

QUAD CITY INTERNATIONAL AIRPORT

Runway 9/27 Reconstruction Program Newsletter

July 2009

WELCOME

It is my pleasure to welcome you to the inaugural edition of the Quad City International Airport (QCIA) Runway 9/27 Reconstruction Program Newsletter. The purpose of this newsletter is to provide you with important information about the reconstruction program that recently began. The Metropolitan Airport Authority of Rock Island County (airport owner) is embarking on this comprehensive program to allow the airport to continue to provide superior facilities to its users. While this program will have an impact on all of the airport's users, the finished product will be a much improved and safer airfield and operating environment at QCIA.

The remainder of the newsletter will provide you with detailed information on why we're embarking on this project, as well as a specific project scope and timeline.

We plan to publish this newsletter every three to six months, or as the project requires.

Happy reading, and thanks in advance for your patience and cooperation as we continue to improve QCIA!

Bruce Carter, A.A.E.
Director of Aviation



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Project Overview

Why is this project needed?

The Runway 9/27 Reconstruction Program has been developed to address much needed pavement rehabilitations at QCIA. The majority of Runway 9/27, as well as the entire midfield intersection "Bullseye", contains pavement that has exceeded its design life and now requires reconstruction to address several issues including subgrade pavement deterioration, surface raveling, loss of friction and poor surface drainage. While the airport has maintained an aggressive airfield maintenance program, the last major rehabilitation to Runway 9/27 took place over 30 years ago, in 1976. Improved pavement conditions and an increase in operational safety will be the primary benefits of the reconstruction of Runway 9/27. The Airport Authority is partnered with the Federal Aviation Administration and Illinois Department of Transportation - Division of Aeronautics to help fund this reconstruction program that is estimated at over \$34 million.

What is included in this project?

- Runway 9/27 Rehabilitation
- Runway 9/27 Shoulder Construction
- Midfield "Bullseye" Reconstruction
- Temporary Runway 10/28 / Taxiway 'P' Construction
- Taxiway 'E' Extension

How will my operation at be effected?

While the driving force behind the Runway 9/27 Reconstruction Program is the need to rehabilitate Runway 9/27, the program will use temporary pavements and a detailed phasing program to keep the airport operational during all phases of construction. When the midfield intersection is being reconstructed, none of QCIA's runways will be useable. Because of this, a new parallel taxiway (denoted Taxiway 'P') will be constructed south of Runway 9/27 and operated as temporary Runway 10/28 during the reconstruction of Runway 9/27. In coordination with existing airlines, tenants and the FAA, Runway 10/28 will be 6,500 feet long and 100 feet wide and will be equipped with a localizer approach procedure to Runway 10 and visual approach aids to each end of the runway. To comply with FAA design standards, Runway 10/28 will be the only operational runway (and available instrument approach procedure) during the Runway 9/27 reconstruction phase of the project.

The Airport Authority awarded an initial grading project for the construction of Taxiway 'P' last fall. Dependent upon available funding, the Airport Authority intends to let multiple Taxiway 'P' paving contracts for construction during the summers of 2009 and 2010.

Future issues of this newsletter will contain more specifics about project phasing and airfield movements during construction activity.

INSTRUMENT APPROACHES

An Instrument Approach Phasing Plan has been developed to give QCIA's users information on instrument approach procedures availability throughout the reconstruction program.

The critical operating periods will be when Runway 9/27 is closed and the Runway 10 Localizer approach will be the only available instrument approach procedure.

