



Yeager Airport

EIS

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

Public Scoping Workshop

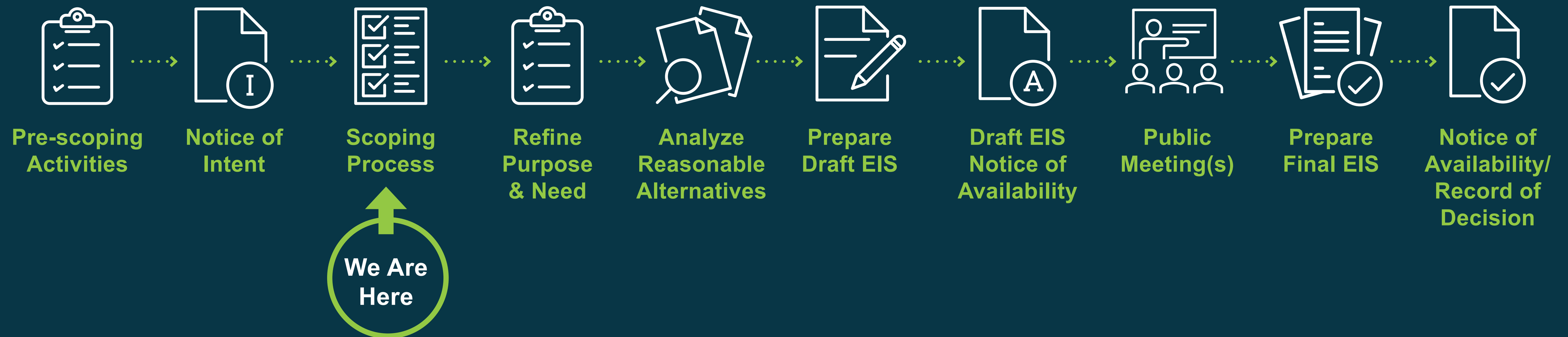
The National Environmental Policy Act (NEPA)

- Federal law to promote informed decision-making by federal agencies regarding the environmental consequences of proposed actions
- Environmental effects and related social and economic effects must be considered before making decisions on proposed projects
- Applies to all major federal actions, including projects seeking federal funding or requiring a federal approval
- Discloses information to the public about potential project effects and documents the basis for the federal agency's environmental finding and any project decisions

What is an Environmental Impact Statement (EIS)?

- A detailed written document that:
 - › Defines the purpose and need for a proposed action;
 - › Considers the range of reasonable alternatives;
 - › Analyzes and evaluates the potential direct, indirect, and cumulative environmental impacts that may result from the proposed action and reasonable alternatives; and
 - › Identifies measures that may mitigate the effects of a proposed action.
- Federal agencies are required by NEPA to prepare an EIS if a proposed federal action will significantly affect the quality of the human environment and the effects of the proposal cannot be mitigated to below significant levels.

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

Public Scoping Period: September 30 – November 17, 2022

Scoping Process

NEPA requires the scoping process to:

- Be an early and open process for determining the alternatives to be considered and the issues to be addressed in the EIS; and
- Be a collaborative effort that invites participation from federal, state, and local agencies, potentially affected tribes, applicants, and the general public.

Public Involvement during the scoping process includes:

- Public meetings; and
- The opportunity to provide comments on the topics and issues to be analyzed in the EIS, including alternatives to be considered and potential resources affected.

Roles and Responsibilities

Federal Aviation Administration (FAA) – Lead Federal Agency

- Conducts environmental analyses and assesses associated impacts
- Coordinates with and seeks comments/concurrence from federal, state, and local agencies
- Oversees public outreach
- Ensures compliance with applicable environmental laws and regulations
- Ensures compliance with Federal Permitting Dashboard Reporting Standards
- Oversees preparation of EIS documentation
- Approves or disapproves documents and FAA federal actions
- Prepares Record of Decision (ROD) documenting the agency's decision on the proposed action



Roles and Responsibilities

Central West Virginia Regional Airport Authority (CWVRAA)

- Owner and operator of West Virginia International Yeager Airport (CRW)
- Sponsor of the Proposed Airfield, Safety, and Terminal Improvement Project
- Provides planning, design, and other information to assist the FAA in carrying out its responsibility with EIS preparation
- Ensures FAA data requests are fulfilled in a timely and comprehensive manner



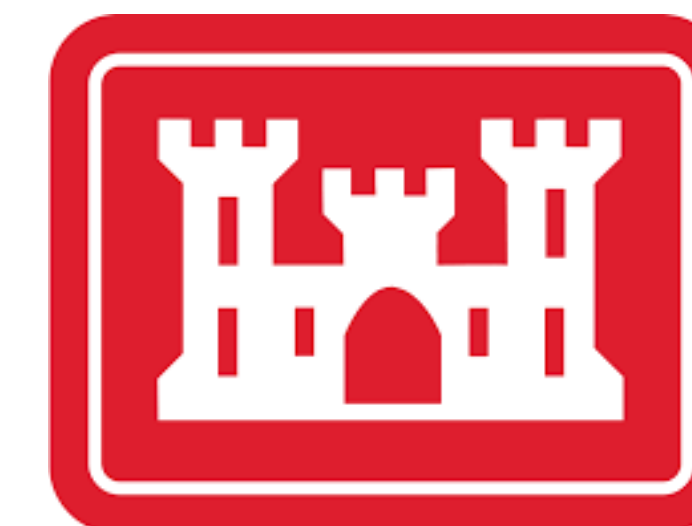
Roles and Responsibilities

Cooperating Agencies

- Agencies with jurisdiction by law or special expertise on relevant environmental issues with decision-making responsibility on some aspect of the project
- Responsible for identifying information necessary to complete application review and authorizations related to the proposed action
- The FAA has requested that Cooperating Agencies provide formal concurrence on the permitting timetable, purpose and need of the proposed action, alternatives to be carried forward for evaluation in the EIS, and the preferred alternative

Cooperating Agencies Include:

- US Army Corps of Engineers
- US Environmental Protection Agency
- West Virginia Department of Environmental Protection
- West Virginia Development Office
- Kanawha County Parks and Recreation Commission



Roles and Responsibilities

Participating Agencies

- Agencies with special expertise on relevant environmental issues acting in advisory capacity, but will not be exercising any decision-making authority
- Provide formal concurrence on the permitting timetable and input on purpose and need of the proposed action, alternatives to be carried forward for evaluation in the EIS, and the preferred alternative

Participating Agencies Include:

- Federal Emergency Management Agency
- National Park Service
- US Department of Interior*
- US Fish and Wildlife Service*
- West Virginia Air National Guard
- West Virginia Division of Natural Resources
- West Virginia State Historic Preservation Office
- Kanawha County Department of Planning and Urban Development
- Kanawha County Commission
- City of Charleston Planning Department



