



Yeager Airport

EIS

West Virginia International Yeager Airport Airfield, Safety, and Terminal Improvement Project Environmental Impact Statement

Pre-Scoping Stakeholder Meeting

Presented to:

Airport Tenant Stakeholders

Presented by:

Federal Aviation
Administration and
Ricondo & Associates, Inc.

Presented on:

August 17, 2022

Agenda

- Introduction
- Roles and Responsibilities
- Project Background and Overview
- EIS Process and Schedule
- Discussion



Roles and Responsibilities



Roles and Responsibilities

Federal Aviation Administration (FAA) – Lead Federal Agency

- Conducts environmental analyses
- Coordinates with and seeks comments/concurrence from federal, state, and local agencies and tribal nations throughout the EIS process
- Oversees public outreach
- Ensures compliance with applicable environmental laws and regulations
- Ensures compliance with Federal Permitting Dashboard Reporting Standards, including meeting scheduled target dates
- Oversees preparation of the Environmental Impact Statement (EIS) documentation
- Approves or disapproves documents and FAA federal actions
- Prepares Record of Decision (ROD)



Roles and Responsibilities

Consultant Team, assists FAA with:

- Conducting environmental analysis and coordinating with federal, state, and local agencies
- Ensuring compliance with applicable environmental laws and regulations
- Preparing EIS documentation

■ **Central West Virginia Regional Airport Authority (CWVRAA or Airport Authority)**

- Owner and operator of Yeager Airport (CRW)
- Sponsor of the Proposed CRW Airfield, Safety, and Terminal Improvement Project
- Provides planning, design, and other information needed for FAA to evaluate the CWVRAA's proposed project



Roles and Responsibilities

Cooperating Agencies

Federal

- US Army Corps of Engineers
- US Environmental Protection Agency

State

- WV Department of Environmental Protection
- WV Development Office

Local

- Kanawha County Parks and Recreation Commission

Participating Agencies

Federal

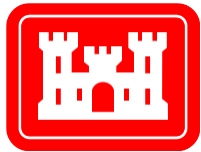
- Federal Emergency Management Agency
- National Park Service

State

- WV Air National Guard
- WV Division of Natural Resources
- WV State Historic Preservation Office

Local

- Kanawha County Department of Planning & Development
- Kanawha County Commission
- City of Charleston Planning Department



