



Kahului Airport

Focus Plan for Runway 2-20 Reconstruction Project

AGENDA

Information Meeting #2

Thursday, June 25, 2026

6:00 - 7:30 pm HST

- I. Welcome/Introductions
- II. Project Overview
- III. Recap of Previous Meeting
- IV. Discussion of Refined Alternatives
 - a) Temporary Runway
 - b) Permanent Parallel Runway
- V. Cost Summary
- VI. Next Steps
- VII. Q&A
- VIII. 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



Mike Smejkal

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)**

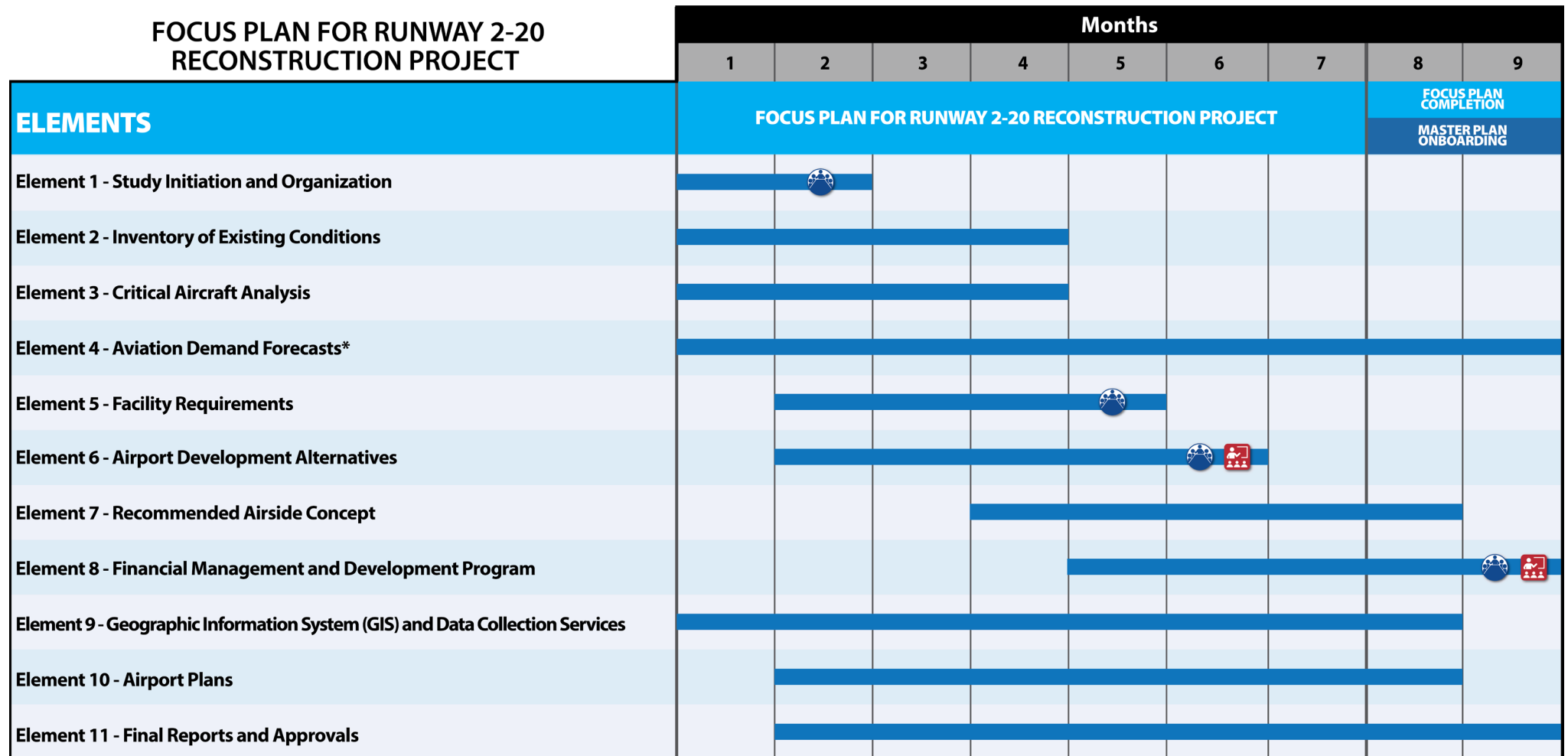


**RUNWAY 2-20 RECONSTRUCTION
DESIGN AND CONSTRUCTION**



KAHULUI AIRPORT MASTER PLAN UPDATE

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



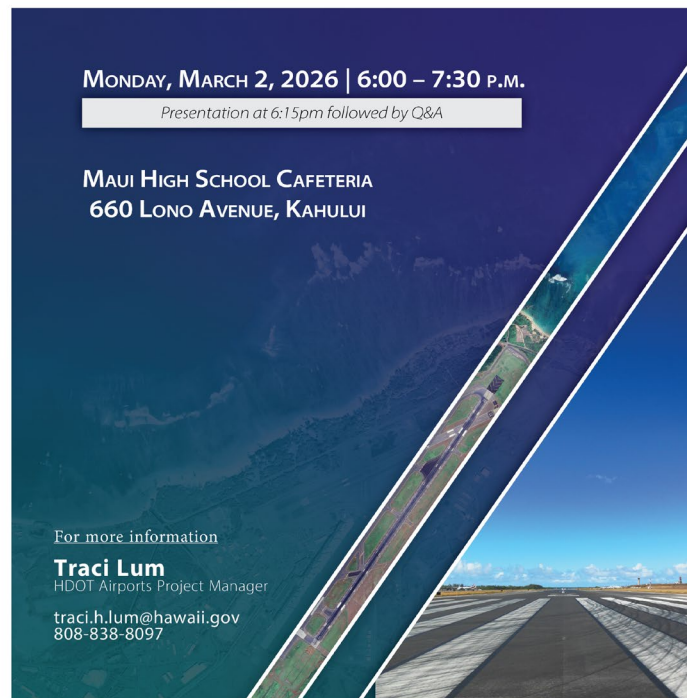
Information Meeting

PUBLIC INFORMATION MEETING #1

Approximately 50 attendees
(FAA, HDOT, airline reps, public)



Public Information Meeting



EXISTING AIRSIDE FACILITIES



LEGEND

- Existing Airport Property Line
- A Taxiway Designator
- 1 Airport Maintenance/Storage
