



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

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental effects of a proposal by the Central West Virginia Regional Airport Authority (CWVRAA or Airport Authority), as the owner and operator of the West Virginia International Yeager Airport (CRW) in Charleston, West Virginia, to construct various airfield, safety, and terminal improvements (Proposed Project). In order to satisfy immediate (safety) needs and long-term (capacity) needs of the Airport, the Proposed Project would be developed in phases.

In the near-term (Phase 1), the CWVRAA proposes to shift and extend Runway 5-23 to the northeast (Runway 23 end) to allow for a Runway Safety Area (RSA) that meets FAA standards on both ends of the runway and to meet existing runway length requirements of 7,000 feet. The CWVRAA also seeks to construct a new terminal complex to address terminal area inefficiencies that include an aging and poorly configured terminal facility, to provide modern amenities and allow for a better passenger experience, and to relocate taxiways adjacent to the terminal area that are not consistent with FAA design standards.

To address long-term capacity, Phase 2 of the Proposed Project would include a further shift and extension of Runway 5-23 to provide an 8,000-foot runway, relocation of the remaining portions of Taxiway A that do not meet FAA design standards, installation of an approach lighting system (ALS) on Runway 5, development of an additional gate at the terminal facility, and the potential relocation of the existing Airport Traffic Control Tower. The Phase 2 components of the Proposed Project are dependent upon a potential change in the aircraft serving CRW and will be analyzed at a “programmatic level” in the EIS. Further project-level review of the long-term components will be conducted as needed, when or if the additional justification is imminent or has occurred.

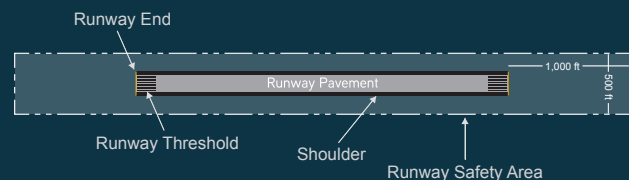
The FAA is conducting the EIS in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) Regulations, and other applicable FAA orders, directives, and guidance. The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project.

Airport Facilities

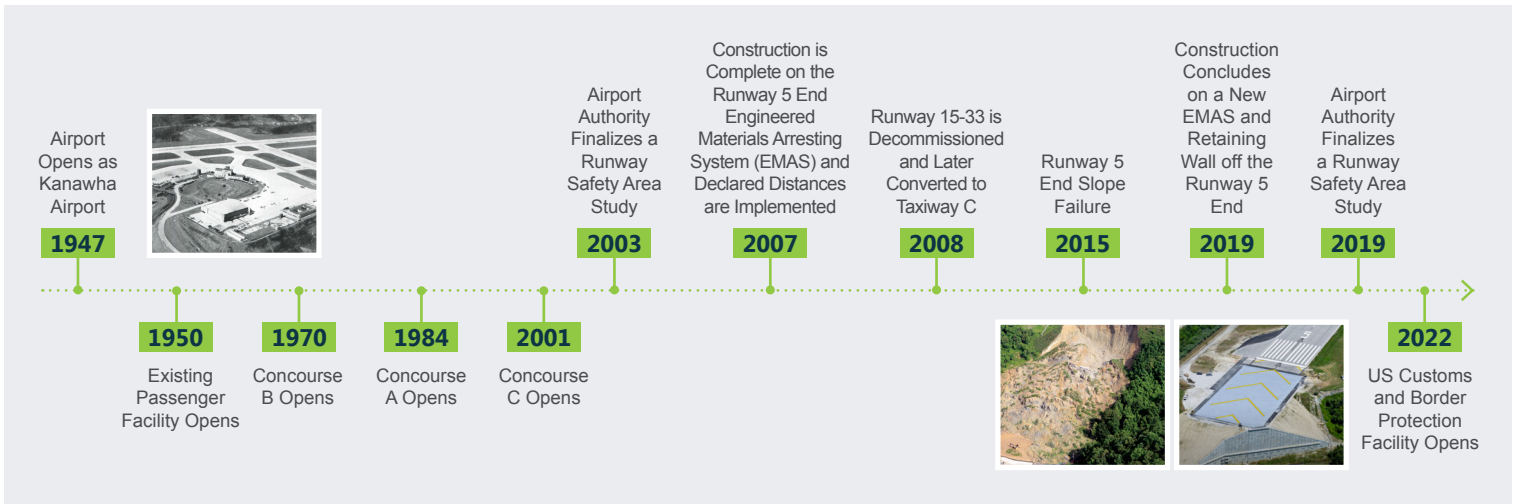
CRW is a joint-use civil aviation/Air National Guard airport located three miles east of downtown Charleston, West Virginia in Kanawha County. The Airport has one passenger terminal with three separate concourses and a total of 11 gates. The CRW airfield consists of one active runway (Runway 5-23), a parallel taxiway (Taxiway A) and other various taxiways, aircraft parking apron, hangars, lighting, and navigational aids.

