Challenges we faced

- The main runway 12/30 at Winona Municipal Airport – Max Conrad Field was in need of reconstruction.
- This Runway reconstruction “triggered” the need for a compliant Runway Safety Area (RSA).
- The airport is surrounded by water and has limited expansion area available.
- So we came up with a plan…this was back in 2004!
Winona Runway Shift Project

Opportunity to Pursue

• In order to preserve existing runway length needed by the operators at OWA, declared distances were incorporated.
• The runway is to be shifted 480' towards Runway 12.
• Extend pavement on Runway 12 end and fill in the gravel pit to provide RSA.
• Displaced threshold on Runway 30 to provide RSA prior to landing and end of runway to provide overshoot RSA.
• Rebuild parallel and extend parallel taxiway to meet standards for runway separation.
Planning Complete

- With a plan in hand we moved forward with the Environmental Assessment.
- A grant was issued for the EA on February 12, 2009.

Purpose and Need

- The purpose of the proposed project is to improve the operational safety of the Airport by meeting FAA design standards for Runway 12/30. This includes providing a compliant RSA, standard runway-to-taxiway separation, reconstructing runway pavement, replacing the MALSR, installing a glideslope antenna and replacing the existing VASIs.
- The FONSI was signed for the EA on October 3, 2012

First Construction Grant Issued September 10, 2013

- “Improve Runway 12 safety area (fill in gravel pit extend Runway 12 and parallel taxiway), relocate and rehabilitate parallel taxiway to 300’ separation”
- Federal Share $3,955,709
Next Challenge: Permits

- The 404 permit application was in May 2013 and was not approved until April 25, 2014.
- A special condition was included in the 2013 grant regarding the need for permits.
  - Wetland Impacts: The Sponsor will not start any work that will cause an impact to any of the wetland or fill areas until such time as all the permits for these impacts are approved and the agreements for wetland banking are finalized.
  - Construction started May 5th 2014.

Fill off the end of Runway 12

Second Construction Grant Issued July 17, 2014

- Rehabilitate Runway 12/30 (Phase 2 – Reconstruction) approximately 5,199’ x 100’: electrical improvements including: new electrical vault, high intensity runway lights, medium intensity taxiway lights, lighted guidance signs, precision approach path indicators, for Runway 12 and Runway 30; shorten Runway 17/35 to 2,057’ x 75’ by removing pavement on the end of Runway 17 to create non-intersecting runways; realign Taxiway B to match the corrected Runway 17 end.
- Federal Share $7,112,541
- Construction in summer of 2015
Where we are today…October 2014

- Schedule 1 Filling of the Gravel Pit – Continuing to fill the gravel pit. Winona Aggregate plans to be finished filling by the end of October.
  - Schedule 2 Taxiway A Separation Improvement – Final pavement marking October 6, 2014.
  - Schedule 3 Taxiway A Extension – Complete for 2014
  - Schedule 4 Glide Slope Critical Area Grading – Complete for 2014
  - Schedule 5 Runway 12 Extension - Complete for 2014

Challenge: Approach Procedures

- New procedures are needed for both runway ends with the thresholds moving.
- Long lead times and considerable coordination required.
- Publication date is targeted for February 4, 2016.
Timeline


Planning Environmental Construction

Winona Runway Project

Winona Runway Shift

• Questions?