



# Kahului Airport

Focus Plan for Runway 2-20 Reconstruction Project

# AGENDA

**Information Meeting**  
**Monday, March 2, 2026**  
**6:00 - 7:30 pm HST**

- I. Welcome/Introductions
- II. Project Overview
- III. Presentation of Alternatives
- IV. Q&A
- V. Next Steps
- VI. Adjournment

## HOUSEKEEPING

- ▶ Ask a Question: For those wishing to ask a question, please write it clearly on one of the provided question sheets and submit it to the planning team.
- ▶ Submitted questions will be addressed during the designated Q&A portion of the meeting.
- ▶ The Q&A period will be opened at the end of the presentation. This will allow attendees to submit a question, which will then be read and answered by the planning team.

## CONSULTANT TEAM



Prime Consultant

**Matt Quick**

Project Manager

**Mike Dmyterko**

Project Manager

**Eric Pfeifer**

Senior Planner



**Johnathan Limb, PE**

Project Engineer



**MUNEKIYO HIRAGA**

**Karlynn Fukuda**

Public Outreach

**Alexa Brinker**

Public Outreach

# PURPOSE OF FOCUS PLAN FOR RUNWAY 2-20 RECONSTRUCTION PROJECT

- Due to 80+ years of continuous use, Runway 2-20 needs complete reconstruction (including changing pavement to concrete).
- Runway 2-20 is the only runway that can accommodate jet airline service and other functions vital to the livelihood of the Island of Maui.
- Closing the airport to reconstruct Runway 2-20 over a period of several months would cause unacceptable impacts to the island of Maui's economy.
- Develop a plan that allows the airport to maintain ongoing operations and experience minimal disruptions to service.

# PURPOSE OF FOCUS PLAN FOR RUNWAY 2-20 RECONSTRUCTION PROJECT

- HDOT has decided to undertake a comprehensive master plan for OGG with a scope of services finalized in the summer of 2024.
- This focus plan is the first step for undertaking the master plan to conclude all the prior extensive studies associated with the reconstruction of Runway 2-20.
  - 2010 Study (URS)
  - 2014 Airline Committee of Hawaii (ACH) Technical White Paper
  - 2016 OGG Master Plan Update
  - 2021 OGG ALP Update and Narrative Report
- Focus plan will serve as a planning mechanism that provides HDOT, FAA, and stakeholders the information necessary to move forward with reconstruction of Runway 2-20.

