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

Coffman Associates
AIRPORT CONSULTANTS

Prime Consultant

Matt Quick
Project Manager

Mike Dmyterko
Project Manager

Eric Pfeifer
Senior Planner

Stantec

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

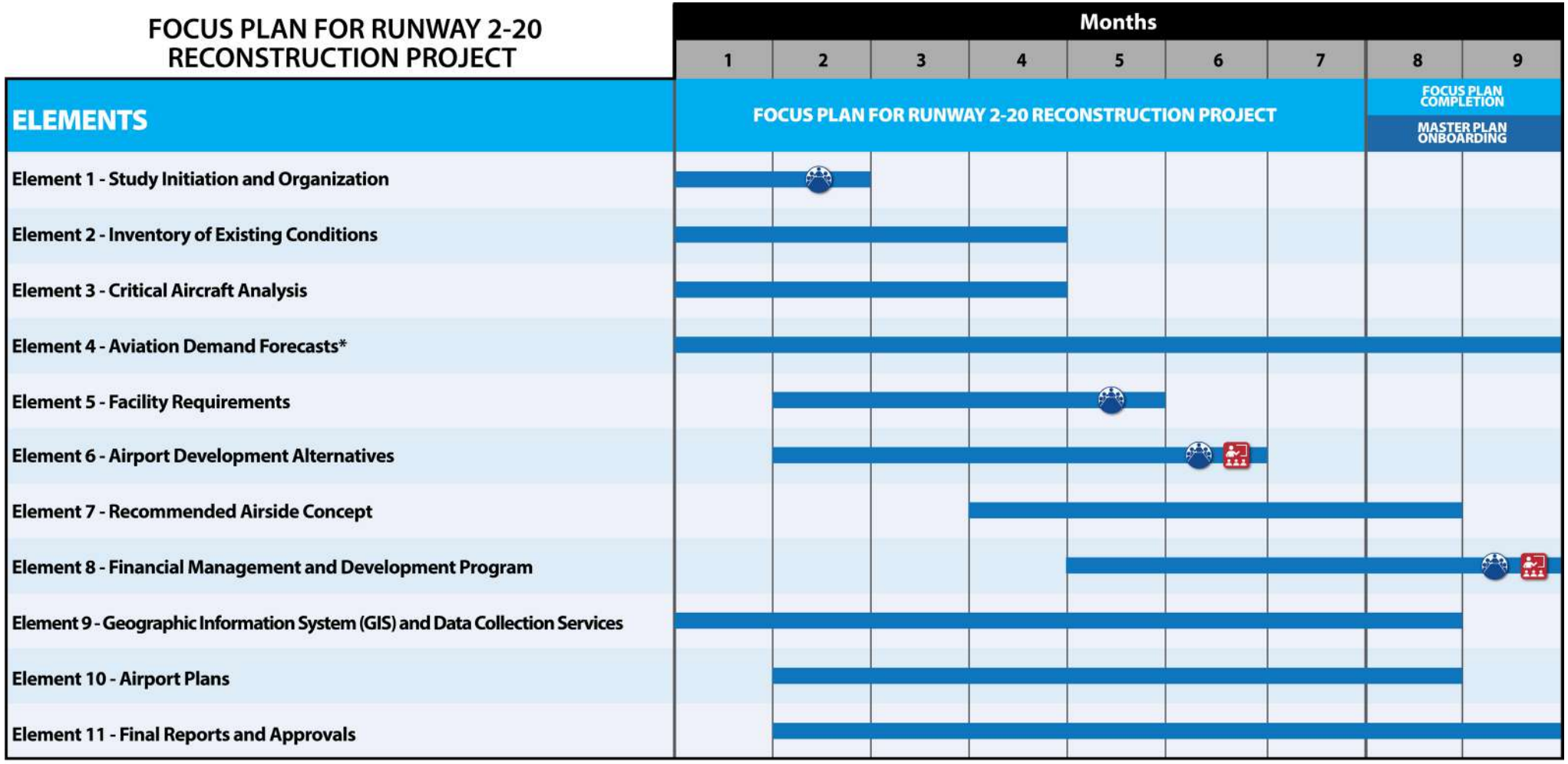
RUNWAY 2-20 RECONSTRUCTION ENVIRONMENTAL IMPACT STATEMENT (EIS)