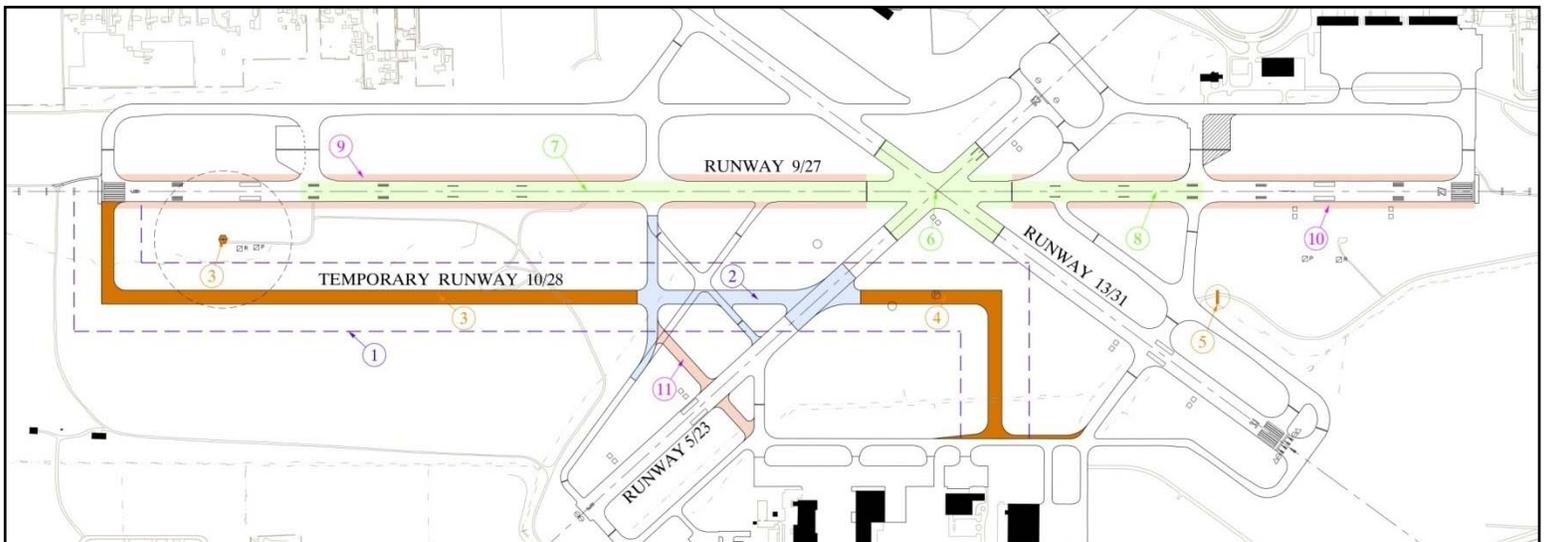
INSTRUMENT APPROACH PHASING PLAN												
Construction Phase	Construction Dates (Funding Dependent)	Available Runways	Available Approaches									
			ILS 9	LOC 9	ILS 27	LOC 27	RNAV 9	RNAV 13	RNAV 31	LPV 13	LPV 31	LOC 10
Construction of Runway 10/28	Summer 2009	9/27 13/31	N	Y	Y ¹	Y ¹	Y	Y	Y	N/A	N/A	N/A
No Construction	Fall/Winter 2009, Spring 2010	9/27 13/31	N ²	Y	Y	Y	Y	Y	Y	N/A	N/A	N/A
Construction of Runway 10/28	Summer 2010	9/27 13/31	N ²	Y	Y	Y	Y	Y	Y	Y	Y	N ³
No Construction	Fall/Winter 2010, Spring 2011	9/27 13/31	Y	Y	Y	Y	Y	Y	Y	Y	Y	N ³
Reconstruction of Runway 9/27	Summer 2011	10/28	N	N	N	N	N	N	N	N	N	Y
No Construction	Fall/Winter 2011/ Spring 2012	9/27 13/31	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
Reconstruction of Runway 9/27	Summer 2012	10/28	N	N	N	N	N	N	N	N	N	Y
Runway 10/28 Conversion to Txy	Fall 2012	9/27 13/31	Y	Y	Y	Y	Y	Y	Y	Y	Y	N

¹ ILS 27 and LOC 27 will be unavailable during construction of connecting taxiway and until successful flight check by the FAA.
² ILS 9 will be unavailable during construction of connecting taxiway and installation of new GS equipment (estimate 1 year).
³ LOC 10 will come on line in Summer 2010 but NOTAMed out of service until Runway 10/28 comes online in Summer 2011.

CONSTRUCTION TIMELINE

The diagram below and legend to the right depict individual construction elements planned for the Runway 9/27 Reconstruction Program, as well as the associated timeline. The project is planned to commence in summer 2009 and be completed in fall 2012. Due to the lack of terrestrial-based navigational aids on Runways 13/31 and 5/23, Runway 10/28 will be the only available runway during the summers of 2011 and 2012. Construction specifications are being developed to compress construction schedules and minimize downtime of existing runways. In addition, pending construction phasing may allow for temporary use of Runway 5/23 during Visual Meteorological Conditions (VMC).

2009	1	Taxiway 'P' Earthwork and Drainage
	2	Taxiway 'P' Middle Section Construction and Taxiway 'E' Extension
2010	3	Taxiway 'P' West End Construction
	4	Taxiway 'P' East End Construction
	5	Temporary Runway 10 Localizer Installation
2011	6	Runway 9/27 Midfield Reconstruction and Shoulder Paving
	7	Runway 9/27 West Section Inlay
	8	Runway 9/27 East Section Inlay
2012	9	Runway 9/27 West Section Shoulder Paving
	10	Runway 9/27 East Section Shoulder Paving
	11	Taxiway 'E' Extension



If you have any questions or would like more information, please contact:

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