# PROCESS

**FOCUS PLAN FOR RUNWAY 2-20 RECONSTRUCTION**



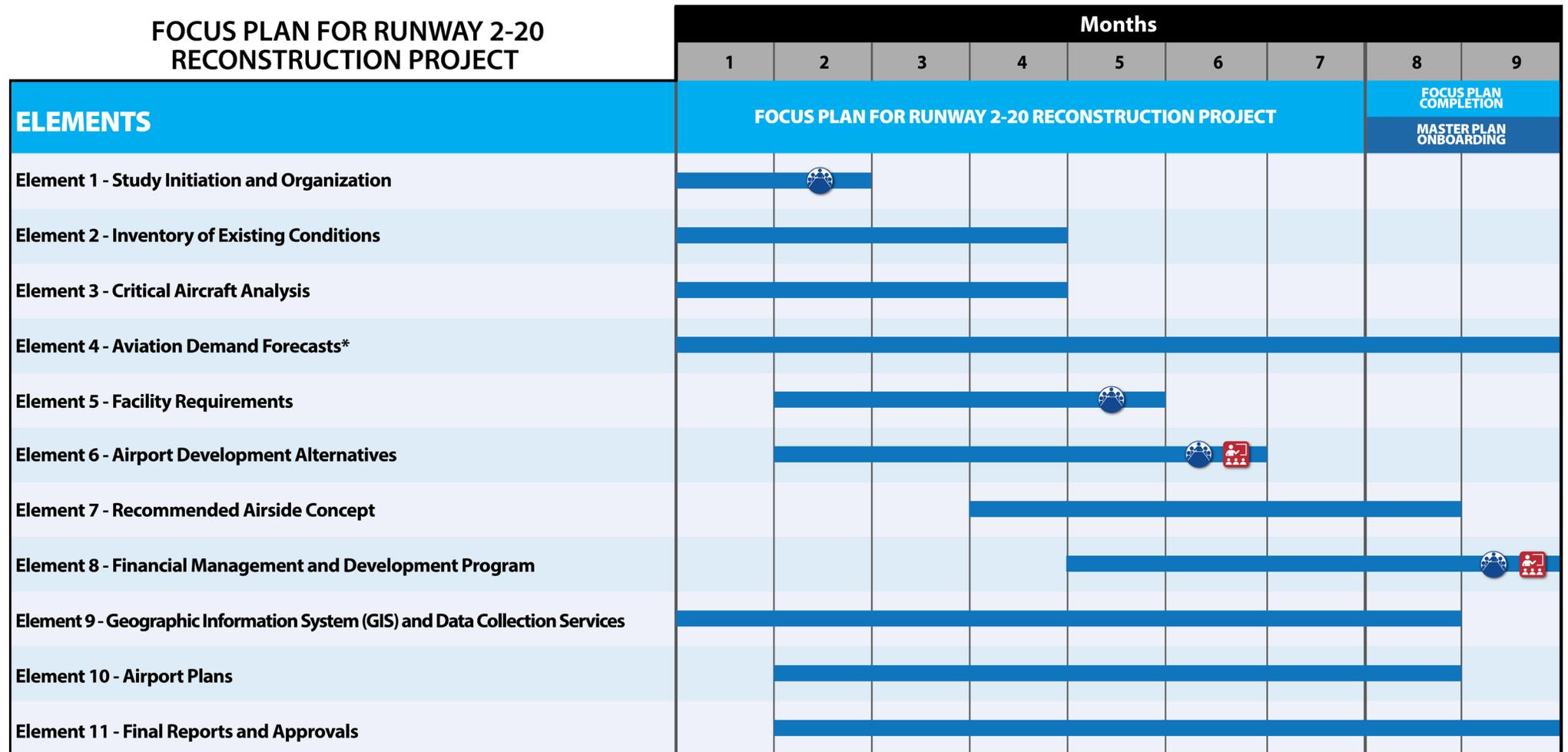
**RUNWAY 2-20 RECONSTRUCTION ENVIRONMENTAL IMPACT STATEMENT (EIS)**

**KAHULUI AIRPORT MASTER PLAN UPDATE**



**RUNWAY 2-20 RECONSTRUCTION DESIGN AND CONSTRUCTION**

## FOCUS PLAN ELEMENTS/ SCHEDULE



\* Aviation demand forecasts will be prepared concurrently during the Focus Plan, but they will not be included as a written chapter in the study or coordinated with the FAA during the study. The aviation demand forecasts will be coordinated with the FAA as part of the Master Plan that follows the Focus Plan.