FEMA



WEST VIRGINIA
DNR



* EIS participation response is pending



Yeager Airport
EIS

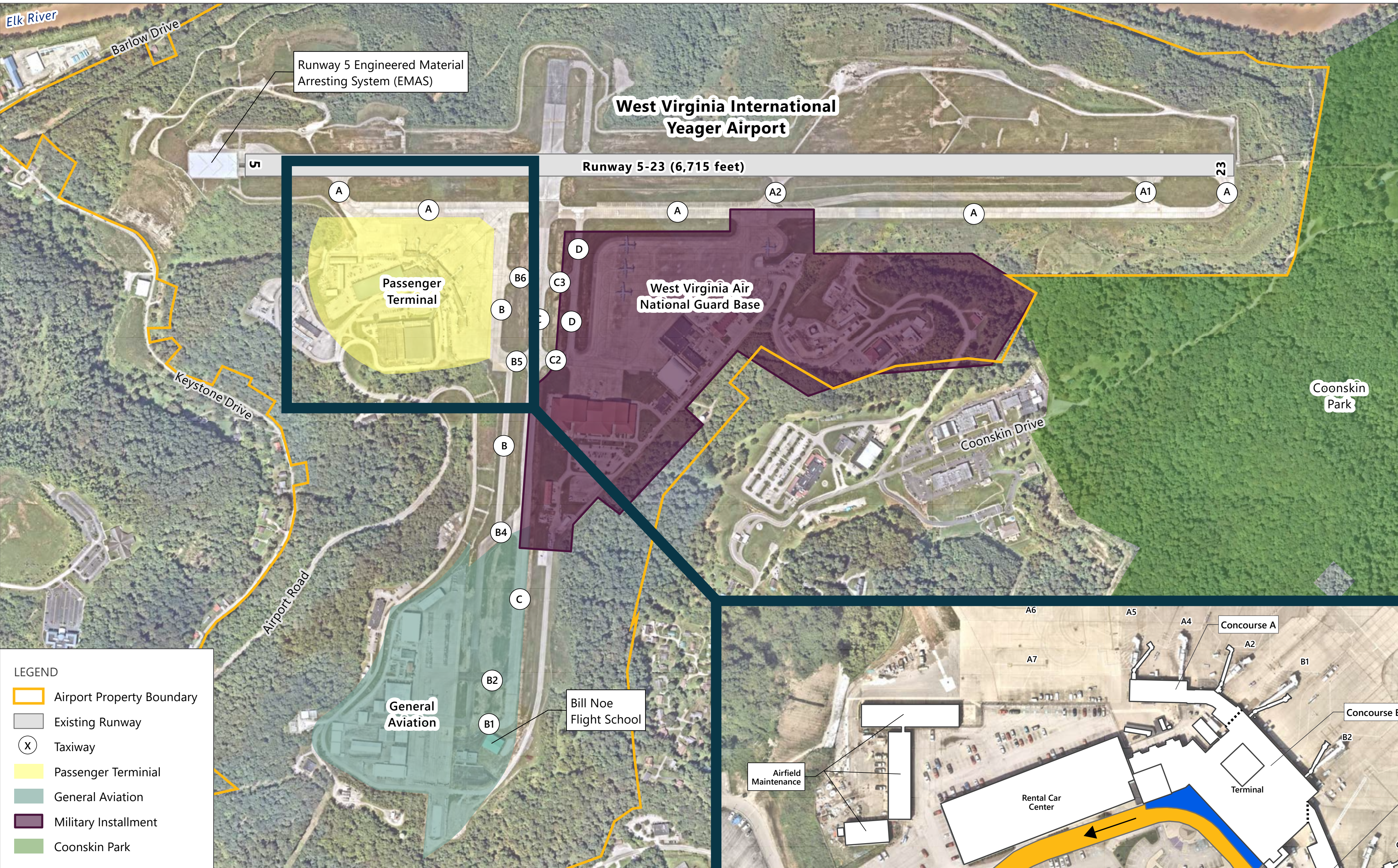
West Virginia International Yeager Airport
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West Virginia International Yeager Airport (CRW)

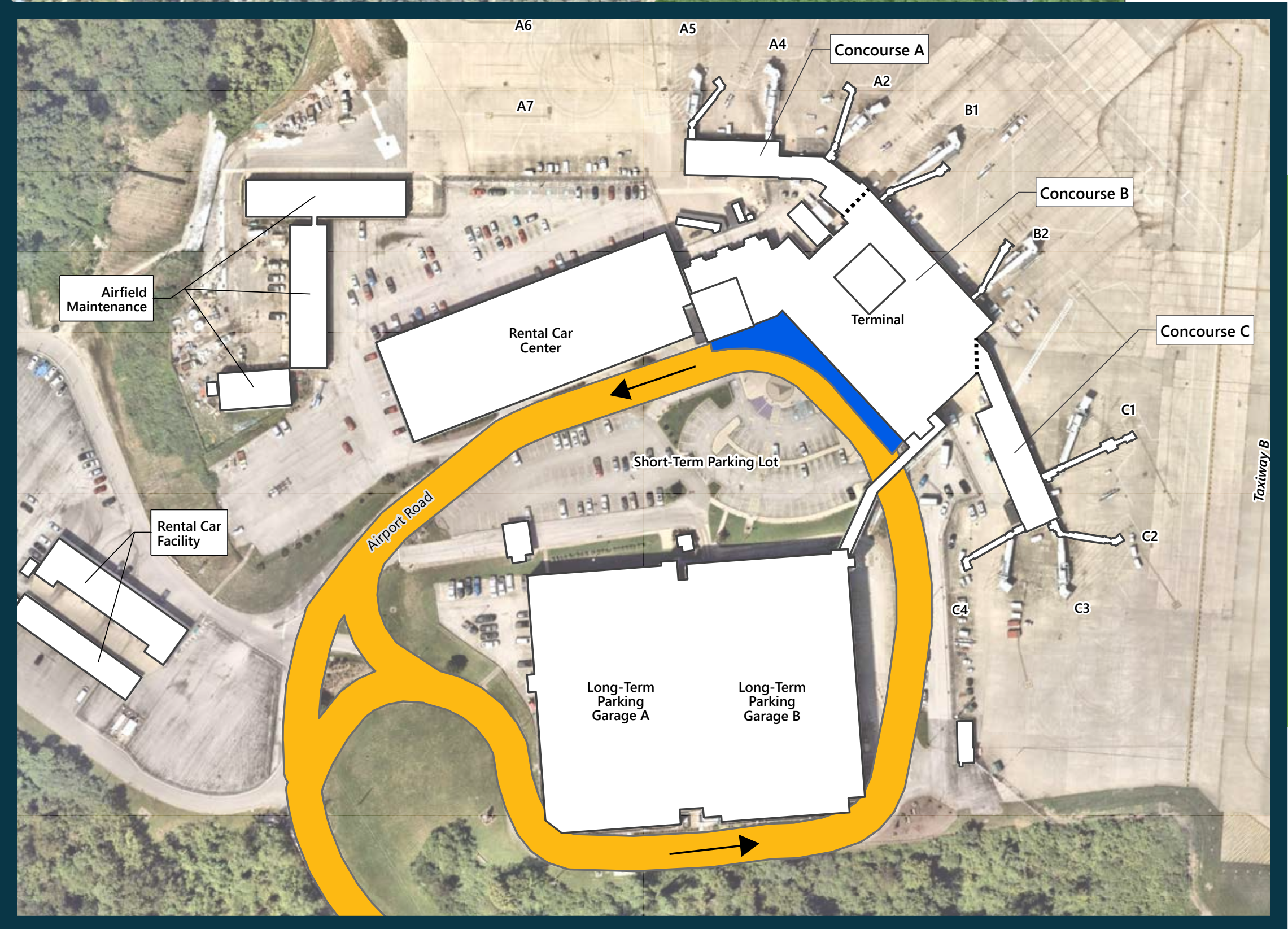
- The largest airport in West Virginia with a statewide annual economic impact of \$225 million
- Provides non-stop service to five cities as of July 2022
- A joint-use civil aviation/Air National Guard airport
- Airport opened in 1947; the existing terminal facility was completed in 1950



Existing Airport Layout



The 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



One passenger terminal with three separate concourses and a total of 11 gates



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)
 - Operational changes, such as weight restrictions, to airlines using the Airport
- CWVRAA conducted an interim RSA study (January 2018), final RSA study (August 2019), and a 2020 Master Plan to develop a resolution
- An EMAS and retaining wall were built 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

KEY TERMS	
Runway Safety Area (RSA)	RSAs are graded areas extending beyond the length and width of the runway in the event that an aircraft overruns, undershoots, or veers off the side of the runway.
Engineered Materials Arresting System (EMAS)	EMAS uses crushable material placed at the end of a runway to stop or slow an aircraft that overruns the runway
Runway Threshold	The beginning of that portion of the runway available for landing.
Glideslope	The portion of an instrument landing system which provides vertical guidance to an aircraft during an approach to landing.