- 2 Commercial Passenger Terminal Complex
- 3 Commercial Aircraft Parking Apron
- 4 Air Commuter Terminal
- 5 Air Cargo Facilities
- 6 Consolidated Rental Car Facility
- 7 Terminal Vehicle Parking
- 8 ARFF Training Station
- 9 Helicopter Air Tour Complex
- 10 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

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



WHY REPLACE?

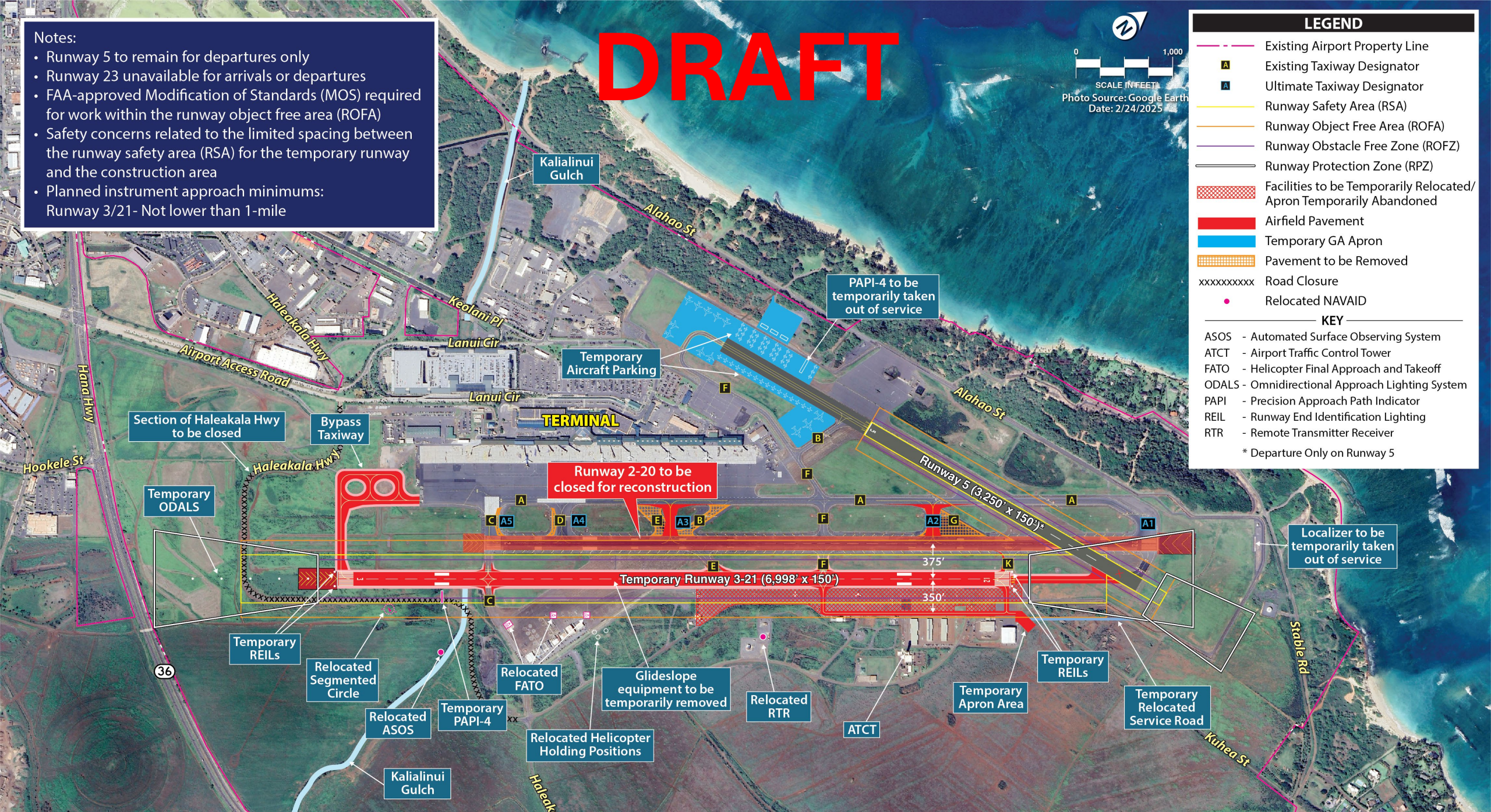
- Existing section is inadequate to accommodate the current aircraft fleet mix
 - 26% of total operations exceed the runway's pavement strength
 - Existing runway subgrade soil is very low quality and needs to be improved to accommodate a new runway
 - Existing runway thickness is not adequate to accommodate current aircraft fleet
- The existing asphalt section is debonding from lower layers
 - Due to higher braking actions from heavier aircraft
 - Pavement patches are short-term temporary solutions
 - Age of the previous asphalt layers (bond between layers is failing)

