boise Intrastate Service
Average Seats Daily Each Way By Year



Northern Idaho to Boise History

Lewiston and Coeur d'Alene have long enjoyed historical ties to Boise, as have as Pullman-Moscow and Spokane

Intrastate Air Service Overview by Community



→ Lewiston

- Consistent Boise service through 2018 from Horizon / Alaska
- 76-seat Q400 aircraft
- Sometimes tag pattern involving an overall journey of Seattle – Boise / Spokane
- Empire from Coeur d'Alene from the early 1980s to the mid 1990s

→ Coeur d'Alene

- Consistent service to Lewiston (en route to Boise) and/or Boise itself from the 1980s to the mid 1990s
- Provided by Empire Airlines

→ Pullman – Moscow

- Shared service with Lewiston to both Seattle and Boise
- Pre-dating 2004 through 2015
- Horizon marketed by Alaska

→ Spokane

- Service to Boise operated by both Horizon (Alaska) and Southwest
- Operated by both carriers for more than 15 years

→ Sandpoint

- Scheduled service was not located in schedule databases dating back to 2014 nor in OAG snapshots spanning 1975 to 1999

Northern Idaho Airport Inventory

Five of the six airports evaluated currently maintain some version of FAA Part 139 certification, allowing for commercial operations and making the options for intrastate service boundless

Current Inventory by Airport

Airport	Longest Runway	Part 139 Status (Commercial Certification)	ARFF Status (Firefighting)	# Airlines	# Dests	Notes
Coeur d'Alene	7,400' x 100'	Class IV	Index A	0	0	Currently certified for scheduled ops up to 9 seats OR Unscheduled ops on any size aircraft
Lewiston	6,511 x 150'	Class I	Index B	1	1	Currently supports commercial service of any size aircraft
Pullman-Moscow	7,000' x 150'	Class I	Index B	1	1	Currently supports commercial service of any size aircraft
Sandpoint	5,501' x 75'	n/a	n/a	0	0	Currently certified for scheduled ops up to 9 seats OR Unscheduled Part 380 ops up to 30 seats
Spokane	11,002' x 150'	Class I	Index C	8	17	Currently supports commercial service of any size aircraft

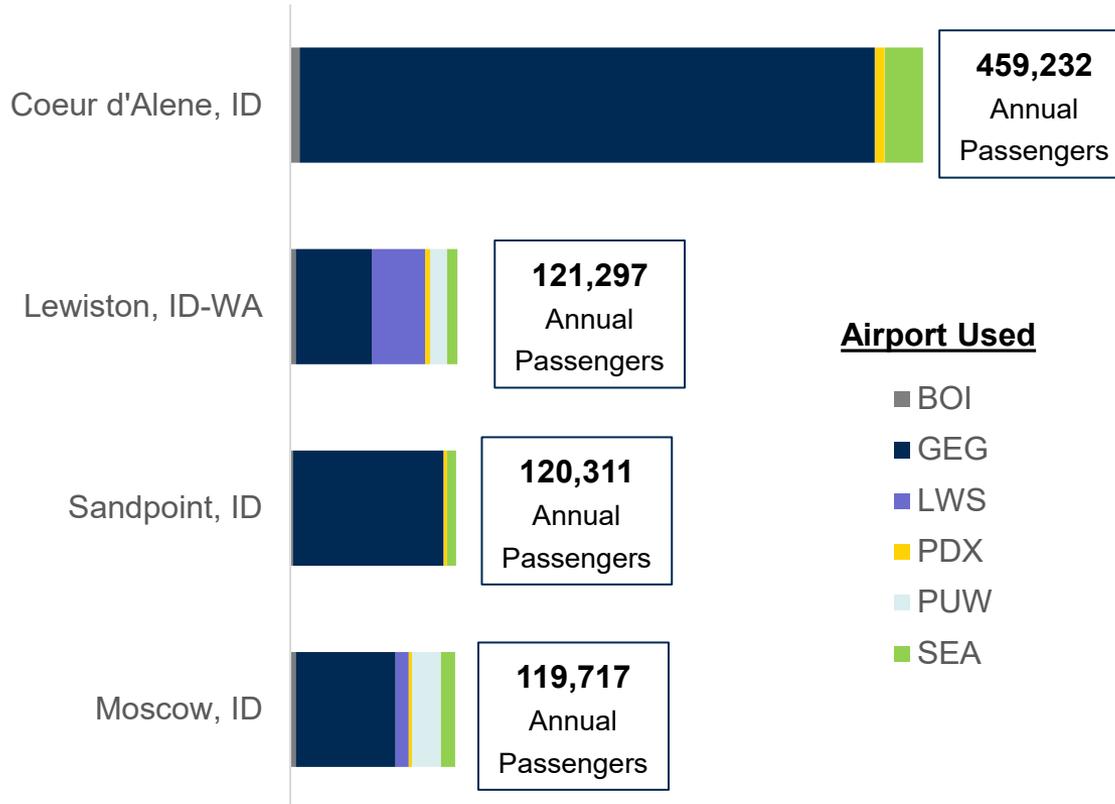


Note: Depending on the combination of carriers, equipment, and scheduling protocol selected; Part 139 certification may not be required for realization of intrastate service. (Part 380 service of 30/fewer seats or scheduled service of 9/fewer seats)