FEMA



Roles and Responsibilities

■ Tenants

- Provide input on the scope of the EIS
- Review and comment on Draft EIS

■ Community Members

- Provide input on the scope of the EIS
- Review and comment on Draft EIS



Project Background and Overview

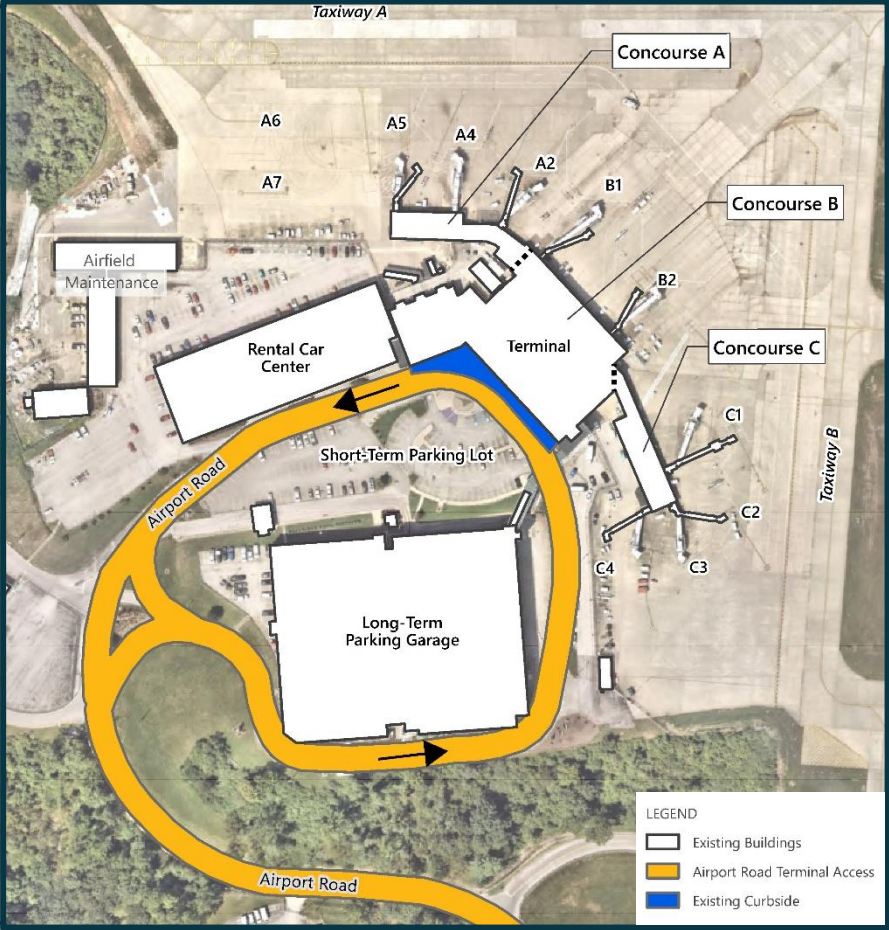
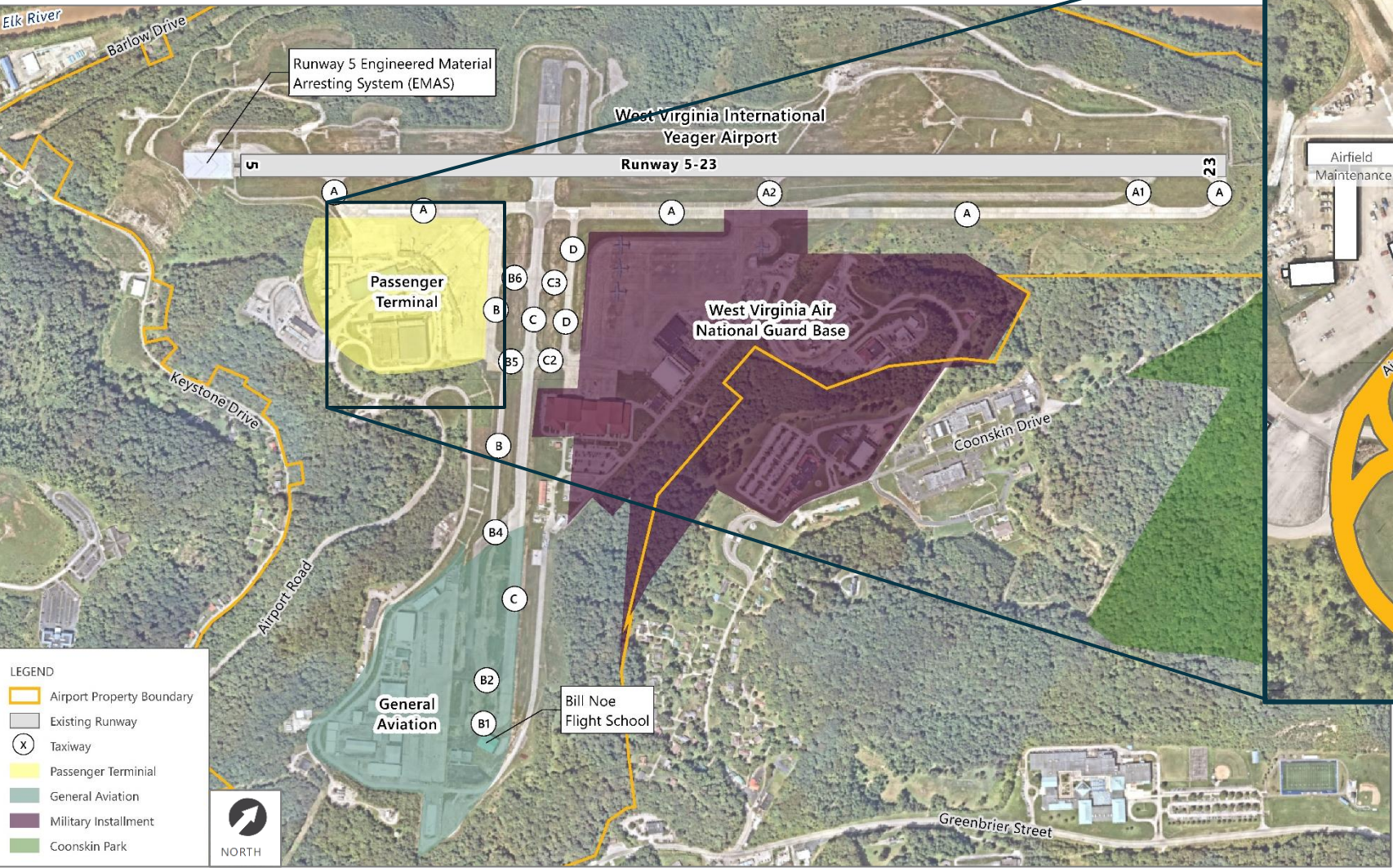