TEMPORARY RUNWAY ALTERNATIVE

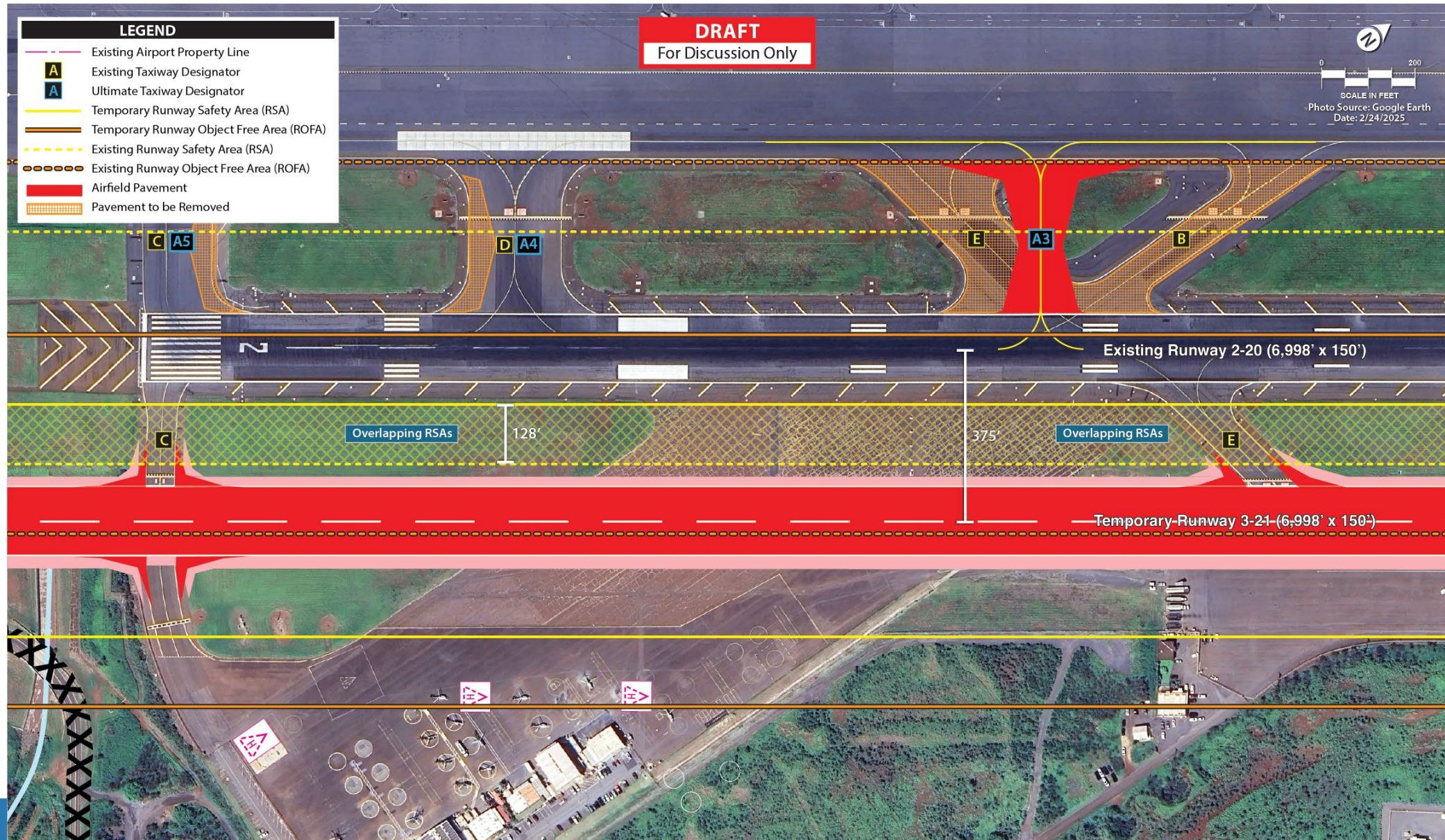
- Notes:
- Runway 5 to remain for departures only
- Runway 23 unavailable for arrivals or departures
- FAA-approved Modification of Standards (MOS) required for work within the runway object free area (ROFA)
- Safety concerns related to the limited spacing between the runway safety area (RSA) for the temporary runway and the construction area
- Planned instrument approach minimums:
Runway 3/21- Not lower than 1-mile