**KEY**

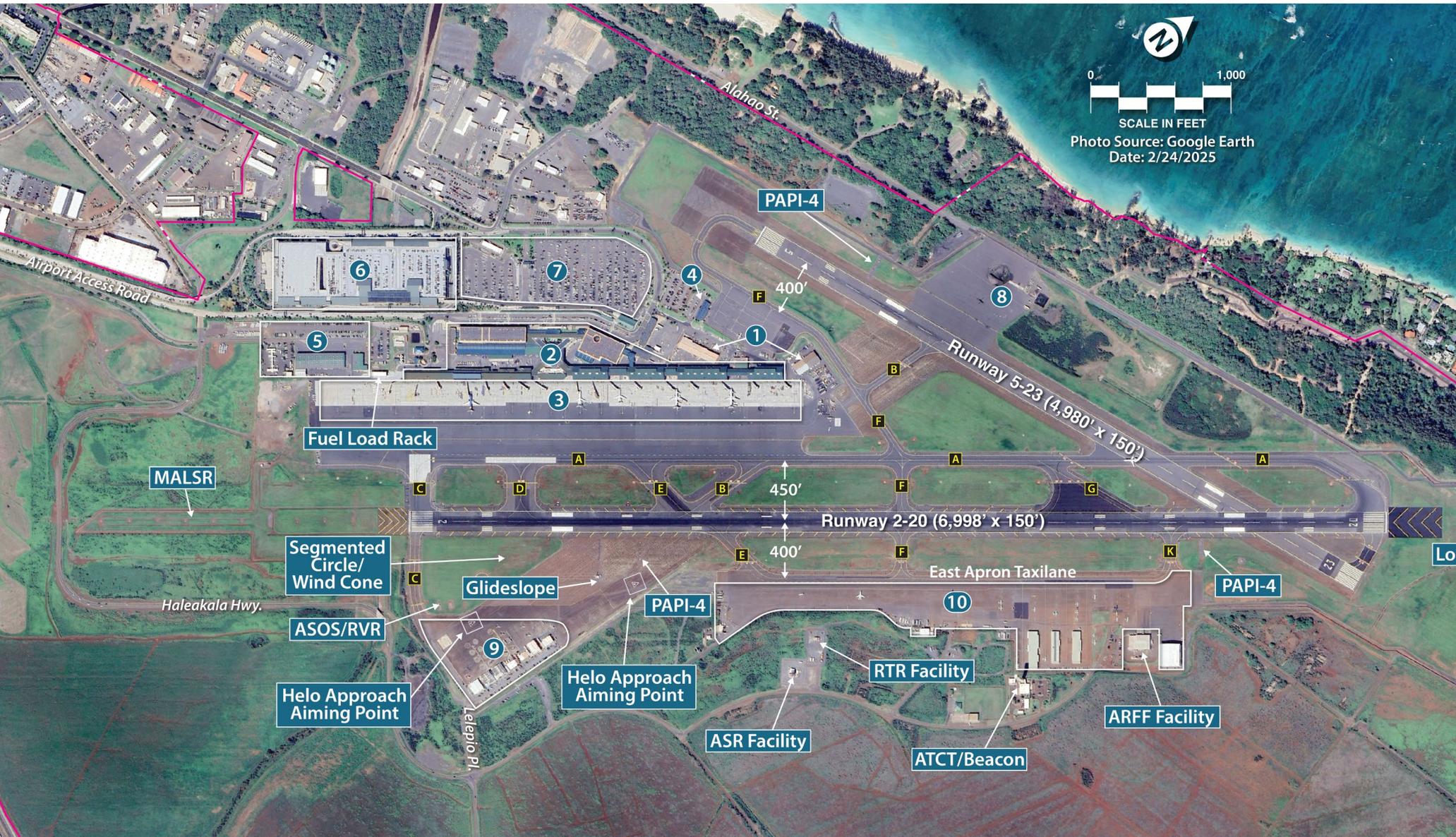


Technical Advisory Committee (TAC) - comprised of HDOT, FAA, and ACH



Information Meeting

## EXISTING AIRSIDE FACILITIES



LEGEND	
	Existing Airport Property Line
	Taxiway Designator
	Airport Maintenance/Storage
	Commercial Passenger Terminal Complex
	Commercial Aircraft Parking Apron
	Air Commuter Terminal
	Air Cargo Facilities
	Consolidated Rental Car Facility
	Terminal Vehicle Parking
	ARFF Training Station
	Helicopter Air Tour Complex
	FBO/General Aviation Parking/Facilities
KEY	
ARFF	- Aircraft Rescue and Firefighting
ASOS	- Automated Surface Observing System
ASR	- Airport Surveillance Radar
ATCT	- Airport Traffic Control Tower
FBO	- Fixed Base Operator
HIRL	- High Intensity Runway Lighting
MALSR	- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MIRL	- Medium Intensity Runway Lighting
MSL	- Mean Sea Level
PAPI	- Precision Approach Path Indicator
RTR	- Remote Transmitter and Receiver
RVR	- Runway Visibility Range
VOR	- Very High Frequency Omnidirectional Range