Airport Background/History

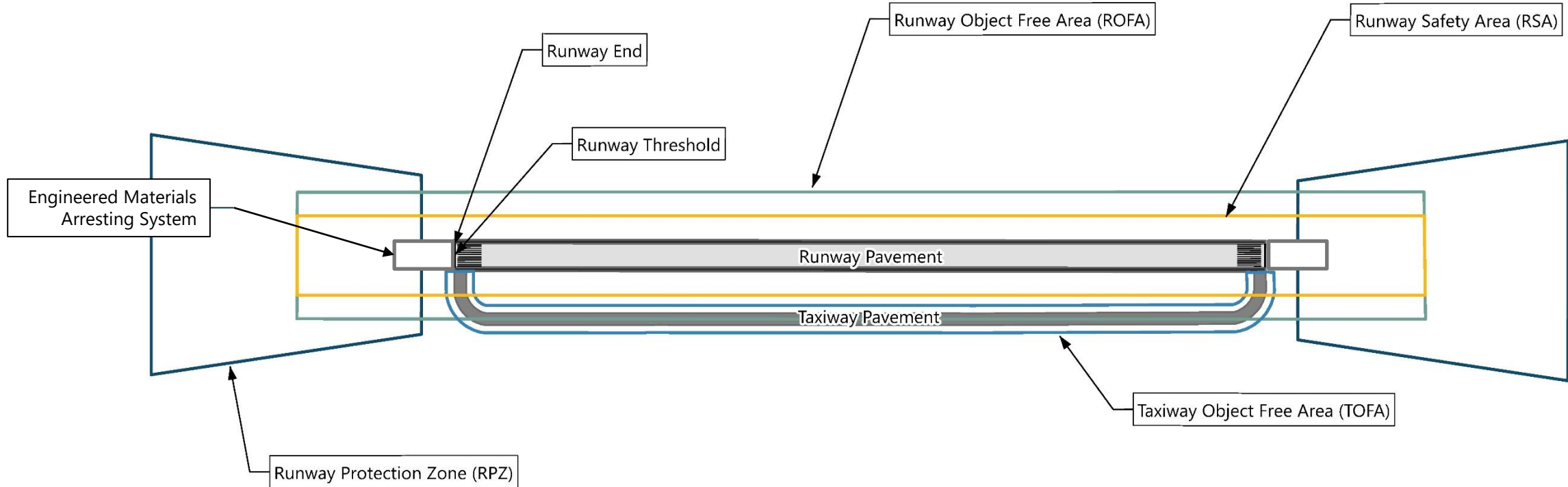
- CRW is a joint use civil aviation/Air National Guard airport
- Airport opened in 1947; existing terminal facility was completed in 1950
- The terminal facility has undergone several renovations, expansions, and improvements. The current terminal facility is comprised of three separate concourses and a total of 11 gates: Concourse A (5 gates), Concourse B (2 gates), and Concourse C (4 gates)