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SAFETY AREAS



TEMPORARY RUNWAY ALTERNATIVE DEVELOPMENT PHASING

ID	Duration	Scope	Construction	Restrictions
1	12 months	-Begin construction of GA apron and offset facilities (365-day duration)	Day/night	-Runway 5-23 closed
1A	4 months	-South extension of Taxiway A around runway approach	Day/night	None
1B	4 months	-End-around taxiway from Taxiway A to temporary runway	Day/night	-Existing runway becomes non-precision
1C	4 months	-Temporary Runway 3 end and blast pad	Day/night	-Permanent closure of Haleakala Road
1D	4 months	-Completion of GA apron and offset facilities	Day/night	-Existing runway NPA only
1E	4 months	-Temporary Runway 3 end and blast pad to Taxiway C	Night	-Nighttime closures of existing Runway 2-20
1E	10 months	-Temporary runway from Taxiway C to Taxiway K, end-aligned taxiway to Runway 5-23, remarking/lighting for Runway 5-23	Day/night	-Closure of Runway 5-23 for aligned taxiway connection construction within RSA -Closures of existing Runway 2-20 for work within overlapping RSA (not for duration of phase)

LEGEND

Existing Airport Property Line

A

A

Existing Taxiway Designator

A

A

Ultimate Taxiway Designator

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

Temporary GA Apron

Pavement to be Removedd

xxxxxxxxxx

Road Closure

Temporary NAVAID

KEY

ASOS

- Automated Surface Observing System

ATCT

- Airport Traffic Control Tower

FATO

- Helicopter Final Approach and Takeoff

IAP

- Instrument Approach Procedure

MALS-R

- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

NPA

- Non-Precision Approach

ODALS

- Omnidirectional Approach Lighting System

PAPI

- Precision Approach Path Indicator

REIL

- Runway End Identification Lighting

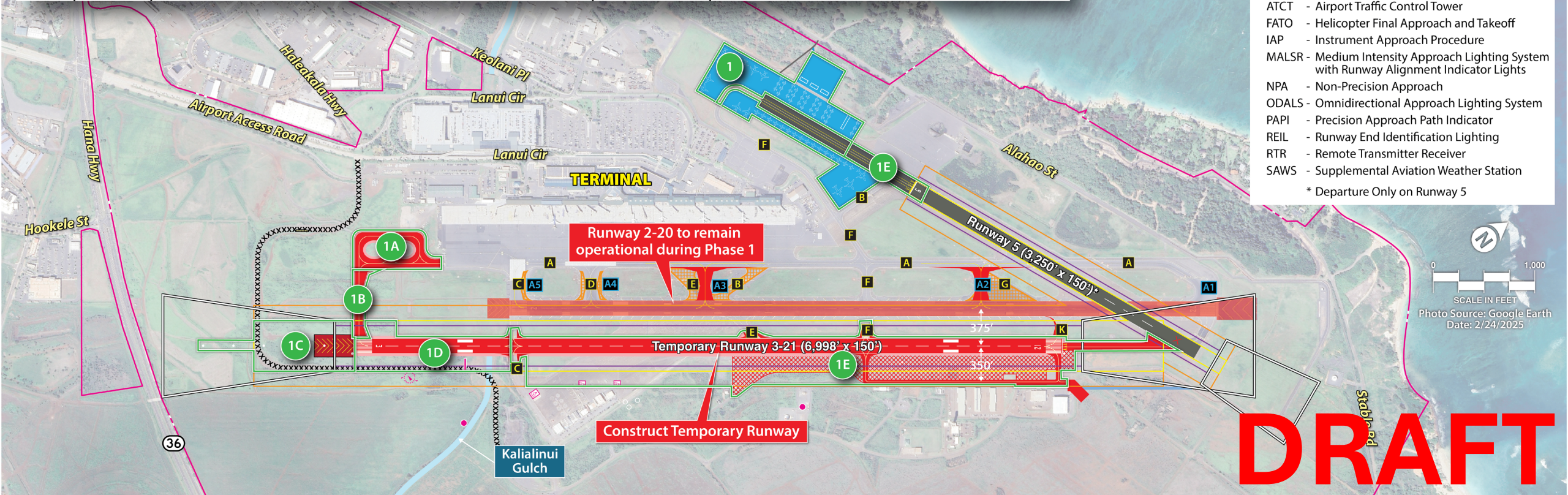
RTR

- Remote Transmitter Receiver

SAWS

- Supplemental Aviation Weather Station

* Departure Only on Runway 5



ID	Duration	Scope	Construction	Restrictions
2A	10 months	-Reconstruct existing runway: Taxiway C to Taxiway G	Day/night	-Closure of Taxiways C, D, E, B, and F
2B	4 months	-Reconstruct existing runway: Taxiway G to intersection with Runway 5	Day/night	-Closure of Taxiways G and K
2C	4 months	-Reconstruct existing runway: Taxiway A2 to Taxiway A1	Day/night	-Nighttime closures of temporary runway for work within RSA
2D	14 days	-Final full markings and commissioning of Runway 2-20 and Runway 5-23	Day/night	-Closure of Runway 5-23 and Taxiway A
				-Rolling closures of taxiways as runway is fully marked

LEGEND

Existing Airport Property Line

A

Existing Taxiway Designator

A

Ultimate Taxiway Designator

Runway Safety Area (RSA)

Runway Object Free Area (ROFA)

Runway Obstacle Free Zone (ROFZ)

Runway Protection Zone (RPZ)

Facilities to be Temporarily Relocated/
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Airfield Pavement

Temporary GA Apron

Pavement to be Removed

xxxxxxxxxx

Road Closure

Temporary NAVAID

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with Runway Alignment Indicator Lights