Purpose and Need

- In order to satisfy immediate (near-term) needs and long-term needs of the Airport, the Proposed Project would be developed in two phases with distinct needs and purposes
- Allows for potential development of Phase 1 (near-term) regardless of the timing of Phase 2

Existing Need – Safety (Phase 1)

Phase 1 of the Proposed Project would:

- Address the specific need to improve safety areas in accordance with FAA design guidelines
- Provide a runway length that allows for the operation of the existing critical aircraft to existing and forecast destinations through 2030; and
- Address the need to modernize the terminal complex

Long-Term Need – Capacity (Phase 2)

Phase 2 of the Proposed Project:

- Is dependent on and in support of a change in the critical aircraft serving CRW and forecast destinations that is anticipated to occur between 2030 and 2040
- Although similar or related to Phase 1, is dependent on additional justifications, developments, or design
- Will be analyzed at a “programmatic level” in the EIS

Project vs Programmatic Analysis

Phase 1 Approach

- A project-level analysis identifies specific planning assumptions for project components and includes:
 - › Specific project alternatives
 - › Analysis of affected environment specific to the project site
 - › Analysis of direct and indirect environmental impacts
 - › Specific mitigation measures
- Phase 1 components of the Proposed Project will be analyzed at the project-level

Phase 2 Approach

- A “programmatic” analysis is a high-level NEPA review that assesses a general action in a broader-focused EIS
- Allows for future environmental reviews to be tiered from the programmatic analysis as specific projects/actions are developed
- Phase 2 components of the Proposed Project will be analyzed at a “programmatic level”
- Further project-level review of Phase 2 components will be conducted as needed, when or if additional justification, developments, or design is imminent or has occurred

Phase 1 – Purpose and Need



Need



Purpose

Safety	RSAs do not meet FAA design standards	➔	Enhance airfield safety by providing standard RSAs
	Separation distance between Runway 5-23 and parallel Taxiway A in the terminal area does not meet FAA design standards		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	Insufficient runway length for existing and forecast aircraft fleet mix	➔	Meet the takeoff length requirements of the existing and forecast aircraft fleet mix
Terminal	Address terminal facility deficiencies, including:	➔	Provide adequate gate configuration
	Part 77 penetrations		Eliminate penetrations to navigable airspace (14 C.F.R. Part 77)
	Inefficient and low level of service (LOS) for passengers		Modernize the terminal complex to improve passenger LOS



Phase 2 – Purpose and Need



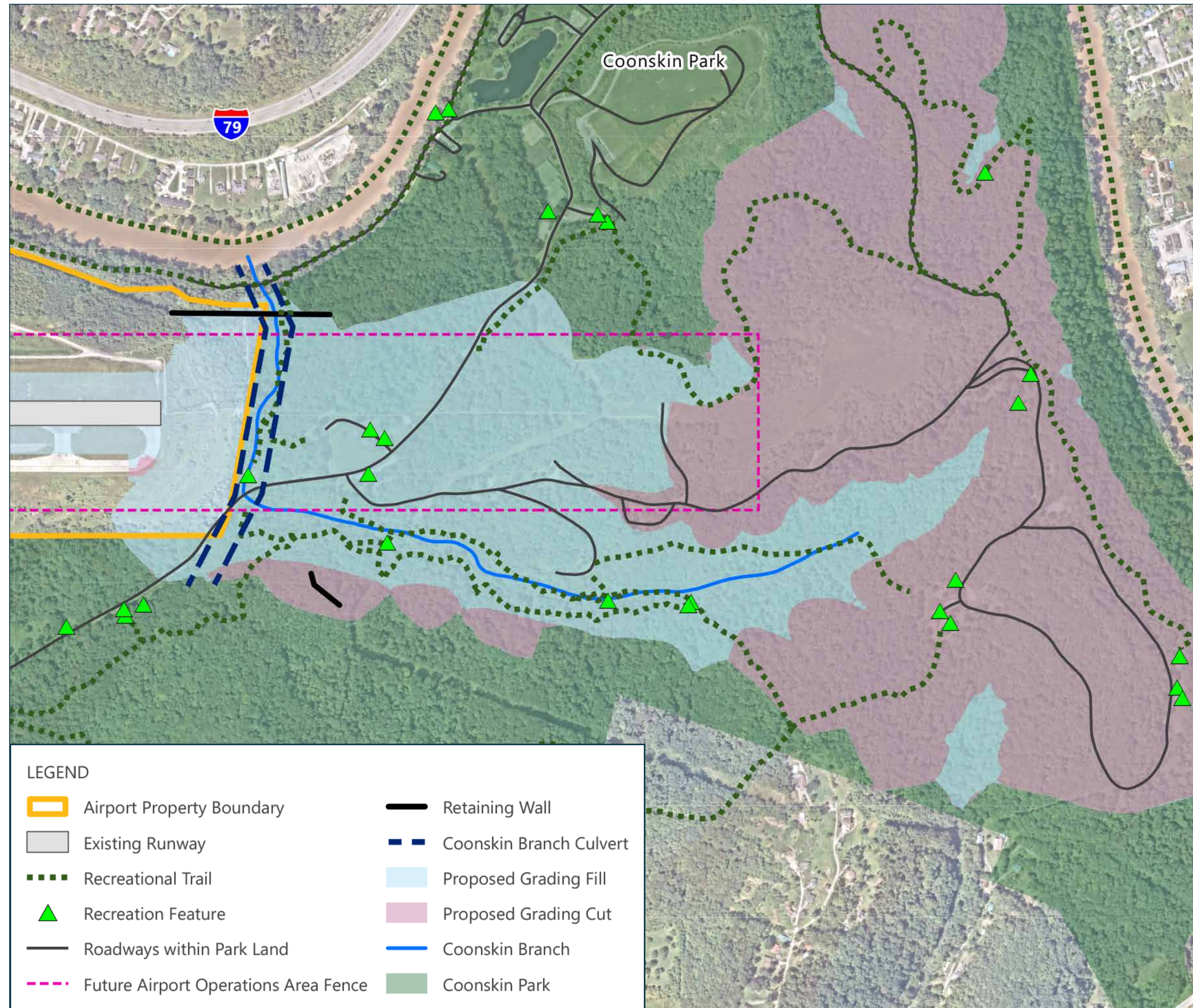
Need



Purpose

Safety	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	➔	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	Insufficient runway length for forecast aircraft fleet mix	➔	Meet the takeoff length requirements of the forecast aircraft fleet mix
	Improve operational flexibility		Provide an approach lighting system to increase the availability of Runway 5 under adverse weather conditions
Terminal	Terminal facility deficiencies based on forecast aircraft activity levels	➔	Provide adequate aircraft gates

Proposed Project (Phase 1) Elements in Coonskin Park



Enabling Projects and Connected Actions

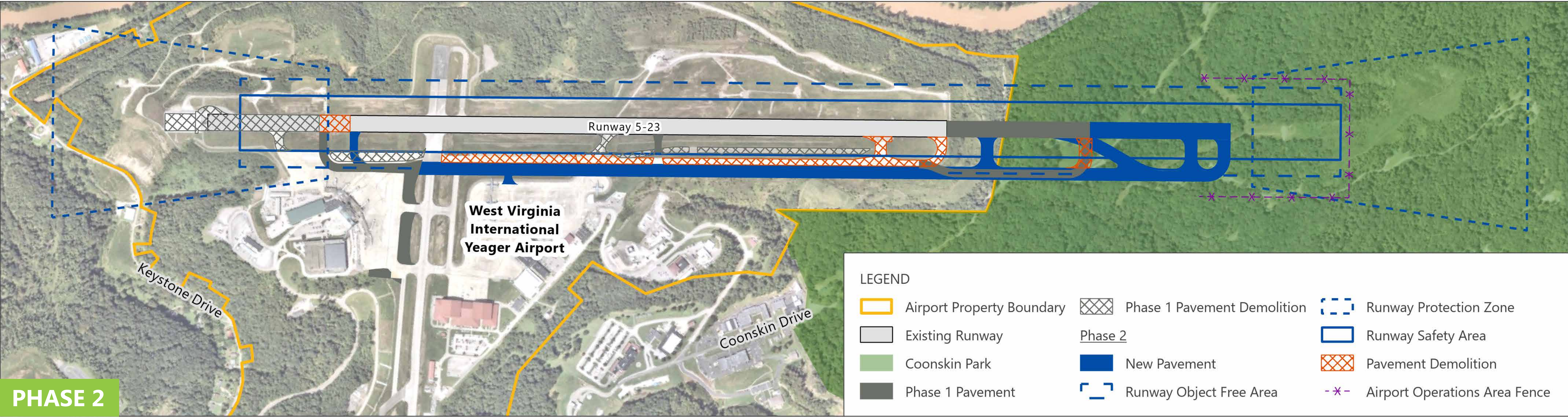
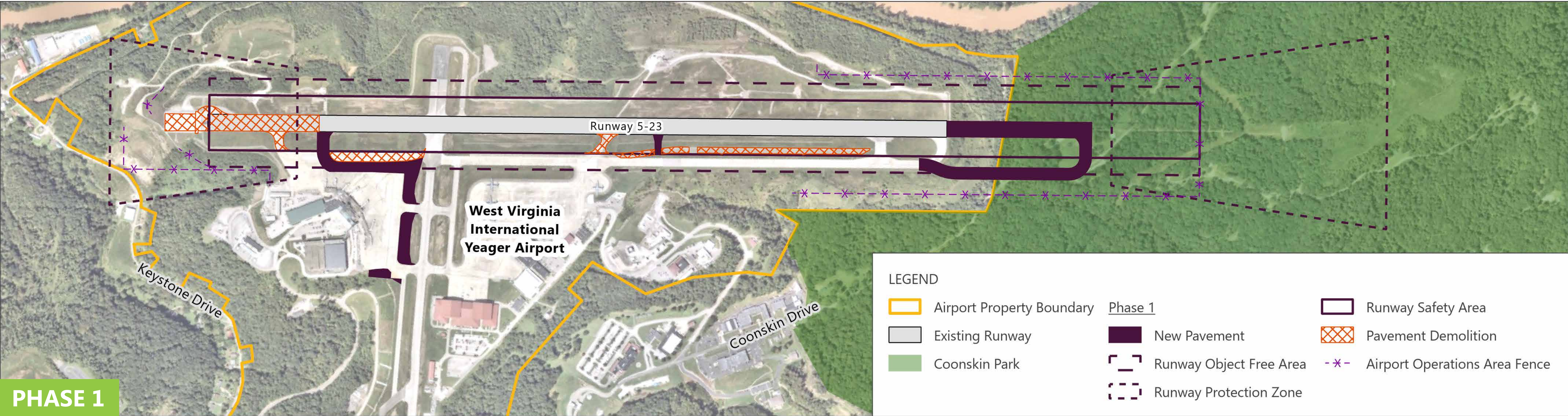
- Acquisition of up to approximately 400 acres of Coonskin Park to be converted to airfield
- Use of an estimated 25.6 million cubic yards of fill from potential borrow areas within Coonskin Park, and construction of retaining walls to support fill