## AIRPORT SURROUNDINGS



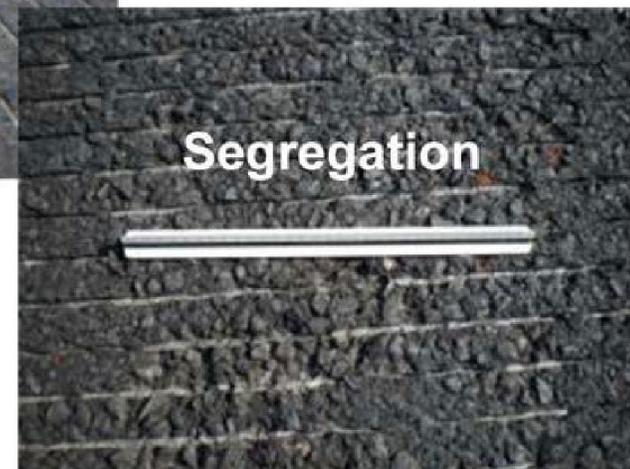
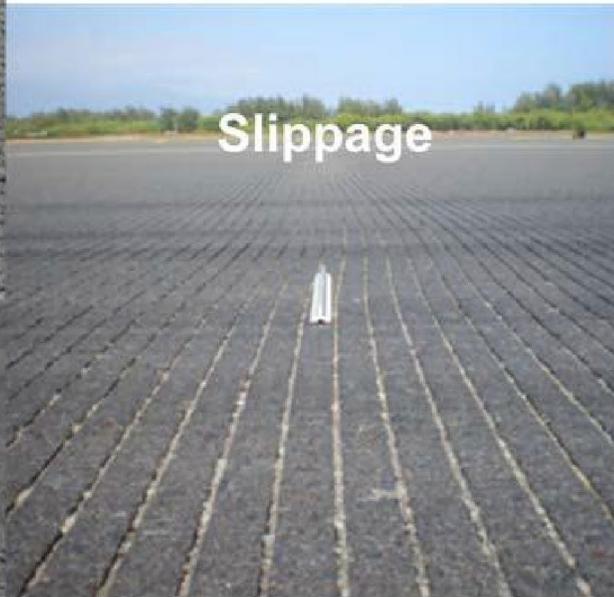
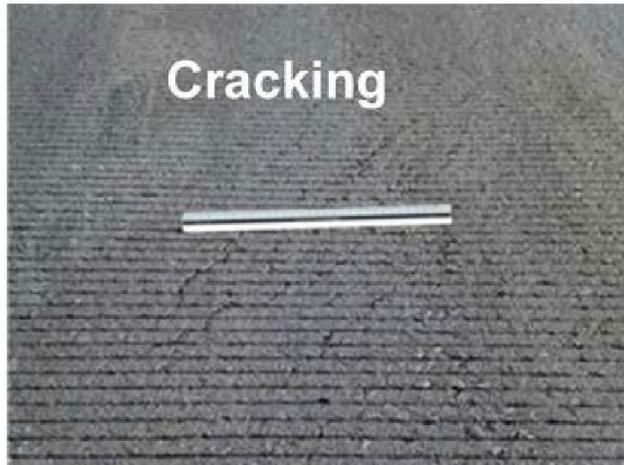
# ORIGINAL AIRFIELD CONSTRUCTION AND TODAY

- Original Runway - Constructed in 1942 by Department of the Navy
  - 11 inches thick
- Current Runway
  - 18 inches thick
  - There have been 12 resurfacing/repair projects since 1942
  - The runway has been repeatedly resurfaced, increasing asphalt thickness over time.
- Recommended Runway
  - 28.5 inches thick
  - Reconstruction would replace the layered asphalt system with long-life concrete

# RUNWAY PAVEMENT PROJECT HISTORY

Year	Project Type	Years since previous
1942	Original Construction	--
1953	Resurfaced	11
1969	Asphalt Overlay	16
1972	Asphalt Overlay	3
1981	Asphalt Overlay	9
1992	Repairs	11
1995	Asphalt Overlay	3
2000	Asphalt Overlay - Total 18-inches	5
2008	3-inch Mill and Overlay	8
2011	Repairs/patch	3
2023	Resurfaced/repairs	12
2025	Repairs/outer cracks due to water	2

# PAVEMENT DISTRESS AND ISSUES



# TEMPORARY RUNWAY ALTERNATIVE

**LEGEND**

- Existing Airport Property Line
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)
- Facilities to be Temporarily Relocated/  
Apron Temporarily Abandoned
- Airfield Pavement
- 5' Contour Lines

**KEY**

- ASOS - Automated Surface Observing System
- FATO - Helicopter Final Approach and Takeoff
- ODALS - Omnidirectional Approach Lighting System
- PAPI - Precision Approach Path Indicator
- REIL - Runway End Identification Lighting
- RTR - Remote Transmitter Receiver
- ATCT - Airport Traffic Control Tower
- \* Departure Only on Runway 5