Existing Airport Layout



Overview of Key Planning Terms



Runway 5-23 Background/History

- On March 12, 2015, a slope failure occurred under the Runway 5 Runway Safety Area (RSA) and Engineered Materials Arresting System (EMAS), resulting in:
 - displacement of the Runway 5 threshold
 - shortening of the usable lengths of Runway 5-23 by up to 500 feet in both directions
 - elimination of the vertical guidance for Runway 5 (glideslope unusable)
- This has resulted in operational changes to airlines using the Airport
- CWVRAA conducted an interim RSA study (January 2018), final RSA study (August 2019), and the 2020 Master Plan to develop a resolution
- A new EMAS and retaining wall were constructed in 2019; however, these improvements do not address reduced runway length and do not provide for a standard RSA



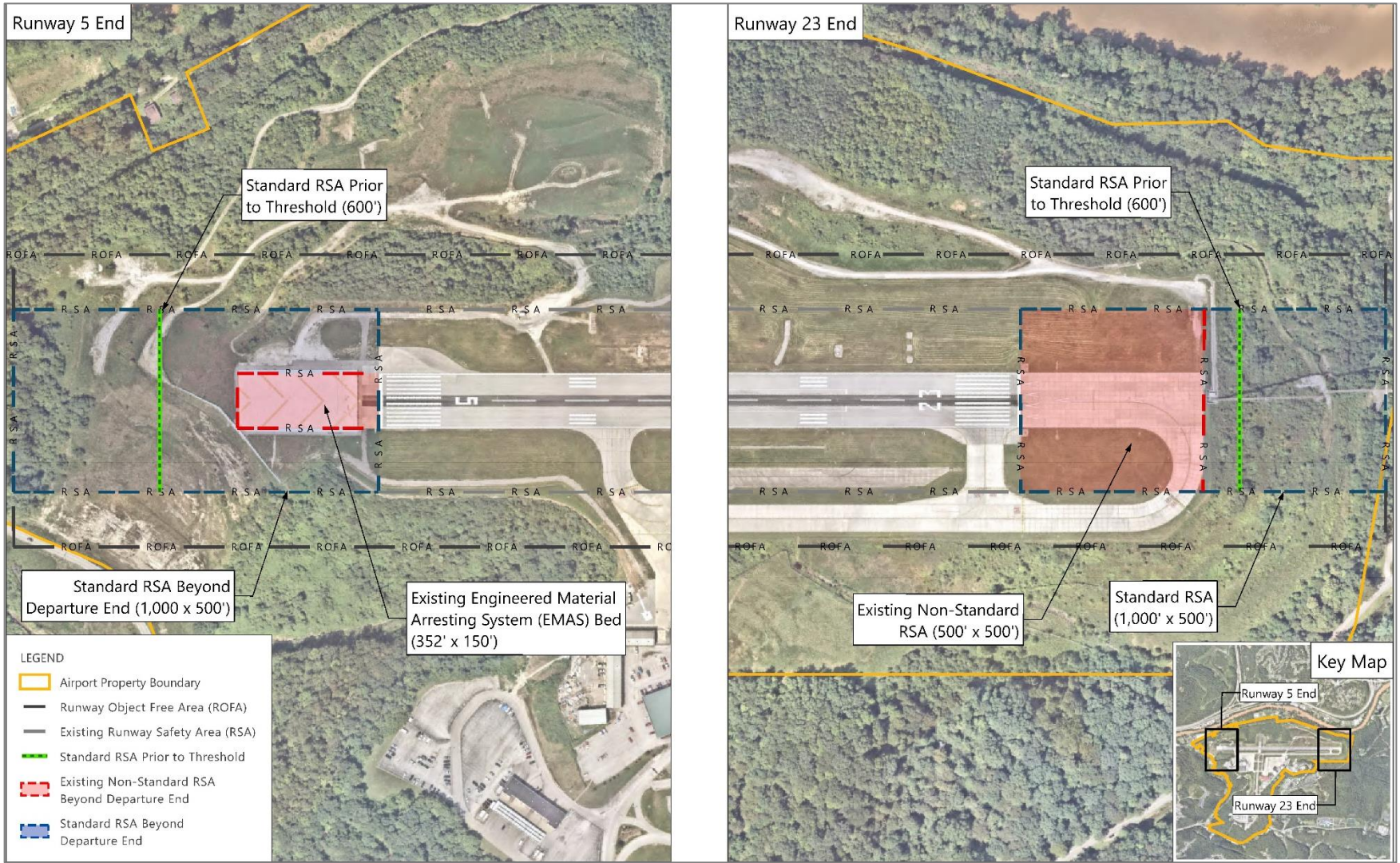
Slope Failure



New EMAS and Retaining Wall

RSAs are graded areas extending beyond the length and width of the runway in the event that an aircraft overruns, undershoots, or otherwise veers off the runway

Existing Runway Safety Areas



Purpose and Need

■ Need

- Non-standard runway safety areas
- Insufficient runway length
- Existing terminal area deficiencies
 - Terminal building is aging, inefficient and provides a low level of service (LOS) for passengers
 - Taxiway separations do not meet FAA design standards

■ Purpose

- Enhance airfield safety by improving the existing RSA
- Meet the existing and forecast future takeoff runway length requirements
- Improve and enhance the efficiency of aircraft and passenger movement in the terminal area

Alternatives

- The FAA will consider a range of alternatives that could potentially meet the purpose and need of the proposed project
- Current alternatives for analysis include:
 - No Action Alternative
 - Airport Authority's Proposed Project
 - Consideration of Runway Length
 - Consideration of Standard RSA and/or EMAS
 - Consideration of Runway Shift Direction
- Scoping will be used to identify other alternatives for consideration

FAA will independently evaluate all alternatives brought forward and may identify new alternatives as part of the EIS



CWVRAA 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 navigational aids (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