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- Non-Precision Approach

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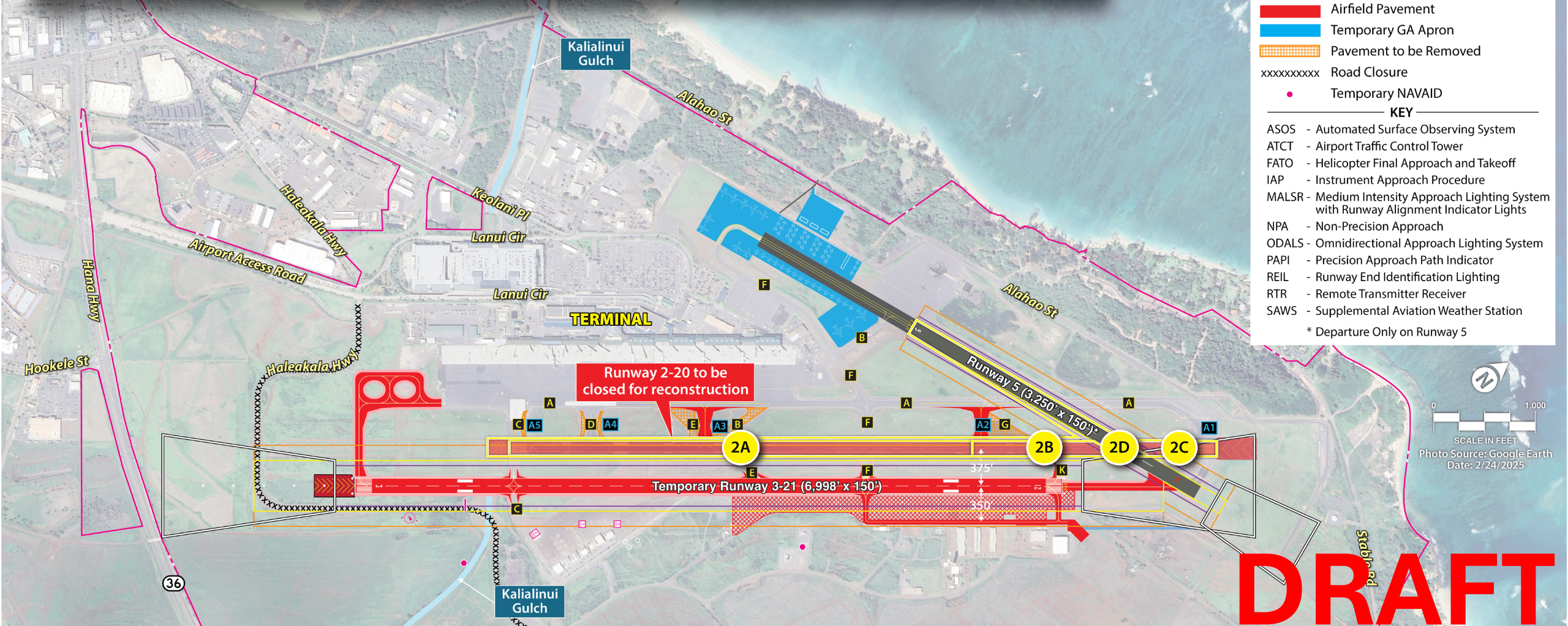
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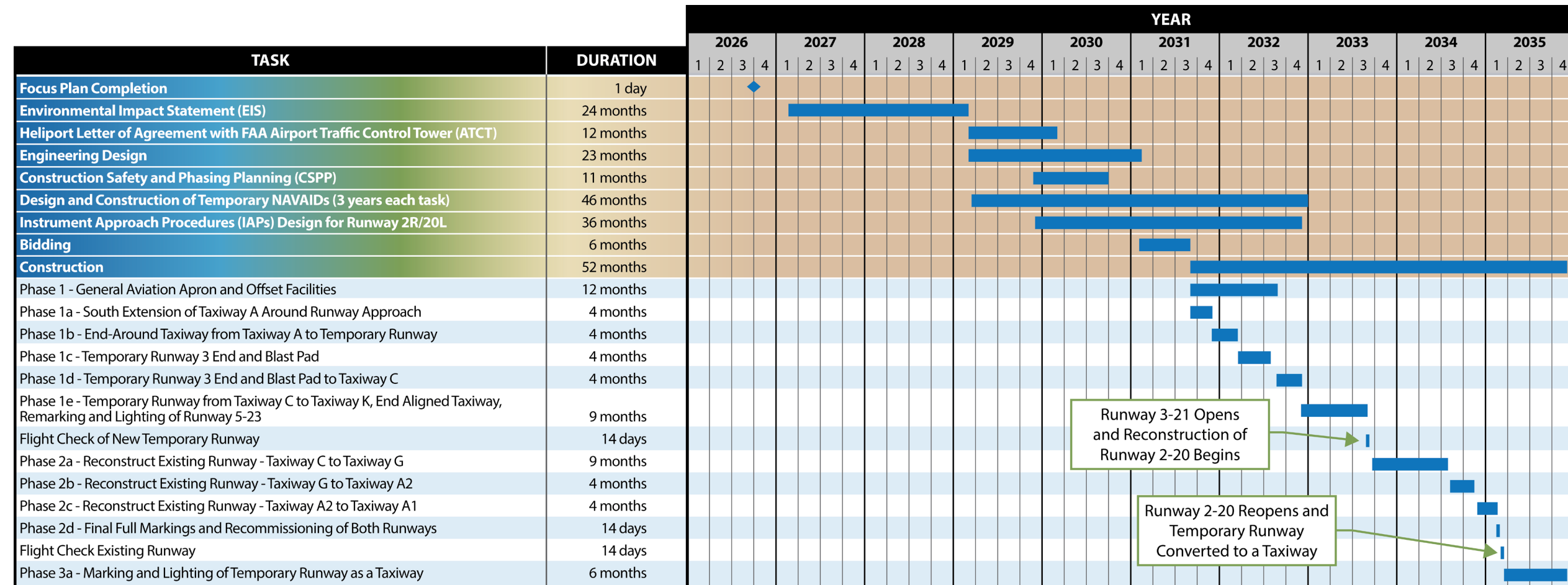