What is a Runway Safety Area?

An RSA is a defined surface surrounding the runway that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Based on the aircraft that regularly operate at CRW, FAA design standards require that a standard RSA for Runway 5-23 be 500 feet wide centered on the runway centerline, 600 feet long prior to the runway threshold, and 1,000 feet long beyond the runway end.



AIRPORT HISTORY



PURPOSE AND NEED

In order to satisfy immediate (near-term) and long-term needs of the Airport, the Proposed Project would be developed in two phases based on distinct needs and purposes. This allows for a decision on the Phase 1 (near-term) project elements regardless of the timing of Phase 2.

PHASE 1

Safety

Need

- RSAs do not meet FAA design standards
- Separation distance between Runway 5-23 and parallel Taxiway A in the terminal area does not meet FAA design standards
- Insufficient runway length for existing and forecast aircraft fleet mix

Purpose

- Enhance airfield safety by providing standard RSAs
- Improving the separation distance between Runway 5-23 and parallel Taxiway A on the Runway 5 end to Taxiway C based on existing and forecast aircraft fleet mix

Airfield

Need

- Insufficient runway length for existing and forecast aircraft fleet mix

Purpose

- Meet the takeoff length requirements of the existing and forecast aircraft fleet mix

Terminal

Need

- Address terminal facility deficiencies, including:
 - » 14 C.F.R. Part 77 penetrations
 - » Inefficient and low level of service (LOS) for passengers

Purpose

- Provide adequate gate configuration
- Eliminate Part 77 penetrations to navigable airspace
- Modernize the terminal complex to improve passenger LOS

PHASE 2

Safety

Need

- Separation distance between the remaining portions of Runway 5-23 and parallel Taxiway A after Phase 1 would not meet FAA design standards for the change in forecast aircraft fleet mix under Phase 2

Purpose

- Enhance airfield safety by providing a standard separation distance between Runway 5-23 and parallel Taxiway A from Taxiway C to the Runway 23 end

Airfield

Need

- Insufficient runway length for forecast aircraft fleet mix
- Improve operational flexibility

Purpose

- Meet the takeoff length requirements of the forecast aircraft fleet mix
- Provide an approach lighting system to increase the availability of Runway 5 under adverse weather conditions