Potential Effects to Coonskin Park

- Loss of 20 picnic shelters and sites
- Loss of 10 hiking trails
- Closure of a portion of Coonskin Drive
- Closure or relocation of roadways for “borrow” areas
- Removal of vegetation and terrain
- Relocation/culvert of Coonskin Branch

Impacts to Coonskin Park will be fully analyzed in the EIS

Proposed Project – Airfield and Safety Improvements



Alternatives Under Consideration

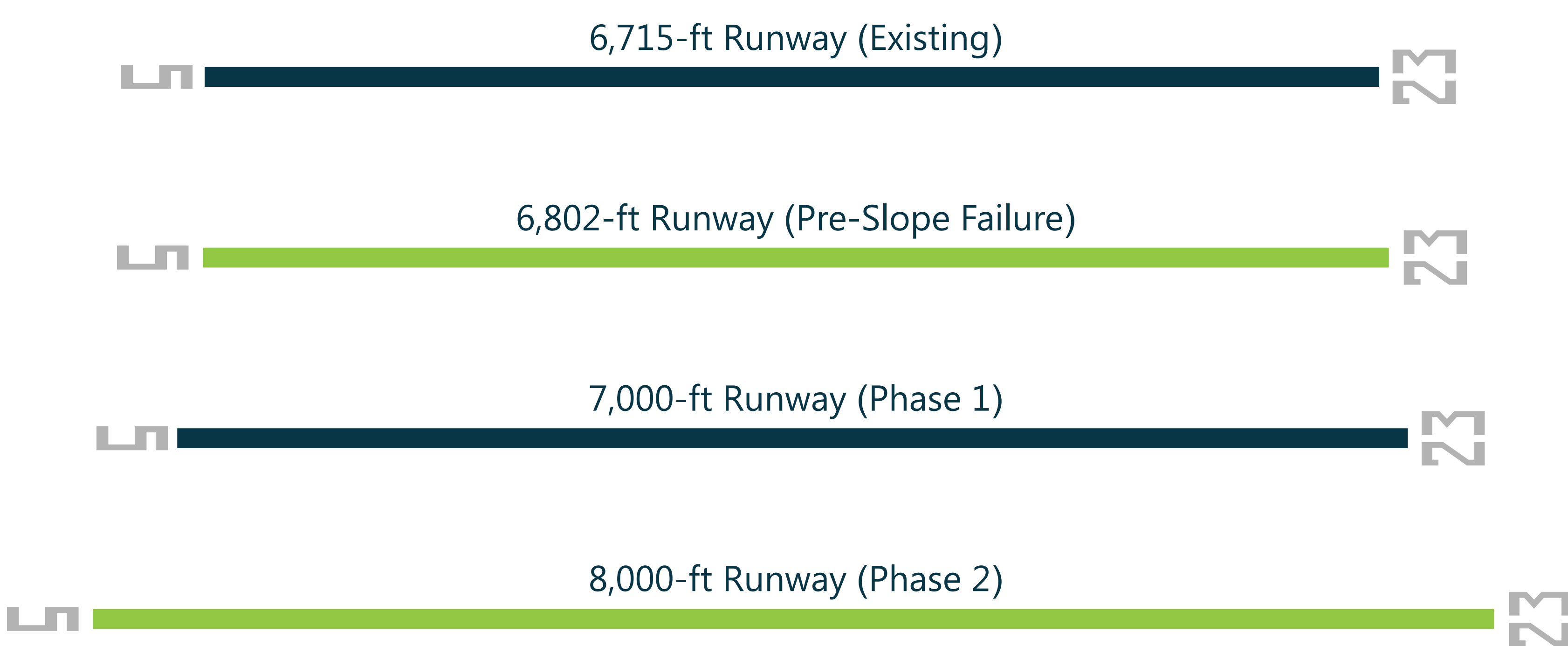
- The FAA will consider a range of alternatives that could potentially meet the purpose and need of the proposed project
- Current alternatives for analysis include:
 - No Action Alternative**
 - Construction of a New Airport
 - Transfer of Aviation Activity to Other Airports
 - Use of Other Modes of 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
- Input during the scoping process may identify other alternatives for consideration

