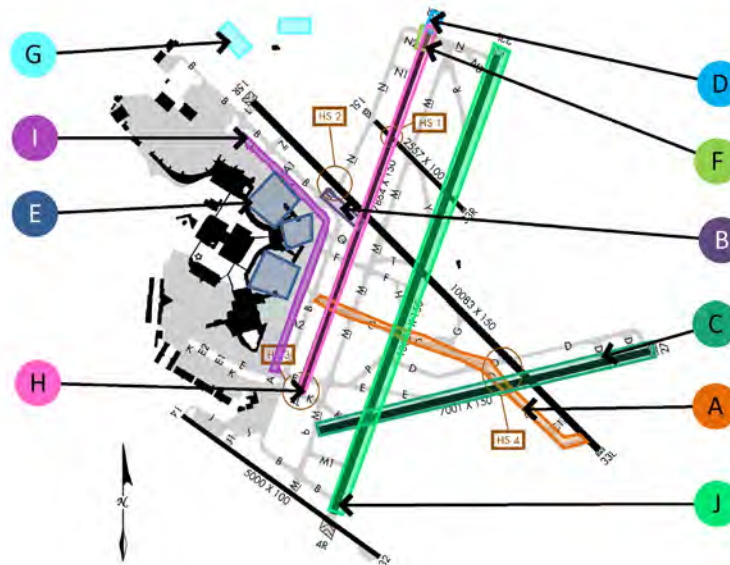


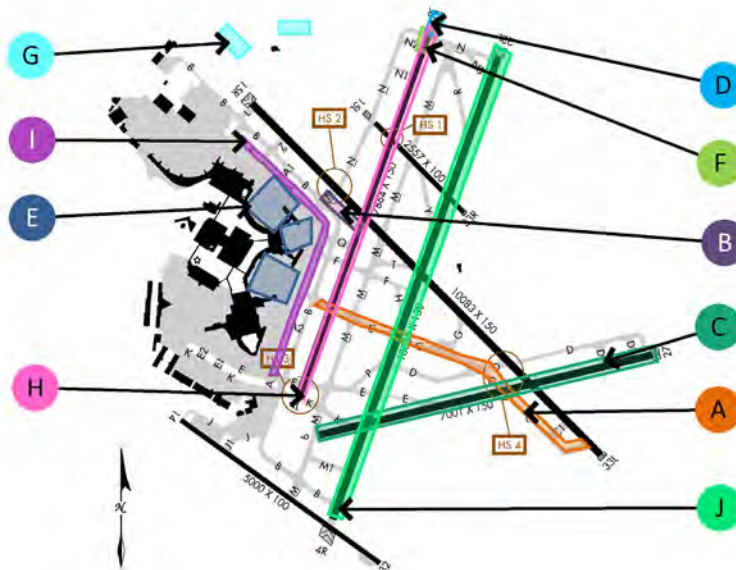
Project	2026												2027												2028											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
A Airfield Electrical Upgrades	G	G	G	G	G	G																														
B TWY B Rehabilitation Project					G	G	G	G																												

Project	Description of Work	Estimated Dates	Status	Impact	Notes
A Airfield Electrical Upgrades	Closures of portions of TWY C and other taxiways for centerline and edge lighting infrastructure and cable replacement.	06/01/2025 to 06/30/2026	In Progress	G	Portions of the taxiways will be closed during 'opportunistic' times such as overnight or when there will not be an impact to traffic based on airfield configuration (22L/22R) when runway is heavily used.
B TWY B Rehabilitation Project	Rehabilitate TWY B From TWY N to RWY 4R/22L.	05/01/2026 to 08/31/2026 TBD	Upcoming	G	Portions of the taxiway will be closed in phases. Some non-movement ramp alleys may be included TBD. No NAS effect. May cause moments of ground congestion.