Preliminary Traffic Generation Estimates

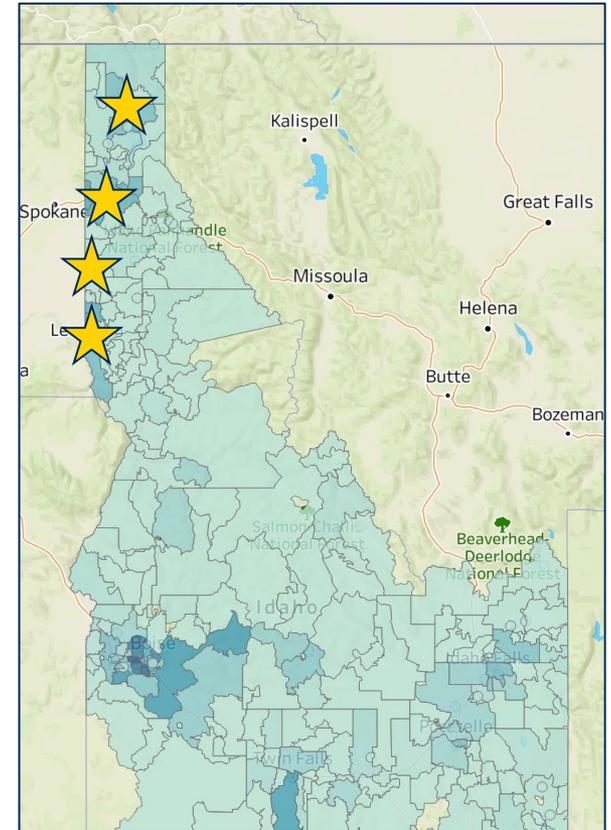
Credit card zip-code level booking data suggests substantial current traffic generation in each community, with most passengers utilizing Spokane

Estimated Traffic Generated & Airport Use by Metro/Micropolitan Area in Calendar Year 2019



Airport Used

- BOI
- GEG
- LWS
- PDX
- PUW
- SEA

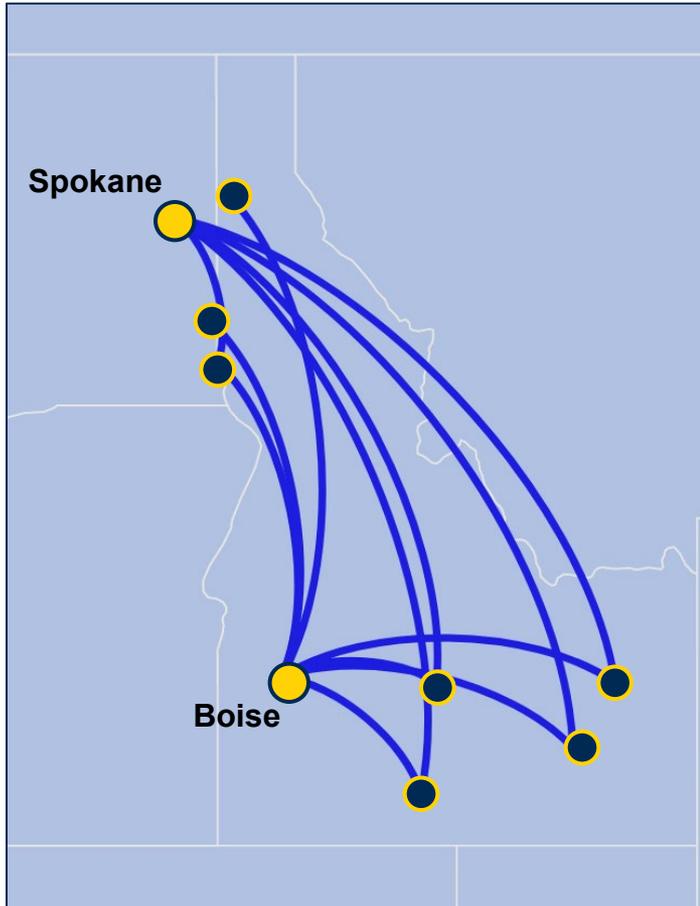


Traffic Generation Density in 2019

Looking Forward

Multiple aircraft types and carriers could be suitable for this initiative, especially if they have connections beyond the focus city/cities.

Conceptual Route Map and Potential Operators of Intrastate/WA Service



Airline	Aircraft	
Air Choice One		Cessna Caravan (9 seats)
Boutique		Pilatus PC-12 (8 or 9 seats)
Cape		Cessna 402 / Tecnam P2012 (9 seats)
Contour		ERJ-135 (30 seats)
Empire		Cessna Caravan, ATR-42 (9 seats, 46 seats)
Horizon		Bombardier Q400 (76 seats)
Key Lime		ERJ 145, Dornier 328J, Metro 23 (9 seats, 30 seats, 18 or 9 seats)
Southern		Cessna Caravan (9 seats)

Thank you!



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