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

*** The No Action Alternative is required to be carried forward in accordance with the requirements of NEPA*

Runway Alternatives Considerations

Runway Length

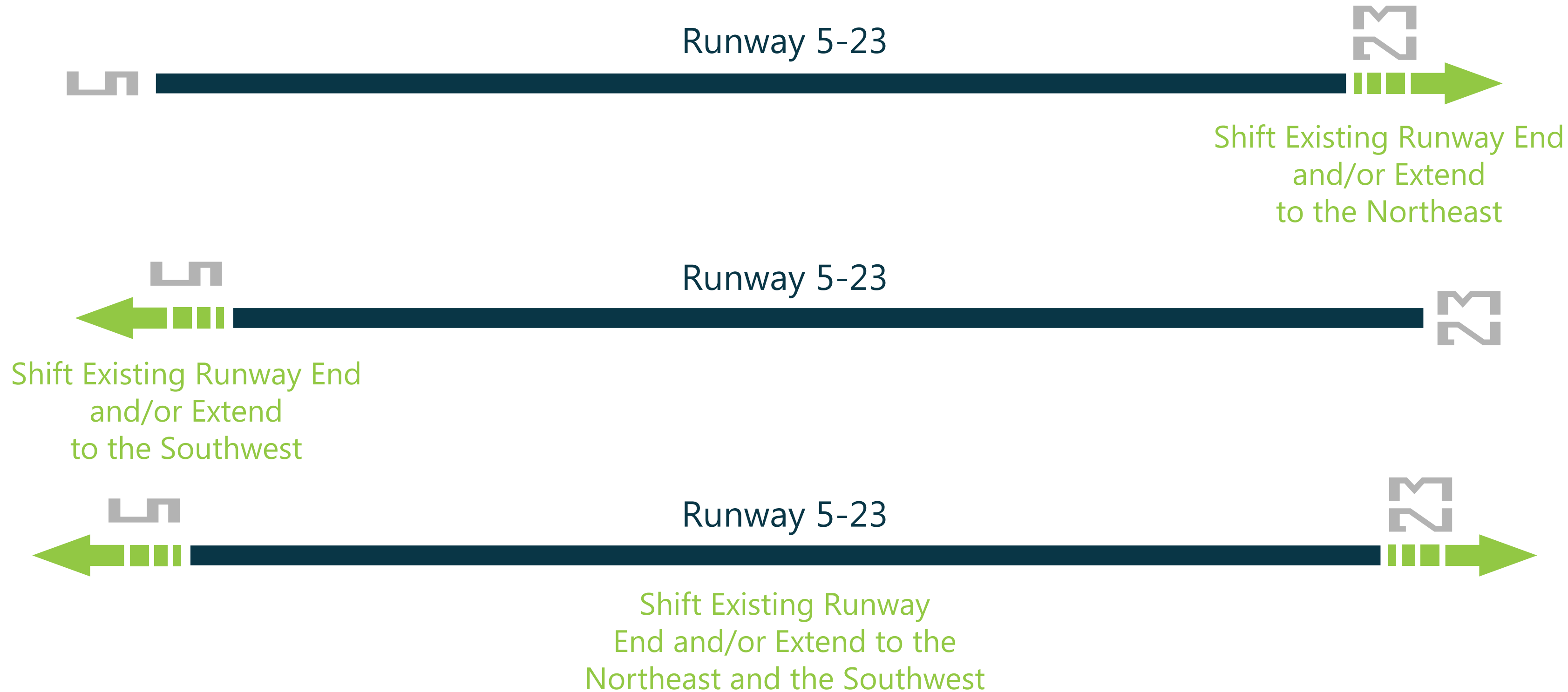


Runway Safety Area

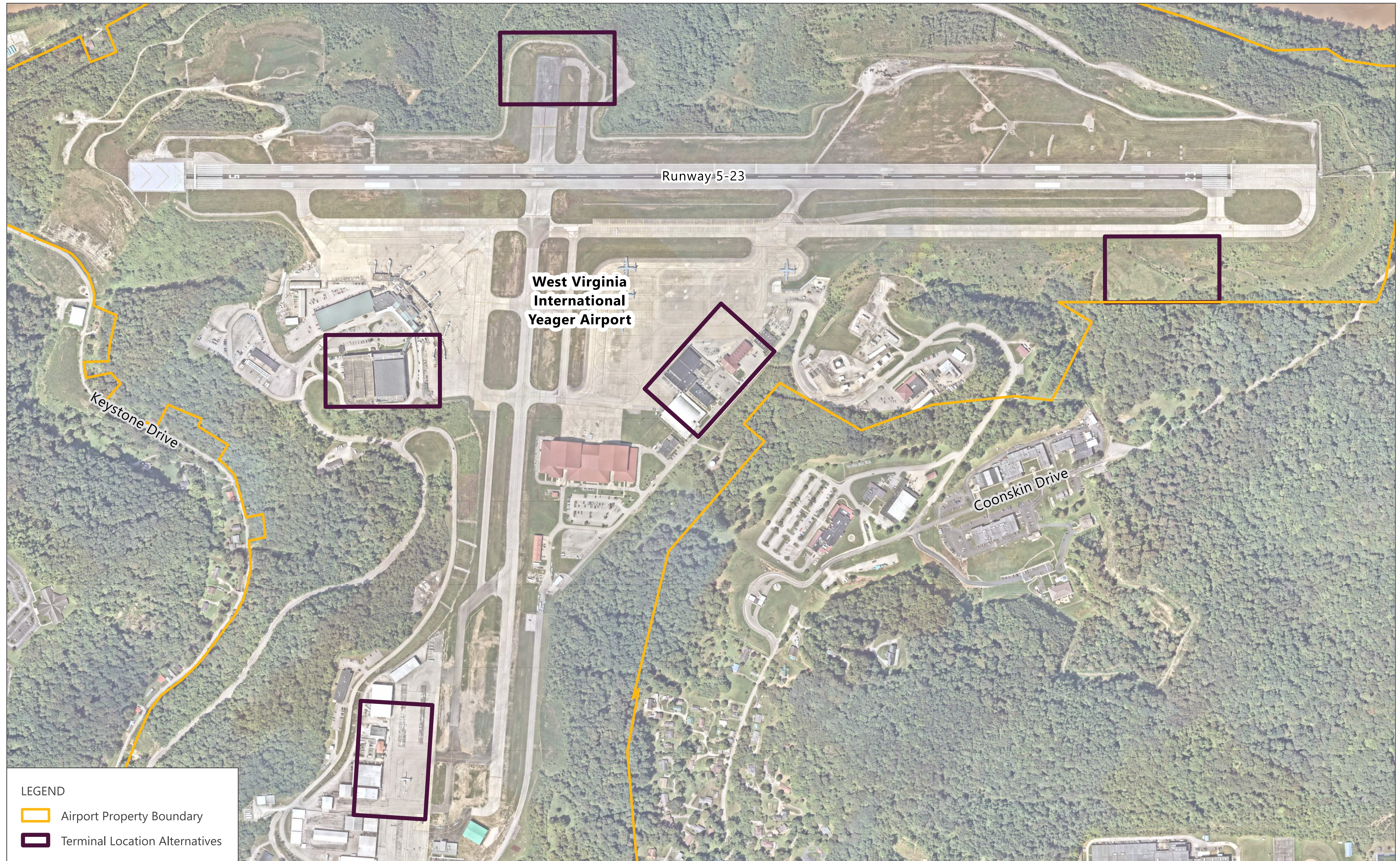


RSA - Runway Safety Area
EMAS - Engineered Material Arresting System

Runway Shift Direction



Terminal Development Alternatives



CWVRAA's Proposed Project – Phase 1

Runway 5-23 Shift and Extension

- 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
- Establish a standard Runway Safety Area (RSA)
- Construction of new and extended taxiways
- Relocation of NAVAIDS and the Air Operations Area (AOA) fence
- Removal or marking of existing airfield pavement
- Relocation of existing and construction of new vehicle service roads

Taxiway Improvements

- Relocation of Taxiway A between the existing end of Runway 5 and Taxiway C
- Relocation of Taxiway B extending from Taxiway A to Taxiway Connector B5

Terminal Redevelopment

- Construction of a new three-level terminal facility with 6 aircraft gates to replace the existing terminal and concourses, including new loading dock
- Construction of pedestrian connectors, new apron pavement, and terminal roadway improvements
- Demolition of the existing terminal and gates

Connected Actions and Enabling Projects

- New and relocated utilities
- Acquire and convert to airfield property portions of Coonskin Park
- Use of an estimated 25.6 million cubic yards of fill from potential borrow areas within Coonskin Park, and construction of retaining walls to support fill
- Identify replacement properties for Coonskin Park in accordance with Section 6(f) of the Land and Water Conservation Fund (LWCF) Act

CWVRAA's Proposed Project – Phase 2

Runway 5-23 Shift and Extension

- Shift Runway 5-23 to the northeast by 280 feet and further extend Runway 5-23 to the northeast by an additional 1,000 feet, resulting in a total runway length of 8,000 feet
- Establish a standard Runway Safety Area (RSA)
- Conduct additional grading and clearing requirements to establish FAA standard RSAs on both runway ends
- Construction of new taxiways consistent with FAA standards
- Relocation of NAVAIDS and installation of an approach lighting system (ALS) on Runway 5
- Removal or marking of existing airfield pavement