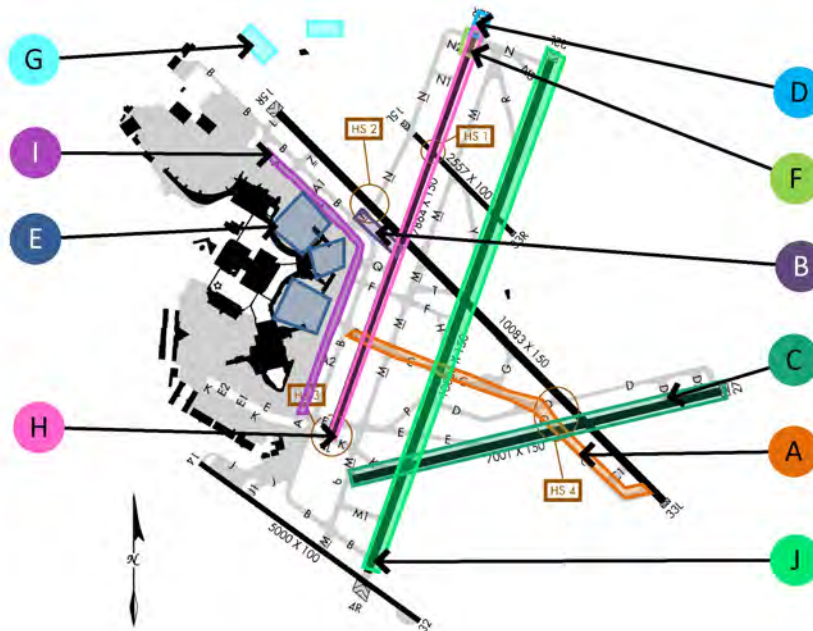
Project	2026												2027												2028											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
C RWY 27 RSA (Phase 2)							R	R	R	R																										
D RWY 22R Approach													Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y												

Project	Description of Work	Estimated Dates	Status	Impact	Notes
C RWY 27 RSA (Phase 2)	Phase 2 of the 27 RSA project. Requires additional 75-day closure. Construction of RWY 27 safety area on a pile supported deck continued from 2025 Phase 1.	08/31/2026 to 11/15/2026	Upcoming	R	This is the second part of the RWY 9 EMAS installation. It will require a continuous closure of Runway 9/27 for approximately 75 days. The loss of RWY 9/27 will impact the airport capacity. Configurations requiring RWY 9/27 will not be available. With the loss of RWY 9 for departures, NE Flow AAR's are as follows: VMC Arrival 4L/4R and Depart 4R: AAR 42, VMC/LVMC Arrival 4L and Depart 4R: AAR 34, and IMC (with 4L RNAV minimums) Land 4L and Depart 4R: AAR 32. Arrive and Depart 4R IMC rate unchanged. Rates may fluctuate based on arrival/departure demand. Facility expects GDPs, GS, MIT throughout the project. Airport authority exploring limited use of 27 for departures only-Airport Authority SRM pending
D RWY 22R Approach	Small portion of RWY 22R pavement to be rehabilitated.	2027 TBD	Upcoming	Y	Project was pushed back to integrate into the RWY 4L-22R rehab planned in 2027. Impact only occurs when weather forces NE or SW configuration.



Project	2026												2027												2028											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
E Terminal B/C, C and CE Alleyway Construction									G	G	G	G																								
F RWY 22R Pavement Replacement													Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y												

Project	Description of Work	Estimated Dates	Status	Impact	Notes
E Terminal B/C, C and CE Alleyway Construction	Rehabilitation of associated ramp and gate areas.	September 2026 to December 2026	Upcoming	G	No NAS effect. May cause moments of ground congestion. MPA/Airline Coordination in setting phases.
F RWY 22R Pavement Replacement	Closure of RWY 4L/22R to convert a portion of the asphalt to Portland Cement Concrete Pavement at the approach end of 22R. Project to occur with 4L/22R Rehabilitation in 2027	2027 TBD	Upcoming	Y	The NW flow would not be affected and would be the preferred option. Impacts to the 4/9 east/northeast configuration would be reduced to a 36-38 rate for single landing runway (opposed to 61 for ARR 4R and 4L). SW flow 27/22 would be reduced to a 26-28 rate. A South/Southwest flow, would be 22/15 which would be a slightly lower rate than 4/9 single landing runway referenced above. A 22/15 configuration would be likely the most used option. Work occurs outside of typical summer runway configuration (22L/22R) when runway is heavily used. Will also require closure of TWY N. Will try to combine project with TWY N work.



Project	2026												2027												2028											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
I Upgrade TWY A Centerline Lighting																									G	G	G	G	G	G	G	G	G	G	G	G
J RWY 4R/22L Rehabilitation																									R	R	R	R	R	R	R	R	R	R	R	R

Project	Description of Work	Estimated Dates	Status	Impact	Notes
I Upgrade TWY A Centerline Lighting	Replace existing centerline lights and install new lights to meet SMGCS requirements. Will require multiple closures along the length of the taxiway.	2028 TBD	Upcoming	G	Portions of the taxiway will be closed during ‘opportunistic’ times such as overnight or when there will not be an impact to traffic or airline gates.
J RWY 4R/22L Rehabilitation	Rehabilitation of RWY 4R/22L.	2028 TBD	Upcoming	R	The NW flow would not be affected and would be the preferred option. All other flows will be impacted and may require reduced rates and various TMI’s, depending on WX and time of day. IFR conditions will generate more significant impacts.

G No capacity effect

Y Reduced Capacity and Potential Delay impact

R Reduced Capacity and Greater Delay Impact

T To be determined