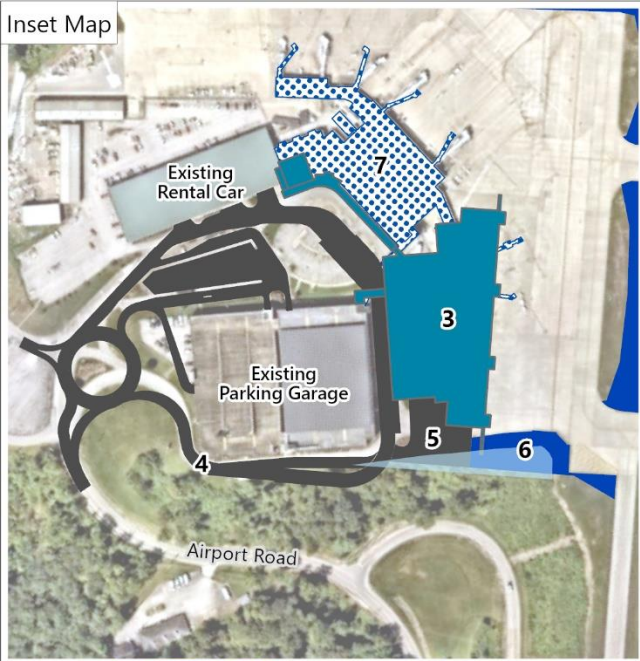
■ Taxiway Relocations

- 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 spacing standards

■ Enabling Projects

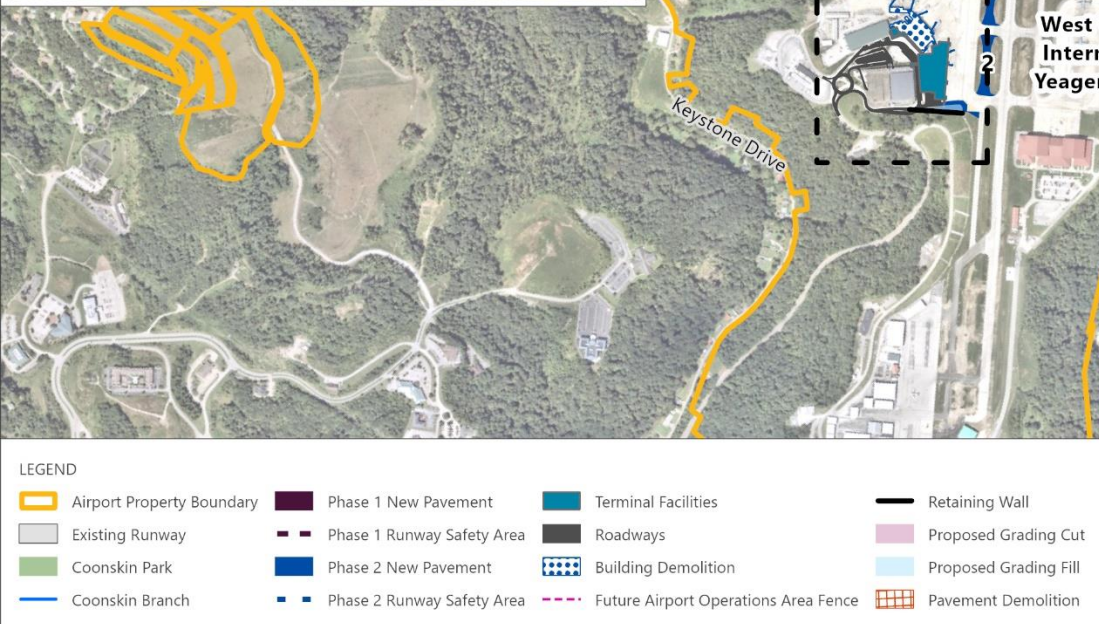
- Use of an estimated 25.6 million cubic yards of fill
- Construction of retaining walls to support fill
- Relocation of a portion of the Air Operations Area fence