Taxiway Improvements

- Relocation of Taxiway A between Taxiway C and the existing Runway 23 end

Terminal Redevelopment

- Construction of an additional (7th gate) to the terminal facility

Connected Actions and Enabling Projects

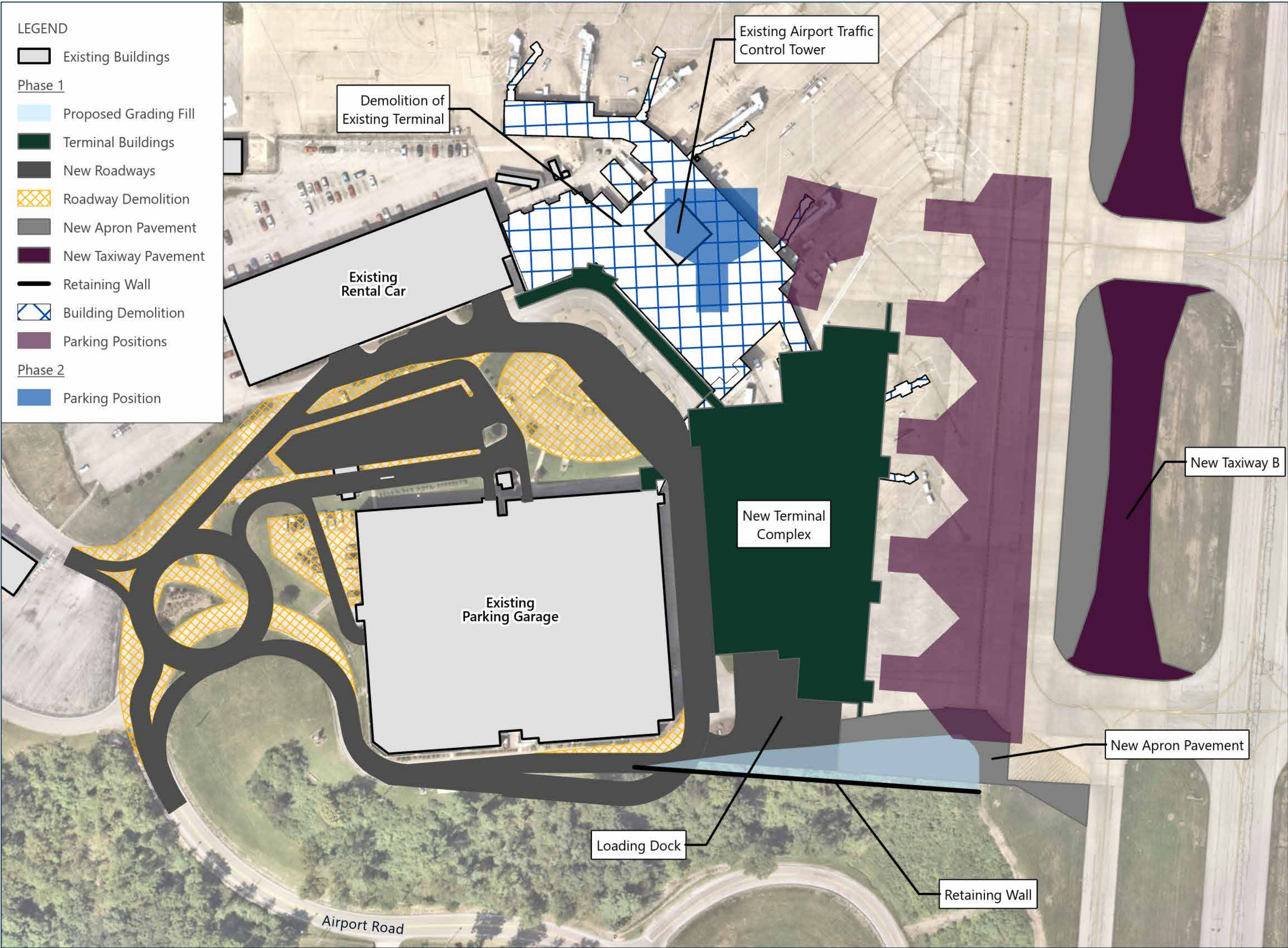
- Potential relocation of the Airport Traffic Control Tower (ATCT) to allow for operation of a 7th gate at the terminal if not otherwise required in Phase 1
- Use of an estimated 4 million cubic yards of fill and construction of a retaining wall parallel to and east of Taxiway A to support fill

Environmental Resources to be Studied

- Air quality
- Biological resources (fish, wildlife, and plants)
- Climate
- Parks and other recreational resources (Section 4(f) and Section 6(f) properties)
- 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.