Terminal

Need

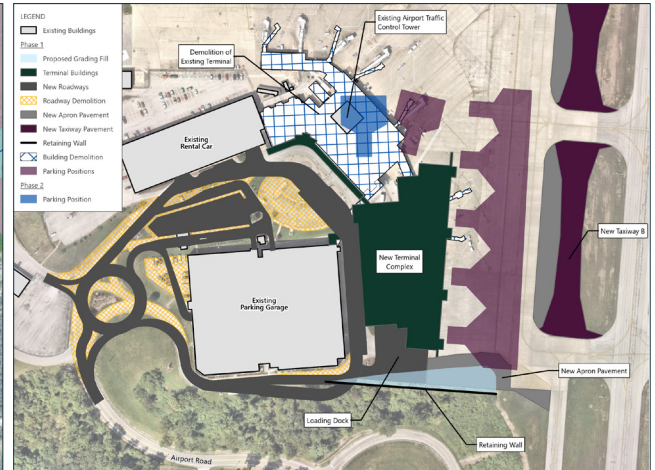
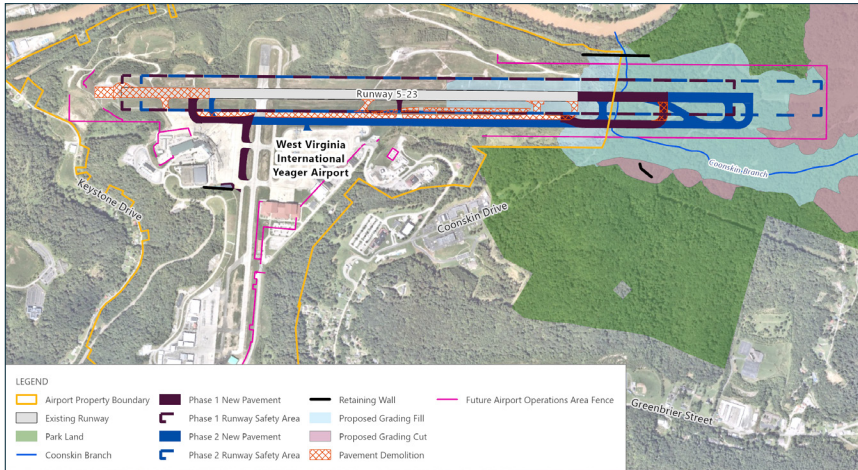
- Terminal facility deficiencies based on forecast aircraft activity levels

Purpose

- Provide adequate aircraft gates

AIRPORT AUTHORITY'S PROPOSED PROJECT

The Proposed Project, as put forward by the CWVRAA, the owner and operator of CRW, would include the shift and extension of Runway 5-23 to the northeast (Runway 23 approach end), construction of a new terminal complex, relocation of Taxiway A and portions of Taxiway B, and connected actions and enabling projects to support the Proposed Action. The Proposed Project would be developed in two phases.



PHASE 1

Airfield and Safety Improvements

- Runway shift of 1,125 feet and extension of 285 feet to provide a 7,000-foot runway
- Construction of standard Runway Safety Areas (RSAs) on both runway ends
- Relocation of portions of Taxiways A and B
- Extension of Taxiway A and construction of new entrance, exit, and connector taxiways

Terminal Improvements

- Construction of a 166,000-square-foot replacement terminal complex with six aircraft gates
- Associated components, including construction of new apron pavement and terminal roadway improvements

Enabling Projects

- Property acquisition of portions of and identification of replacement properties for Coonskin Park
- Use of up to 25.6 million cubic yards of fill, potentially utilized from borrow areas located in the adjacent Coonskin Park, and construction of retaining walls and a culvert for Coonskin Branch to support airfield improvements and the proposed terminal facility
- Associated other airfield work in support of the proposed development items

PHASE 2

Airfield and Safety Improvements

- Installation of an ALS on Runway 5
- Further runway shift of 280 feet and extension of 1,000 feet for a total runway length of 8,000 feet
- Construction of standard RSAs on both runway ends
- Extension of Taxiway A and construction of new entrance, exit, and connector taxiways
- Relocation of the remaining portion of Taxiway A

Terminal Improvements

- Operation of an additional (7th gate) at the terminal facility

Connected Actions and Enabling Projects

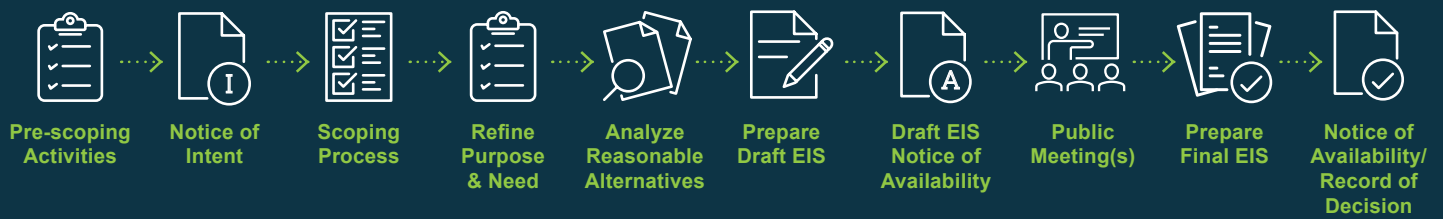
- Potential relocation of the Airport Traffic Control Tower (ATCT), if not otherwise required in Phase 1
- Use of an estimated 4 million cubic yards of fill, potentially utilized from the borrow areas located in the adjacent Coonskin Park, and construction of a retaining wall parallel to and east of Taxiway A to support fill
- Associated other airfield work in support of the proposed development items