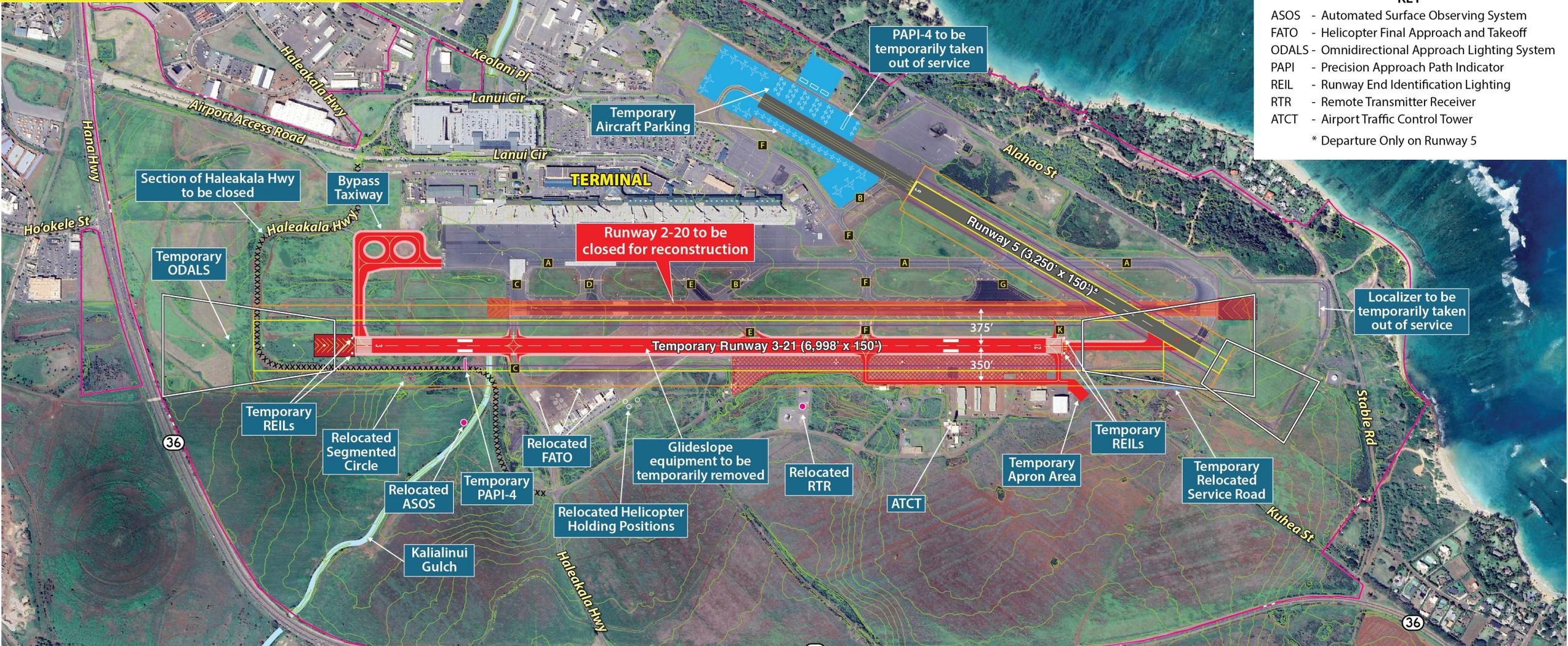
# ALTERNATIVE 1

# DRAFT

Photo Source: Google Earth  
2025

**Notes:**

- Runway 5 to remain for departures only
- Runway 23 unavailable for arrivals or departures
- FAA-approved Modification of Standards (MOS) required for work within the runway object free area (ROFA)
- FAA-approved MOS may also be required for runway safety area (RSA) due to limited spacing between the Runway 2R-20L RSA and the edge of existing Runway 2-20
- Planned instrument approach minimums:  
Runway 3/21- Not lower than 1-mile