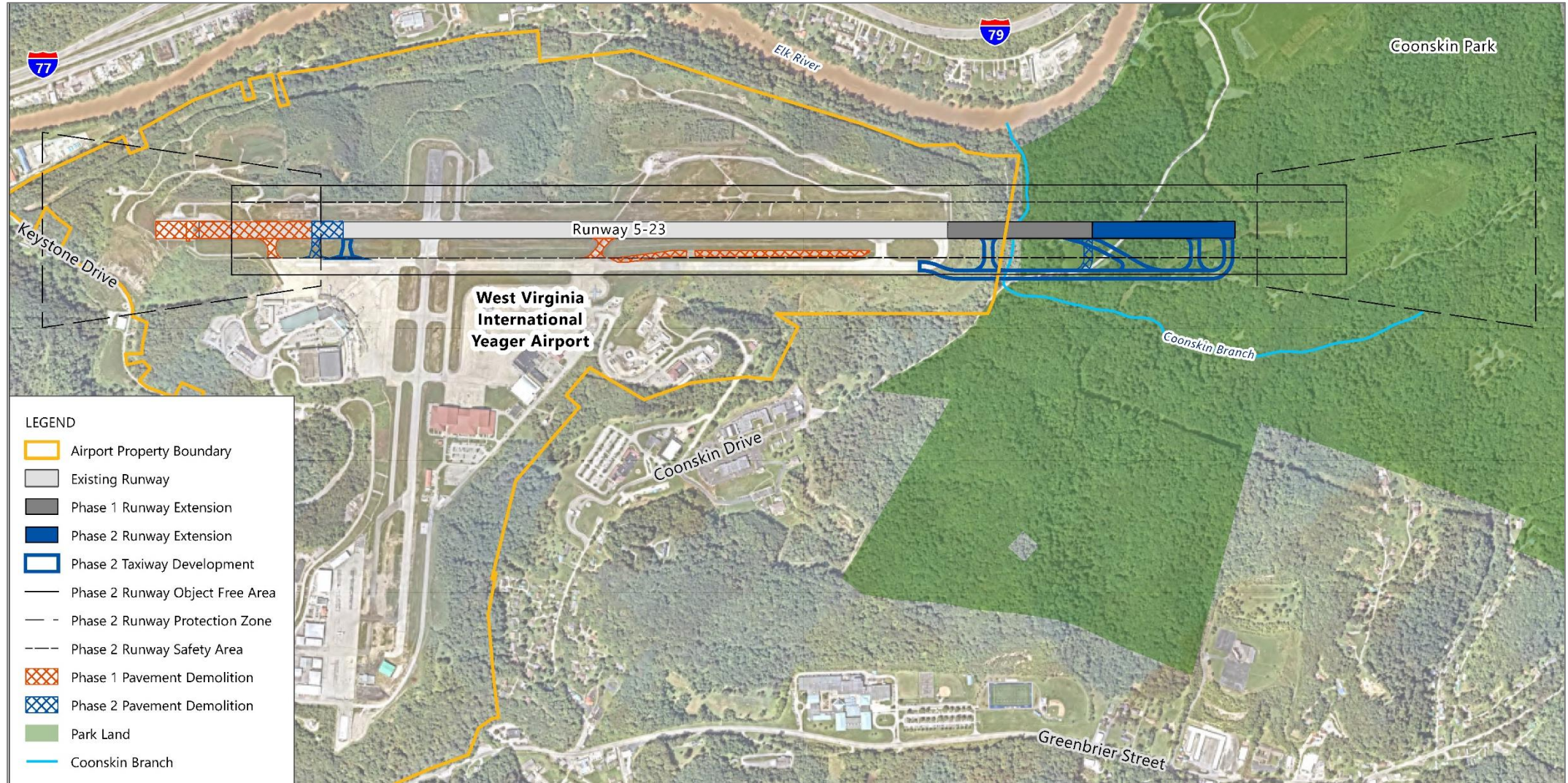


Key	Component
1	Relocation of Taxiway A
2	Relocation of Taxiway B
3	New Terminal Complex
4	New Roadways
5	Loading Dock
6	New Apron Pavement
7	Demolition of Existing Terminal

