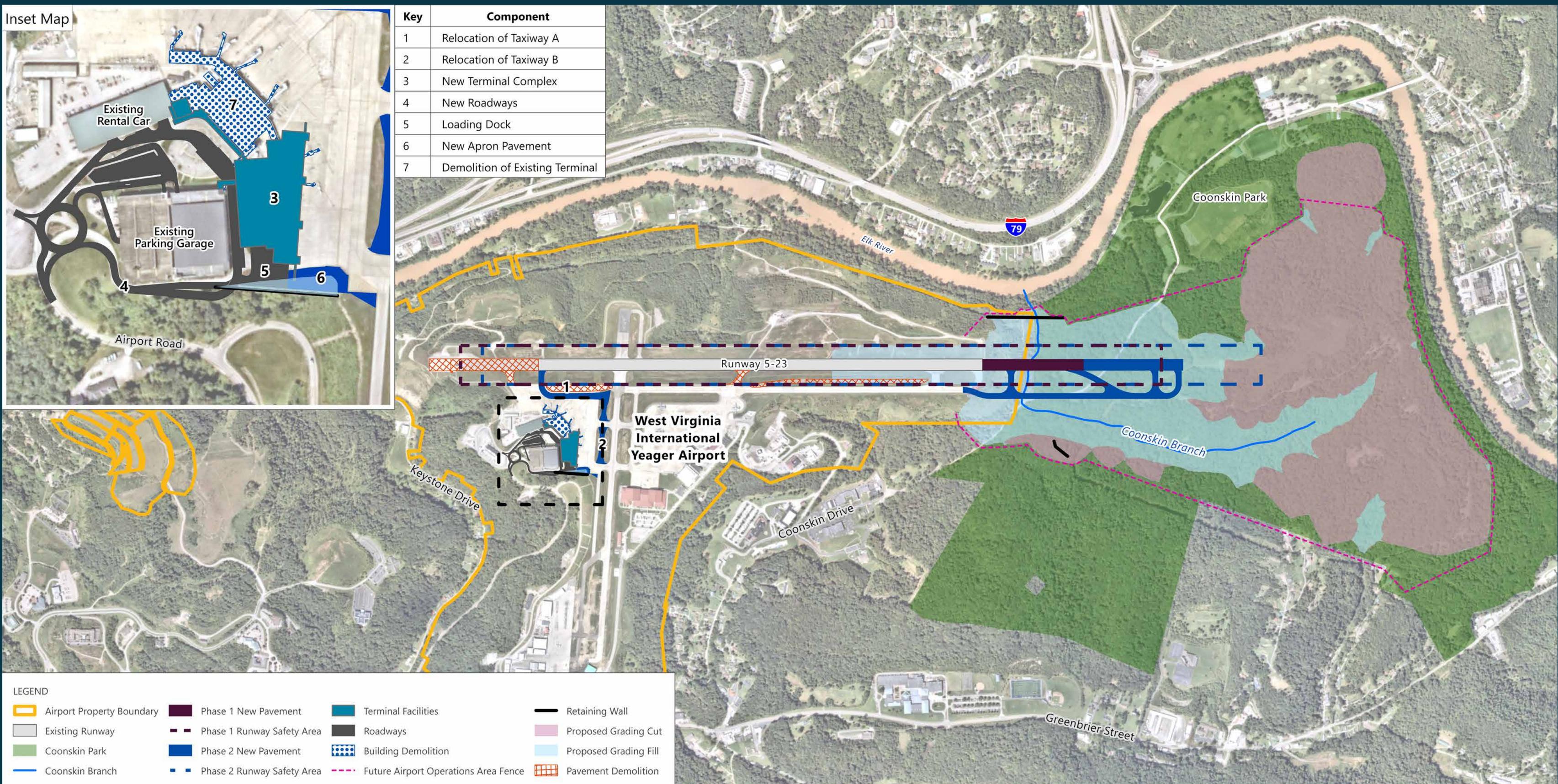
Proposed Project



LLGLIND						
	Airport Property Boundary			Phase 1 New Pavement		Terminal F
	Existing Runway			Phase 1 Runway Safety Area	10	Roadways
	Coonskin Park			Phase 2 New Pavement		Building D
_	Coonskin Branch			Phase 2 Runway Safety Area		Future Air

Yeager Airport





Central West Virginia Regional Airport Authority's Proposed Project

Runway Shift and Extension

- **Phase 1:** Shift Runway 5-23 to the northeast by 1,125 feet and extend Runway 5-23 to the northeast an additional 285 feet, for a 7,000-foot total runway length
- Phase 2:* Extend Runway 5-23 to the northeast by an additional 1,000 feet, resulting in a total runway length of 8,000 feet

Both phases would include:

- Relocation of NAVAIDS
- Construction of new and extended taxiways
- Establishing 1,000-foot-long by 500-foot-wide standard Runway Safety Area (RSA) on both runway ends

Terminal Redevelopment

- New three-level terminal facility with 5 aircraft gates to replace the existing terminal and concourses
- Pedestrian connectors, terminal roadway improvements, construction of apron pavement, and construction of a new loading dock



Taxiway Relocations

- spacing standards

Enabling Projects

- Relocation of a portion of the AOA fence



 Relocation of a portion of Taxiway A adjacent to the terminal to meet FAA standard separation distances

Relocation of a portion of Taxiway B to meet FAA apron

• Use of an estimated 25.6 million cubic yards of fill Construction of retaining walls to support fill

Environmental Resources to be Studied

- Air quality
- Biological resources (fish, wildlife, and plants)
- Climate
- Parks and other **Recreational Resources**
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Land use



- Natural resources and energy supply
- Noise and noise-compatible land use
- health and safety risks
- Visual effects (including) light emissions)
- Water resources (including wetlands, floodplains, surface waters, and groundwater)



 Socioeconomics, environmental justice, and children's environmental

EIS Process and Timeline





 Two-year time frame from the publication of the Notice of Intent (NOI) to the Record of Decision (ROD) • Key dates/milestones will be published and monitored on the Federal Infrastructure Permitting Dashboard