# PERMANENT PARALLEL RUNWAY ALTERNATIVES

**LEGEND**

-  Existing Airport Property Line
-  Runway Safety Area (RSA)
-  Runway Object Free Area (ROFA)
-  Runway Obstacle Free Zone (ROFZ)
-  Runway Protection Zone (RPZ)
-  Airfield Pavement
-  Ultimate Roads
-  Ultimate Property Acquisition /Avigation Easement
-  5' Contour Lines

**KEY**

- ATCT - Airport Traffic Control Tower
- MALSR - Medium Intensity Approach Light System with Runway Alignment Indicator Lights

\*Acreage is approximate and intended for planning uses only

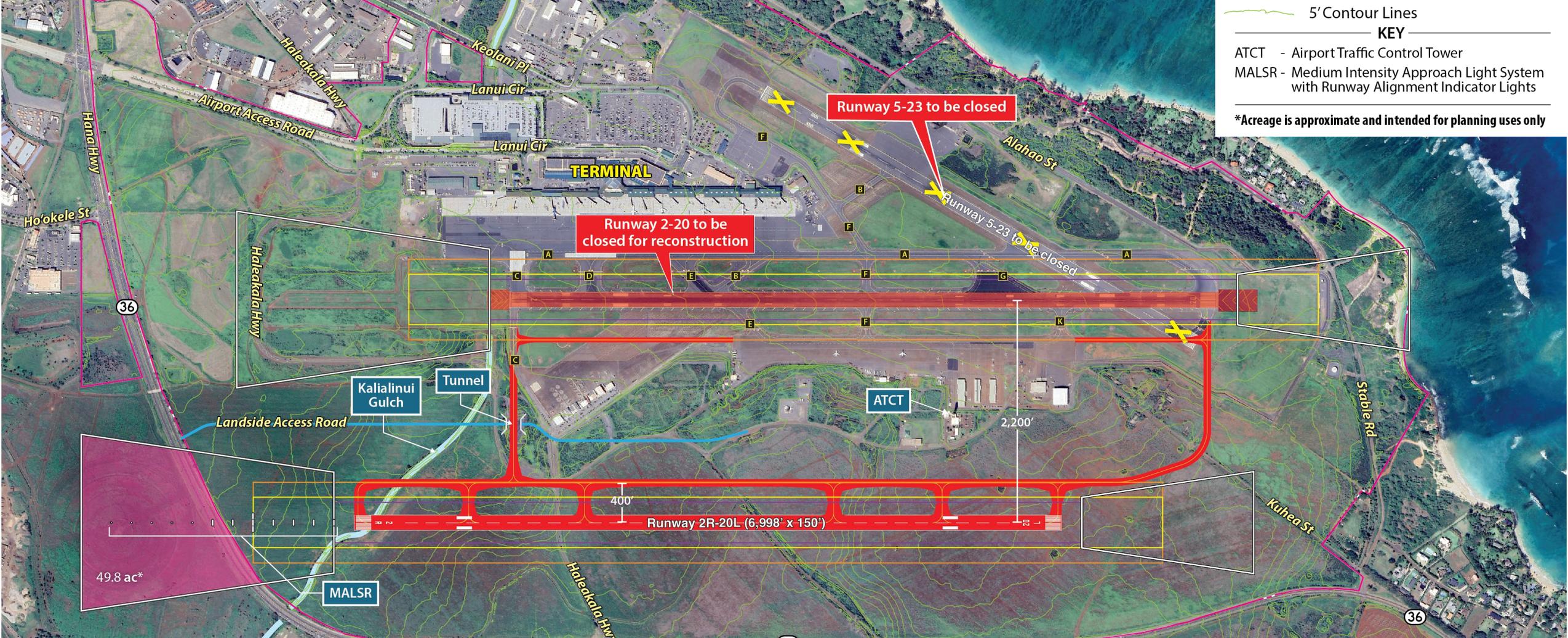
# ALTERNATIVE 2

# DRAFT

SCALE IN FEET  
Photo Source: Google  
Date: 2/24/2025

**Notes:**

- 2,200-foot runway separation accommodates limited capability for simultaneous landings
- Runway 2L preferred departure runway
- Runway 2R preferred arrival runway
- Runway 5-23 to be closed
- Planned instrument approach minimums:  
Runway 2R - 1/2-mile  
Runway 20L - 1-mile