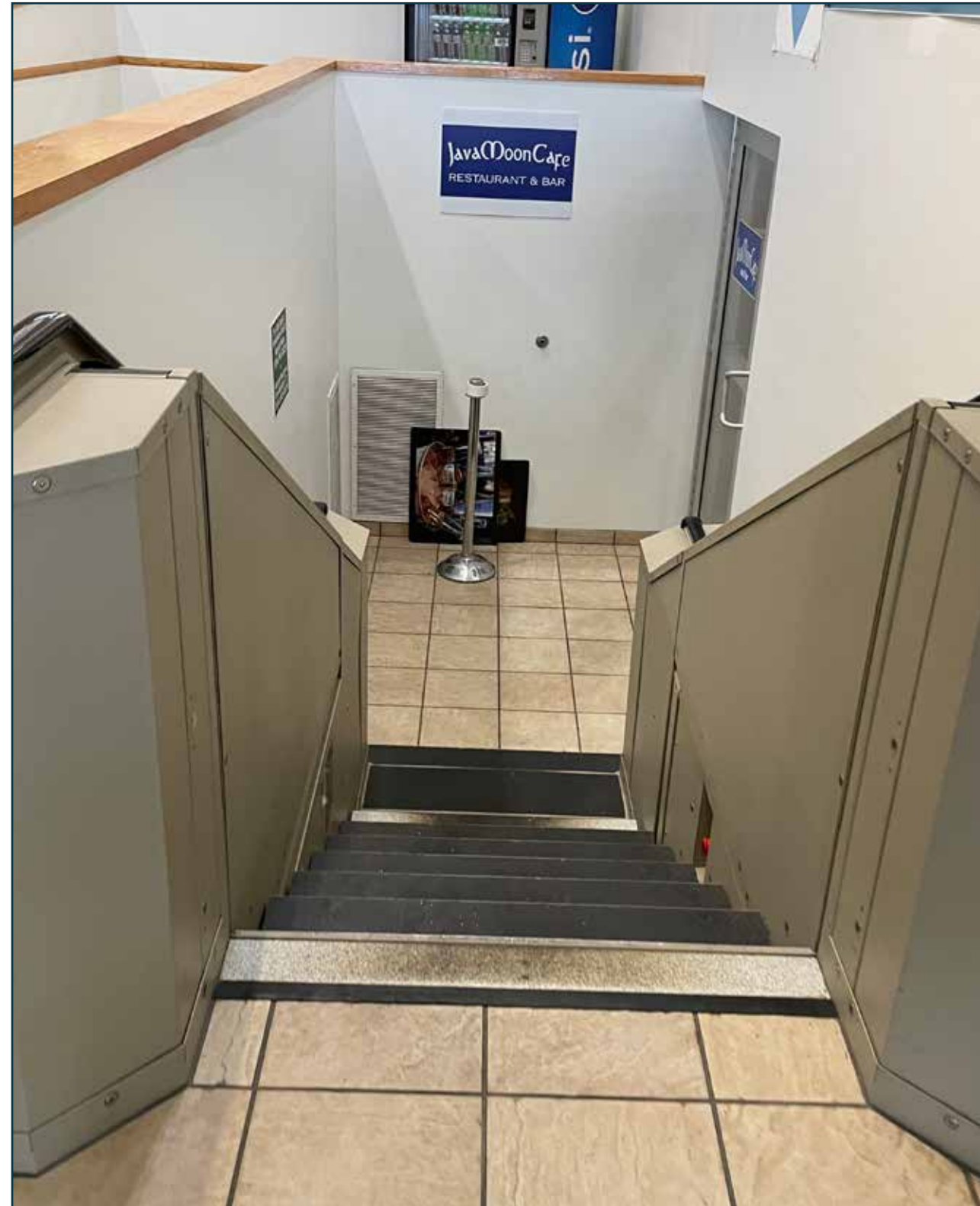
Proposed Project - Terminal Development



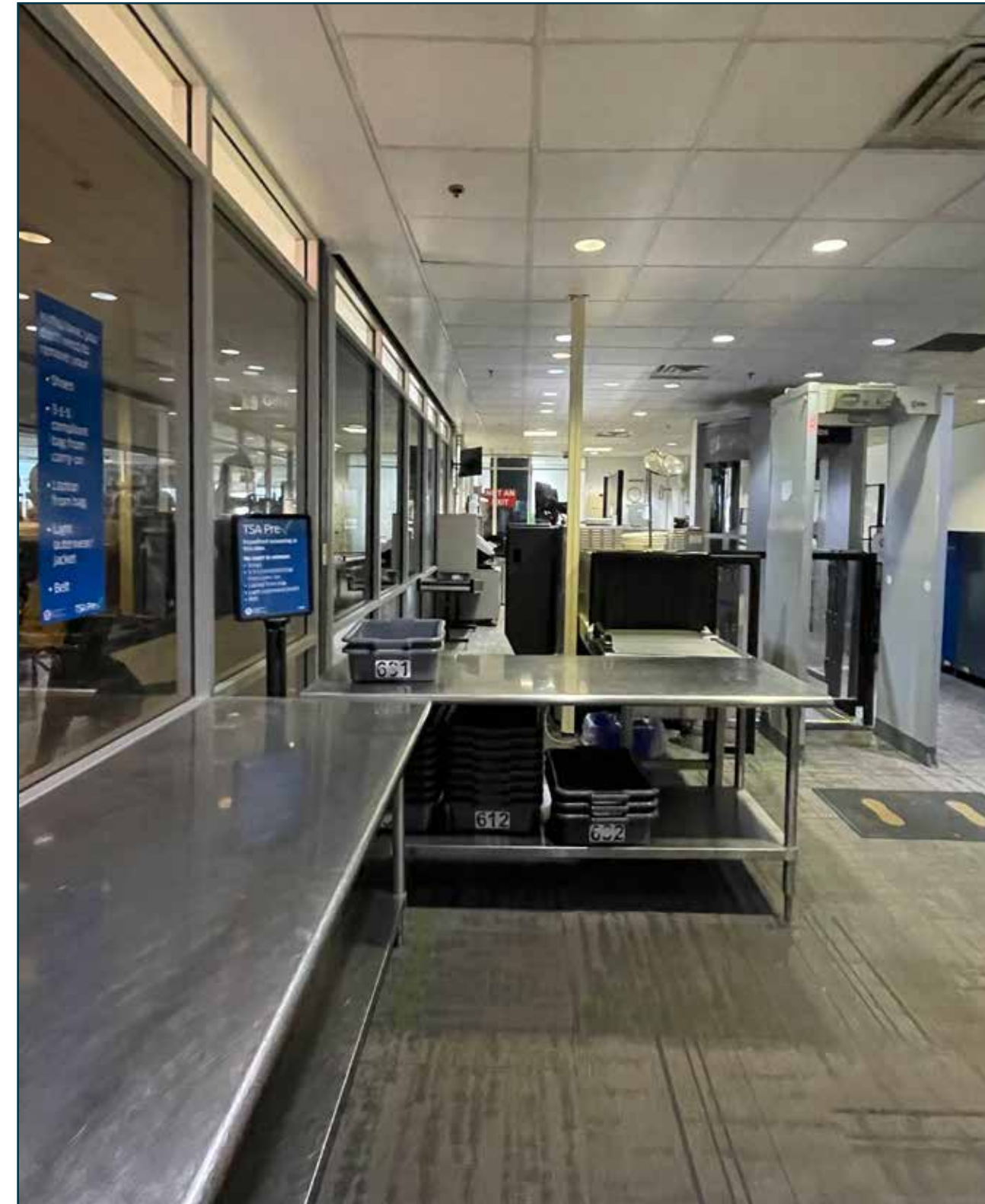
Phase 1 – Terminal Deficiencies

Part 77 Deficiencies

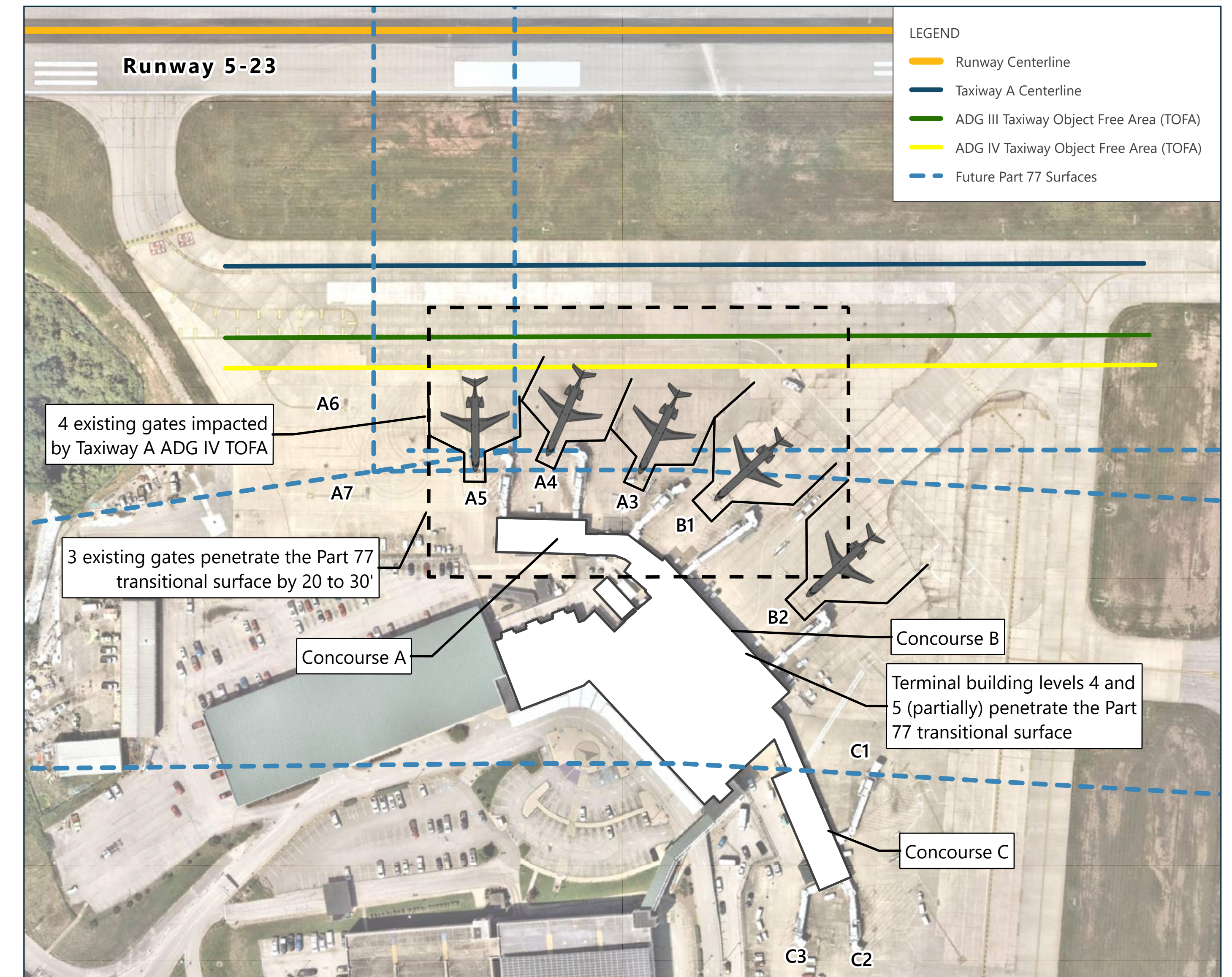
- 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace* (Part 77), establishes standards used to determine obstructions to air navigation and navigational and communication facilities
- Part 77 defines imaginary surfaces established to evaluate and protect the approach and departure areas of a runway and are developed with relation to the specific airport and to each runway.
- Penetrations of fixed objects into the Part 77 surfaces are considered obstructions.



Restaurant Half a Level Below the Concourse



Narrow TSA Passenger Security Checkpoint



Low Passenger Level of Service

- Aging and poorly configured terminal facility
- Not compliant with Americans with Disabilities Act (ADA) standards
- Existing passenger and support spaces (square footages) are too small to accommodate existing (2021) demand at an acceptable level of service
- Lack of modern amenities