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ID	Duration	Scope	Construction	Restrictions
3A	6 months	-Marking of temporary runway as a taxiway -Change over temporary runway lights to taxiway lights -Remarking Runway 5-23 to original markings -Restoration of NAVAIDS	Day/night	-Rolling closures of taxiways as runway is fully marked -Runway 5-23 closed for remarking



TEMPORARY RUNWAY SCHEDULE



PERMANENT PARALLEL RUNWAY ALTERNATIVE

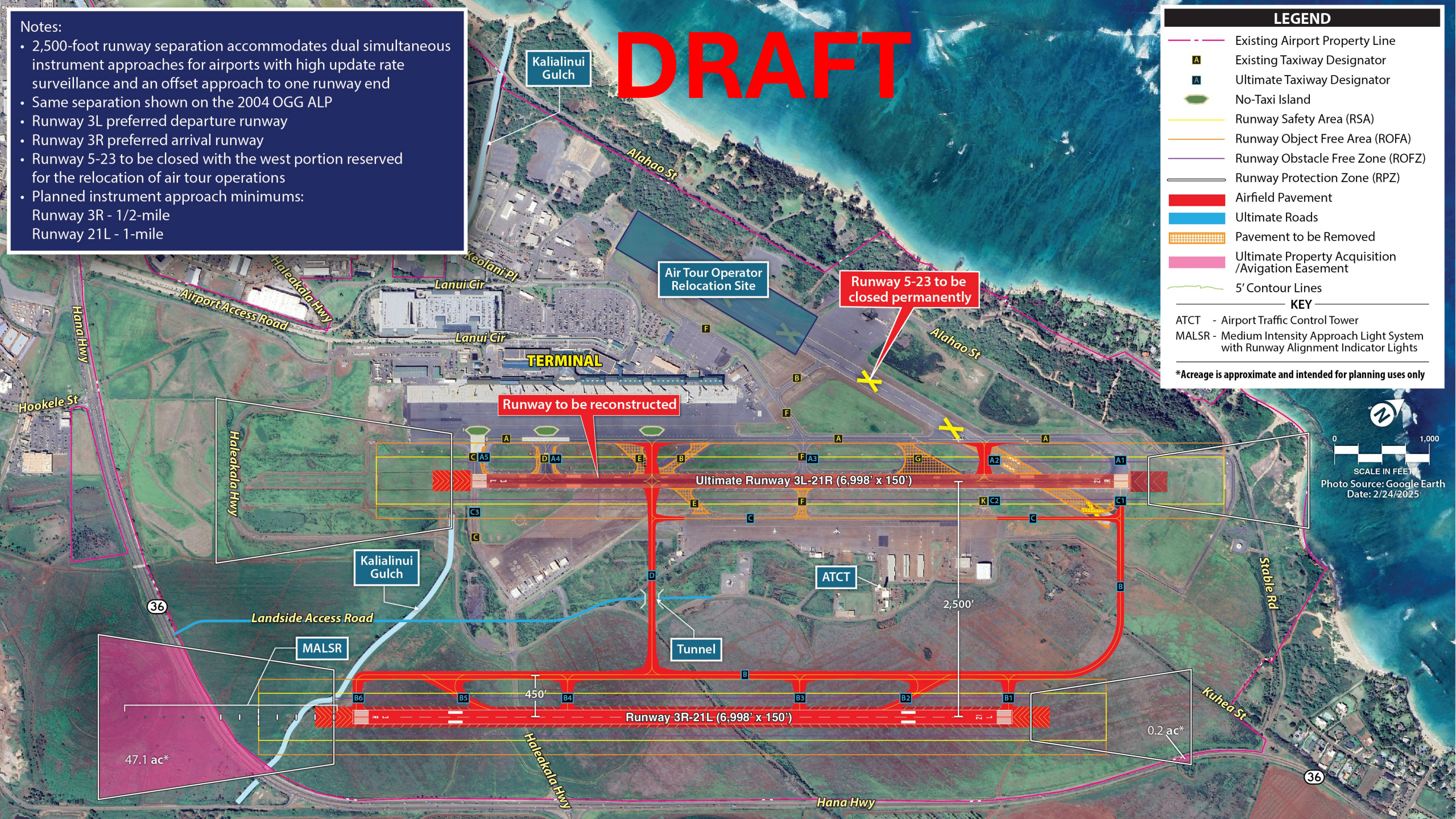
Notes:

- 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 3L preferred departure runway
- Runway 3R preferred arrival runway
- Runway 5-23 to be closed with the west portion reserved for the relocation of air tour operations
- Planned instrument approach minimums:
Runway 3R - 1/2-mile
Runway 21L - 1-mile

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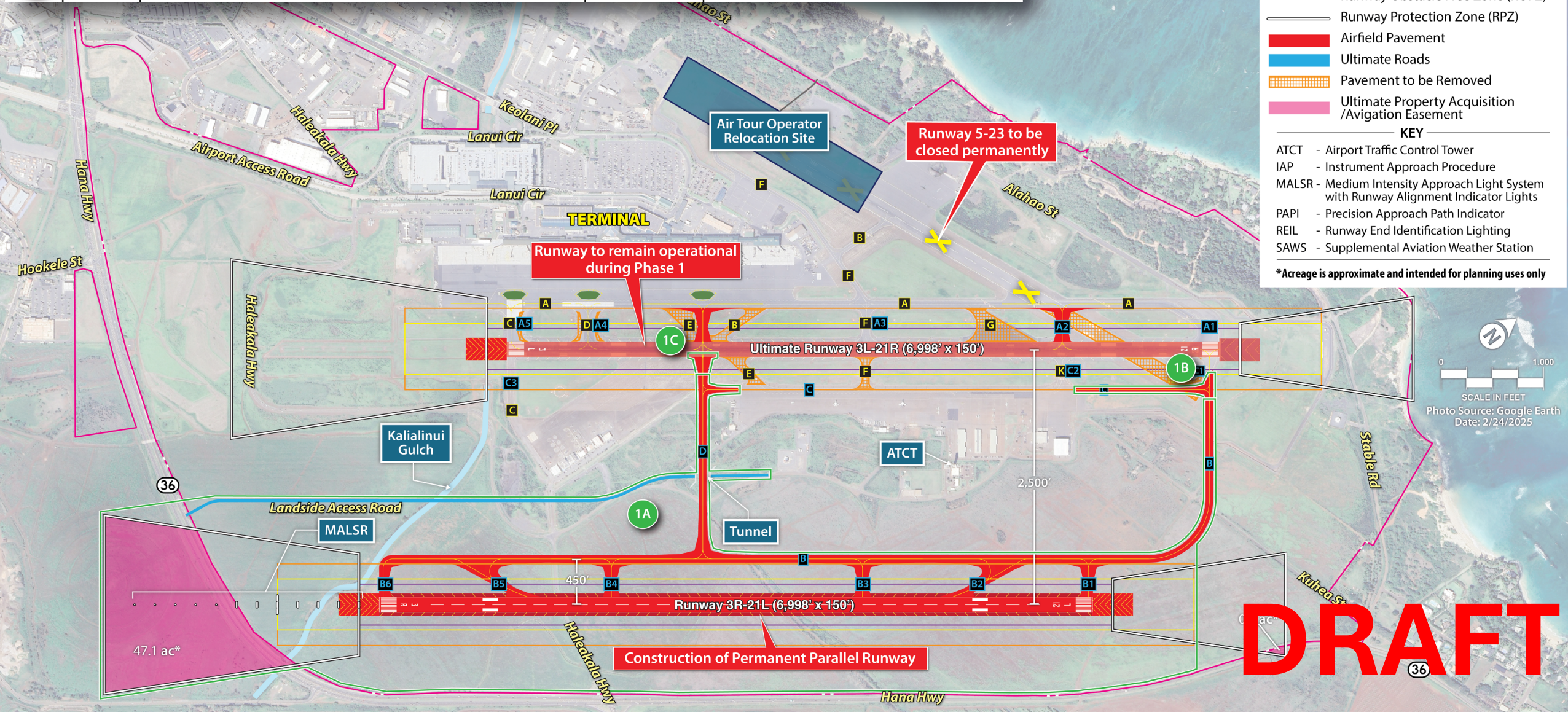
LEGEND

- Existing Airport Property Line
 - A Existing Taxiway Designator
 - A Ultimate Taxiway Designator
 - No-Taxi Island
 - Runway Safety Area (RSA)
 - Runway Object Free Area (ROFA)
 - Runway Obstacle Free Zone (ROFZ)
 - Runway Protection Zone (RPZ)
 - Airfield Pavement
 - Ultimate Roads
 - Pavement to be Removed
 - Ultimate Property Acquisition /Aviation 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



PERMANENT PARALLEL RUNWAY DEVELOPMENT PHASING

ID	Duration	Scope	Construction	Restrictions
1A	26 months	-Construct new runway and taxiway system on landside of airport	Day/night	-None; all work on landside
1B	2 months	-Taxiway B to Taxiway C1	Day/night	-Closure of Runway 5-23 and Taxiway A south of Runway 20 threshold
1C	2 months	-Taxiway D to Taxiway C	Night	-Nighttime closure of Runway 2-20 for connection of Taxiway E to the runway



ID	Duration	Scope	Construction	Restrictions
2A	10 months	-Reconstruct existing runway: Taxiway C to Taxiway G; include nonstandard taxiways	Day/night	-Closure of Taxiways C, D, E, B, and F
2B	4 months	-Reconstruct existing runway: Taxiway G to Taxiway A2; include nonstandard taxiways	Day/night	-Closure of Taxiways G and K
2C	4 months	-Reconstruct existing runway: Taxiway A2 to Taxiway A1	Day/night	-Closure of Runway 5-23 and Taxiway A
2D	14 days	-Final full markings and recommissioning of both runways	Day/night	-Rolling closures of taxiways as runway is fully marked

