Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32
Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet
Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline
Reduce the length of existing Runway 06R/24L (turf) to 1,669 feet
Revise the Runway 14 instrument approach procedure and establish a GPS-based procedure to Runway 32
Replace the Runway 32 visual approach slope indicator (VASI) with a precision approach path indicator (PAPI)
Relocate the Runway 14/32 runway end identifier lights (REILs)
Adjust and extend the runway and taxiway edge lights to correspond with the proposed primary runway length
Convert Taxiway E into an apron edge taxi lane between Taxiways A and E1
Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L
Remove Taxiways E2 and E3 and replace them with a single new connector
Add a connector taxiway between Taxiway E and the future parallel taxiway
Remove existing runway end connector Taxiways E1 and E4 and replace with new connectors
Add new engine-run up pads on either end of Runway 14/32
Construct on-airport perimeter roads to allow ground vehicles to circulate without crossing runways
Expand the FBO apron to increase tie-down spaces for aircraft and remove tie-downs from the Runway 06R RPZ
Release certain airport property for non-aeronautical use along 63rd Avenue North

Overall project objectives:
- Simplify the airfield layout
- Provide adequate runway length for aircraft currently using the airport
- Provide aircraft with enhanced arrival capabilities, while minimizing airspace obstacles to the main runway
- Improve airfield roadways for airport vehicle circulation
- Expand the airfield apron for additional aircraft parking
- Develop airport-owned property that is not used for airport operations for other uses
- Keep Runway Protection Zones (RPZs) on airport property, if possible

Proposed project components:
1. Decommission Runway 14R/32L and convert it to a full parallel taxiway for primary Runway 14/32
2. Convert portions of primary Runway 14/32 blast pads to usable runway for a total published length of 3,750 feet
3. Shift primary Runway 14/32 approximately 115 feet to the northwest along its centerline
4. Reduce the length of existing Runway 06R/24L (turf) to 1,669 feet
5. Revise the Runway 14 instrument approach procedure and establish a GPS-based procedure to Runway 32
6. Replace the Runway 32 visual approach slope indicator (VASI) with a precision approach path indicator (PAPI)
7. Relocate the Runway 14/32 runway end identifier lights (REILs)
8. Adjust and extend the runway and taxiway edge lights to correspond with the proposed primary runway length
9. Convert Taxiway E into an apron edge taxi lane between Taxiways A and E1
10. Remove the section of Taxiway E that crosses Runways 06L/24R and 06R/24L
11. Remove Taxiways E2 and E3 and replace them with a single new connector
12. Add a connector taxiway between Taxiway E and the future parallel taxiway
13. Remove existing runway end connector Taxiways E1 and E4 and replace with new connectors
14. Add new engine-run up pads on either end of Runway 14/32
15. Construct on-airport perimeter roads to allow ground vehicles to circulate without crossing runways
16. Expand the FBO apron to increase tie-down spaces for aircraft and remove tie-downs from the Runway 06R RPZ
17. Release certain airport property for non-aeronautical use along 63rd Avenue North