# LEGEND

- Existing Airport Property Line
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)
- Airfield Pavement
- Ultimate Roads
- Ultimate Property Acquisition /Avigation Easement
- 5' Contour Lines

## KEY

- ATCT - Airport Traffic Control Tower
- MALSR - Medium Intensity Approach Light System with Runway Alignment Indicator Lights

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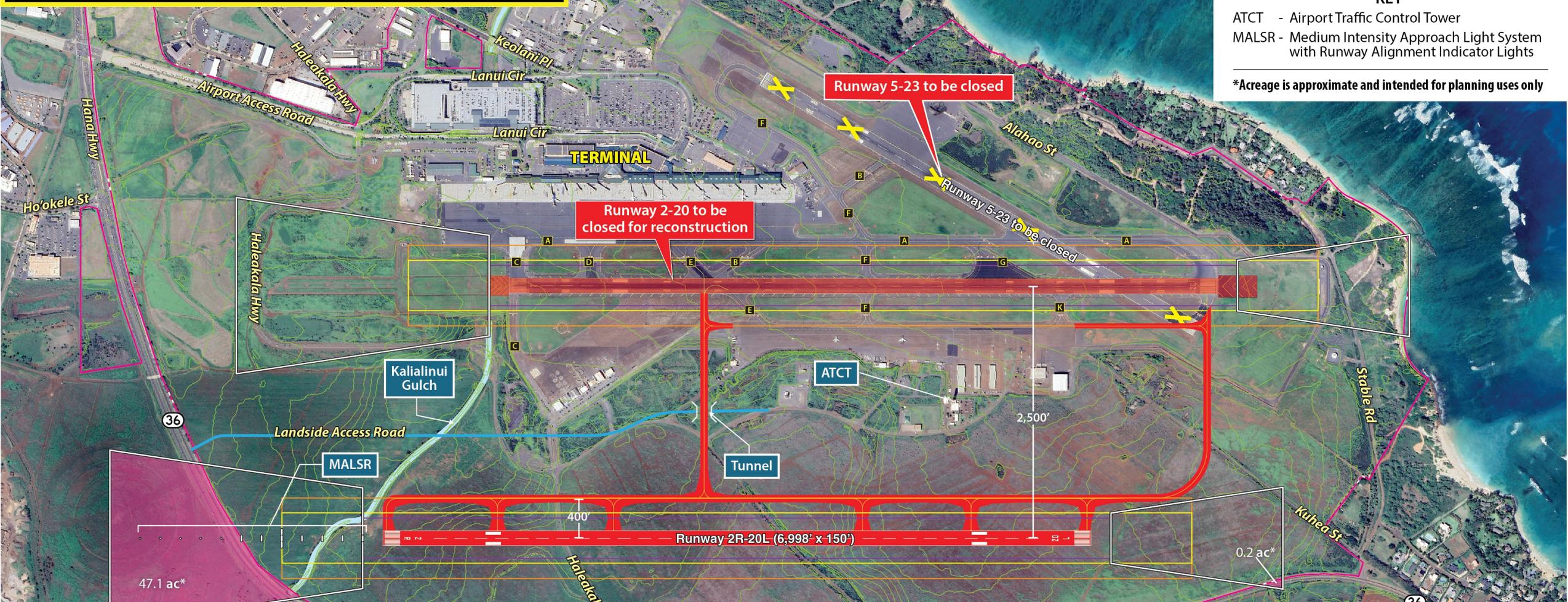
# ALTERNATIVE 3

# DRAFT

SCALE IN FEET  
Photo Source: Google  
Date: 2/24/2025

## Notes:

- 2,500-foot runway separation accommodates dual simultaneous instrument approaches for airports with high update rate surveillance and an offset approach to one runway end
- Same separation shown on the 2004 OGG ALP
- Runway 2L preferred departure runway
- Runway 2R preferred arrival runway
- Runway 5-23 to be closed
- Planned instrument approach minimums:  
Runway 2R - 1/2-mile  
Runway 20L - 1-mile



# LEGEND

- Existing Airport Property Line
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)
- Airfield Pavement
- Ultimate Roads
- Ultimate Property Acquisition /Avigation Easement
- 5' Contour Lines

## KEY

- ATCT - Airport Traffic Control Tower
- MALSR - Medium Intensity Approach Light System with Runway Alignment Indicator Lights