RUNWAY 2-20 RECONSTRUCTION DESIGN AND CONSTRUCTION

KAHULUI AIRPORT MASTER PLAN UPDATE

FOCUS PLAN ELEMENTS/ SCHEDULE

FOCUS PLAN FOR RUNWAY 2-20 RECONSTRUCTION PROJECT



* 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
- 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

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

2012 URS Final Project Definition Runway 2-20 Structural Improvements at Kahului Airport

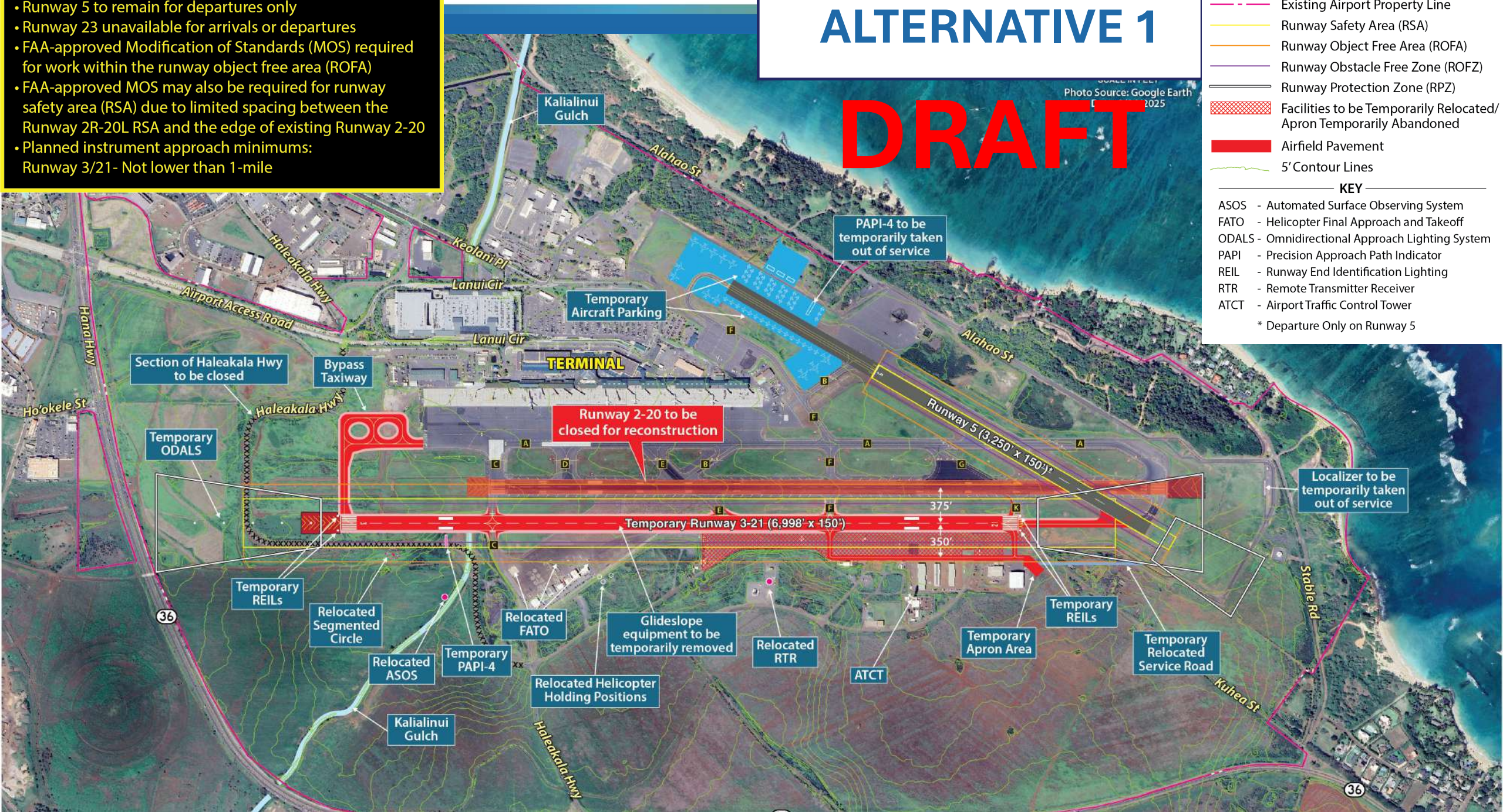
TEMPORARY RUNWAY ALTERNATIVE

ALTERNATIVE 1

DRAFT

Photo Source: Google Earth

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



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

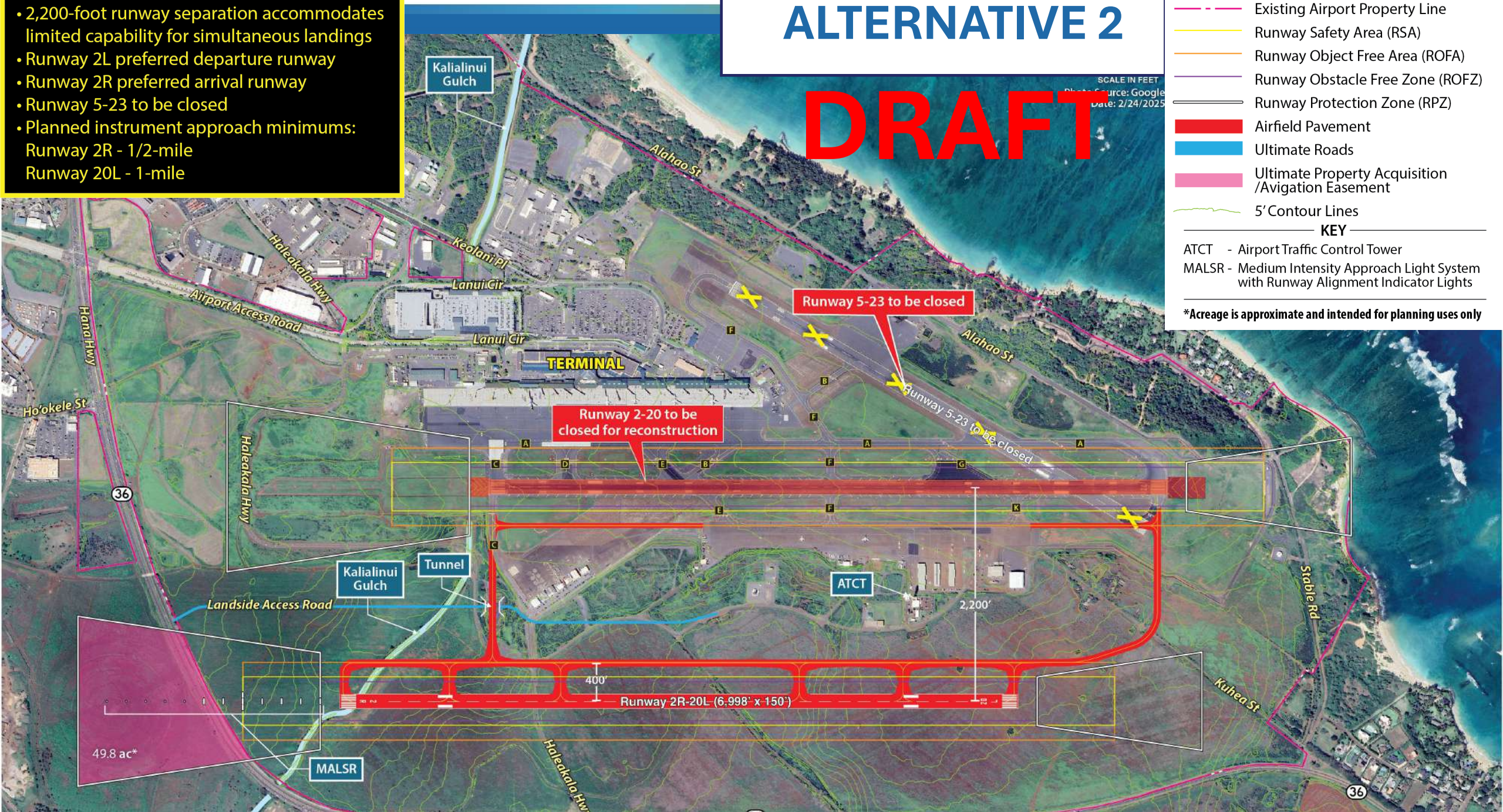
* Departure Only on Runway 5

PERMANENT PARALLEL RUNWAY ALTERNATIVES

ALTERNATIVE 2

DRAFT

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

***Acreage is approximate and intended for planning uses only**

ALTERNATIVE 3

DRAFT

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

***Acreage is approximate and intended for planning uses only**

ALTERNATIVE 4

DRAFT

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

LEGEND

- Existing Airport Property Line
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
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- 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

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.

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