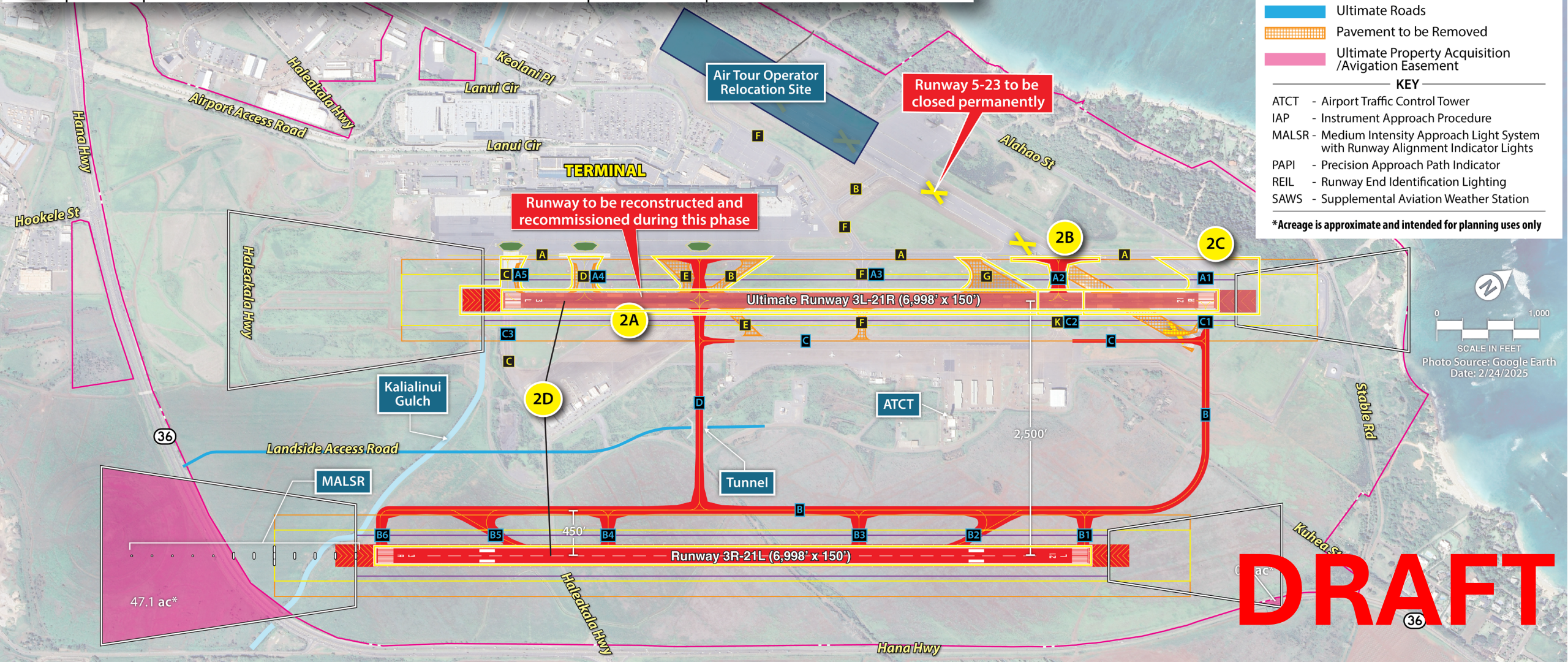
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COST SUMMARY

	Total Project Cost
Temporary Runway Alternative	\$603,708,000
Permanent Parallel Runway Alternative	\$941,505,000

General Notes:

- The project costs were developed by Stantec based on planning-level information. Costs and Airport Improvement Program (AIP) eligibility will be further refined as part of the design phase, as well as continued coordination with the FAA.
- The AIP is a federal grant program that provides funding to public-use airports for infrastructure projects. The AIP is funded through the Airport and Airway Trust Fund (AATF), which is funded mainly from aviation-related excise taxes, including passenger ticket taxes, flight segment taxes, international travel taxes, and taxes on aviation fuel.
- For portions of each alternative that are eligible for AIP funding, the normal federal share is 75% of the project cost.
- Local costs are assumed to be funded by the Hawaii Department of Transportation (HDOT).

Temporary Runway Alternative Notes:

- The FAA has indicated that the construction of a temporary runway is ineligible for AIP funding.
- Project cost includes the removal of temporary surfaces and the relocation of certain general aviation facilities, neither of which is eligible for AIP funding.
- Reconstruction of Runway 2-20 is the only AIP-eligible portion of this alternative.

Permanent Parallel Runway Alternative Notes:

- The cost summary assumes maximum AIP eligibility of project costs.
- Because this alternative does not include temporary facilities, a larger portion of the project is AIP-eligible.
- Relocation of helicopter tour operators is assumed to be ineligible for AIP funding.

NEXT STEPS

- Prepare Draft Final/Final Report for Approval Process
- Deliver the draft Airport Layout Plan (ALP) set reflecting the preferred alternative

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.

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