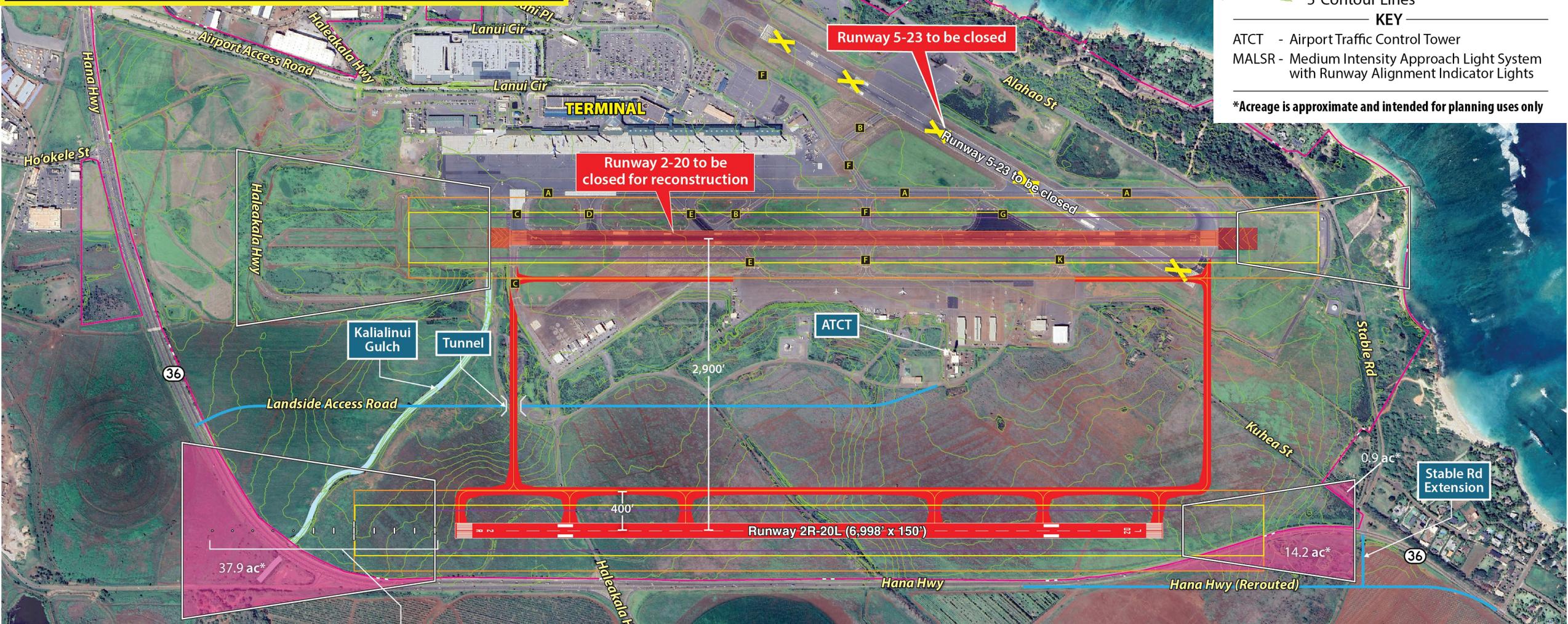
\*Acreeage is approximate and in tended for planning uses only

# ALTERNATIVE 4

# DRAFT

SCALE IN FEET  
Source: Google  
Date: 2/24/2025

- Notes:
- 2,900-foot runway separation accommodates dual simultaneous instrument approaches for airports with high update rate surveillance and an offset approach to one runway end
  - Runway 2L preferred departure runway
  - Runway 2R preferred arrival runway
  - Runway 5-23 to be closed
  - Planned instrument approach minimums:  
Runway 2R - 1/2-mile  
Runway 20L - 1-mile



# NEXT STEPS

- Develop a Recommended Airside Concept and Capital Program
- Develop draft Airport Layout Plan (ALP)
- Schedule second public information meeting
- Prepare Draft Final/Final Reports for Approval Process

# Q&A

- ▶ **Ask a Question:** For those wishing to ask a question, please write it clearly on one of the provided note cards and submit it to the planning team.

**MAHALO**