ALTERNATIVES

As part of the NEPA process, the FAA independently identifies and evaluates alternatives to the Airport Authority's Proposed Project. These include a No Action Alternative, as well as alternatives during the scoping process for the EIS. Current alternatives identified for analysis include:

- No Action Alternative
- Construction of a New Airport
- Transfer of Aviation Activity to Other Airports
- Use of Other Modes of Transportation
- Airport Authority's Proposed Project
- Runway Alternatives
 - » Consideration of Runway Length
 - » Consideration of Standard RSA and/or EMAS
 - » Consideration of Runway Shift Direction
- Terminal Alternatives

EIS PROCESS AND TIMELINE



Pre-Scoping Activities – In accordance with CEQ regulations, during pre-scoping, the FAA ensures that the Proposed Project is ready for environmental review; identifies potential cooperating and participating agencies, coordinates schedule and permitting requirements with each; and develops a preliminary purpose and need statement and project description.

Notice of Intent (NOI) to Prepare EIS – The FAA must publish an NOI in the Federal Register to officially begin preparing the EIS. Publication of the NOI occurred on September 29, 2022. The NOI included an overview of the Proposed Project, the alternatives being considered, and contact information for the responsible FAA official.

Scoping Process – The CEQ regulations implementing NEPA require an early and open process to:

- Determine the scope of the alternatives to be considered and the issues to be addressed in the EIS
- Identify significant issues related to a proposed action

This is a collaborative effort that invites participation from federal, state and local agencies, applicable Native American Tribes, interested stakeholders, and the general public. The public component of the scoping process includes public meetings and the opportunity to comment on alternatives under consideration and the scope of the EIS analysis.

Purpose and Need and Alternatives Analysis – The purpose and need statement summarizes the problem being addressed, describes what is trying to be achieved, and provides parameters for defining a reasonable range of alternatives to be considered. The FAA will use the purpose




and need to establish screening criteria, against which all reasonable alternatives will be analyzed. The alternatives analysis will narrow the range of alternatives to be analyzed in the EIS and also explain why any alternatives were eliminated from further study.

Draft EIS – The Draft EIS will identify the project's purpose and need and reasonable alternatives, and will evaluate potential direct, indirect, and cumulative environmental impacts that may result from the proposed project and any alternatives carried forward. The Draft EIS is published and made available for public review and comment for at least 45 days. A Notice of Availability of the Draft EIS will be published in the Federal Register. This marks the beginning of the public comment period for the Draft EIS. During the comment period, there will also be public meetings/workshops.

Final EIS – In preparing the Final EIS, the FAA must consider all comments received on the Draft EIS, comments recorded during public meetings or hearings, and respond to substantive comments in the Final EIS. The Final EIS must identify and discuss the environmental impacts, including any unresolved environmental issues and efforts to resolve them through further consultation.

Record of Decision (ROD) – The ROD explains the FAA's decision, describes the alternatives considered, and discusses the FAA's plans for mitigation and monitoring, if necessary. CEQ regulations state that the ROD should be issued within two years of the NOI; accordingly, issuance of the ROD is slated for late summer of 2024.

Learn about the Yeager Airport Environmental Impact Statement by visiting the project website, www.YeagerAirportEIS.com

-  Sign-up to receive project updates – info@YeagerAirportEIS.com
-  Attend an upcoming public meeting – check the website for dates and details, www.YeagerAirportEIS.com
-  Connect with the project team via email: info@YeagerAirportEIS.com, or follow on social media: facebook.com/FAA and twitter.com/FAANews