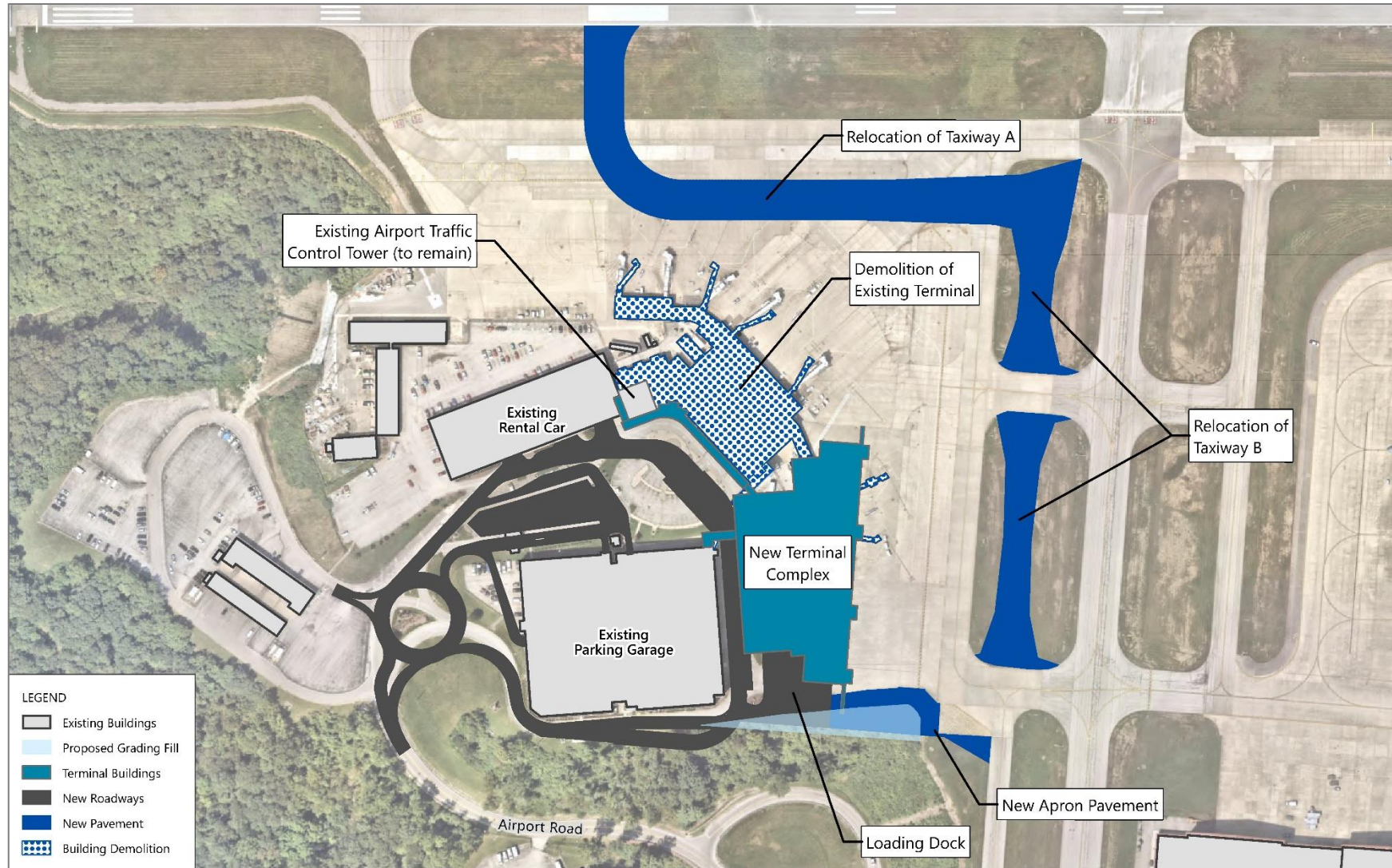
CWVRAA Proposed Project



Runway Components



Terminal Development



EIS Process and Schedule



The FAA is Just Getting Started with the EIS

- Early outreach with communities is integral in this effort
- EIS has not formally begun – issuance of Notice of Intent (early Fall) is the official start of the EIS process
- FAA wants to ensure the concerns of the communities are addressed within the scope of analysis
- As impacts are identified, the EIS Team will identify appropriate mitigation

FAA Progress to Date

January 2021	<ul style="list-style-type: none">• Selected EIS Contractor
June 2021	<ul style="list-style-type: none">• Provided Initial Work Plan and Schedule to CWVRAA
November 2021	<ul style="list-style-type: none">• Identified Cooperating and Participating Agencies
Spring 2022	<ul style="list-style-type: none">• Developed Public Outreach Plan
Spring 2022	<ul style="list-style-type: none">• Drafted Agency Coordination Plan and Permitting Timetable
May 2022	<ul style="list-style-type: none">• Initiated Field Work (Biological and Water Resources, Geotech Borings)
August 2022	<ul style="list-style-type: none">• Stakeholder Meetings



EIS Process

- 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



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
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, and groundwater)

Coastal resources and wild and scenic rivers are assumed not to be present.



Public Involvement



Stakeholder and Community Involvement

we are
here

MILESTONE	DATE
FAA Initiated Agency Coordination	November 2021
Cooperating and Participating Agency Meetings	Ongoing/Monthly
Stakeholder Meetings	August 2022
Project Website (to go live)	August/September 2022
Public Meetings during Scoping	Fall 2022
Stakeholder Meetings	Fall 2023
Public Comment Period on Draft EIS	Winter 2023/2024

Resource-specific meetings will be conducted throughout the EIS process as needed/applicable, which may require additional stakeholder or community involvement



Discussion

- Questions on the CWVRAA Proposed Project or initial alternatives
- Other Airport tenants
- Other project- or EIS process-related questions
- Send questions to info@YeagerAirportEIS.com

Thank You!