Phase 1 – Airfield and Safety Deficiencies

Non-Standard Runway Safety Areas

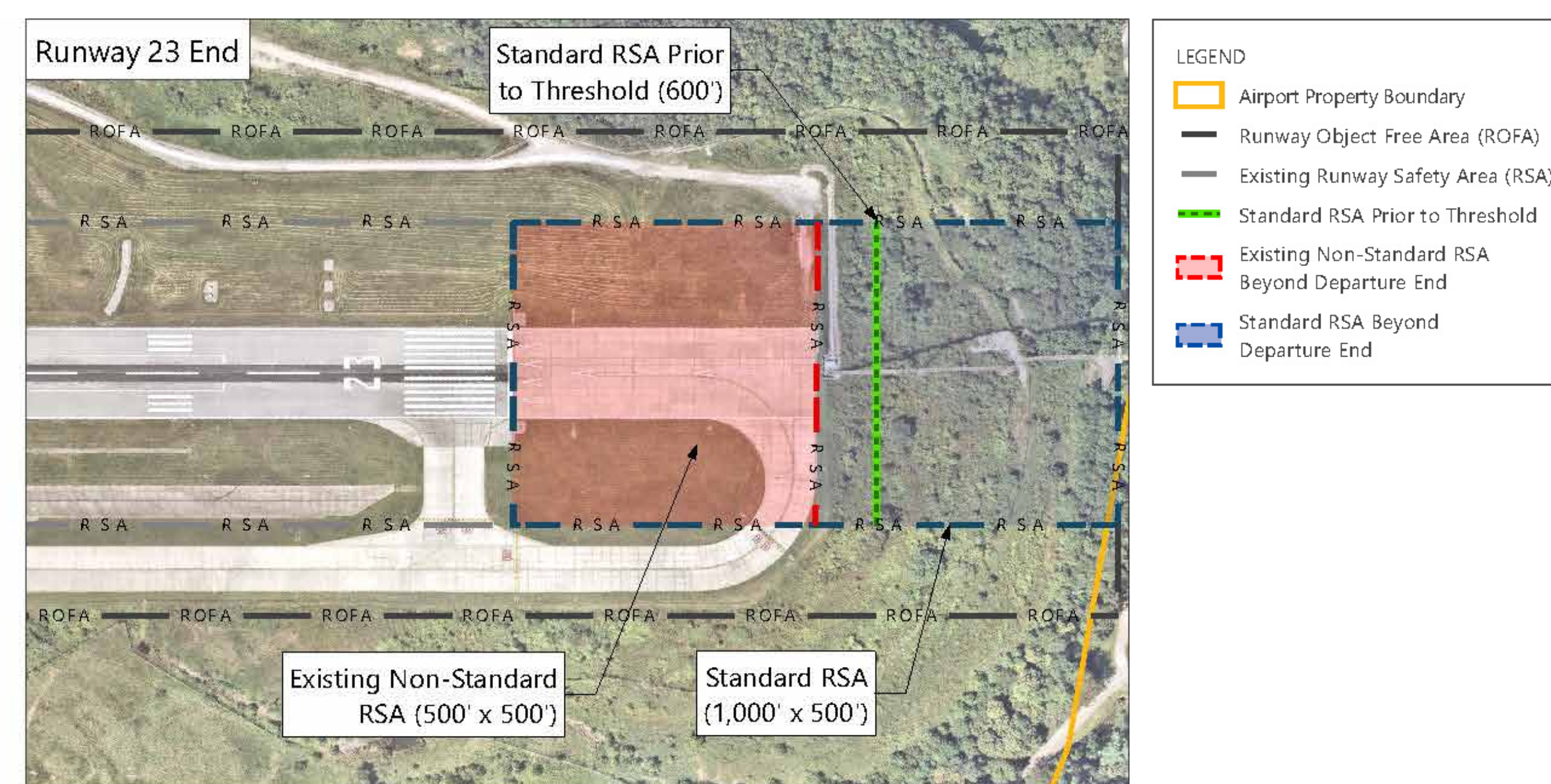
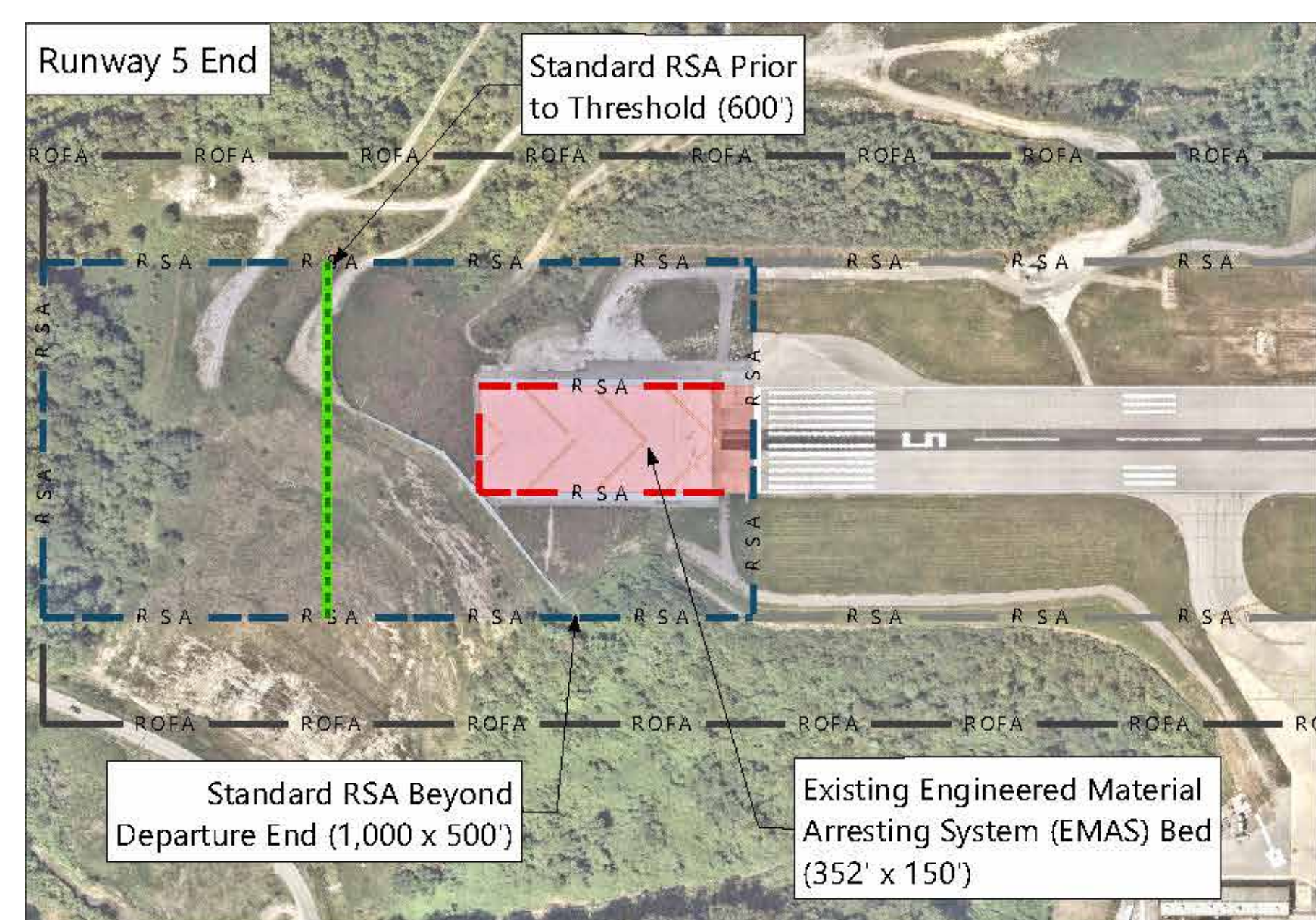
- Existing RSA and ROFA do not meet FAA design standards
- The Runway 5-23 RSA should be 500 feet wide, 600 feet long prior to the runway threshold, and 1,000 feet long beyond the runway end
- CRW has had multiple aircraft-related airfield incidents related to the runway and RSA

Insufficient Runway Length

- As a result of the 2015 slope failure, the runway length was reduced to 6,715 feet and the Airport instituted further reductions for usable runway length through declared distances
- A runway length analysis was conducted; the existing runway length was determined to be insufficient for the existing and forecast aircraft operating at the Airport based on destinations served
- Proposed runway length of 7,000 feet is sufficient for forecast Phase 1 aircraft and destinations

Non-Standard Taxiway Separation Distances

- FAA airport design guidance requires a standard runway to parallel taxiway separation distance of 400 feet
- Current separation distance between Runway 5-23 and Taxiway A ranges from 284 feet on the Runway 5 end to 328 feet on the Runway 23 end*
- Airport is currently operating under an FAA Modification of Standards (MOS) for the non-standard separation distance
- FAA policy is to incrementally improve non-standard design issues when possible



* Based on the Phase 1 critical aircraft operating at the Airport, a separation distance of 328 feet is adequate per FAA standards for wingtip clearance.

Schedule Milestones




milestone	Actual or Anticipated Date
FAA Initiated Agency Coordination	November 2021
Cooperating and Participating Agency Meetings	Ongoing/Monthly
Pre-Scoping Stakeholder Meetings	August 2022
Concurrence Point 1 – Purpose and Need Statement	August/September 2022
FAA Issues Notice of Intent (effective)	September 30, 2022
Scoping Comment Period including Public Meetings	Ends November 17, 2022
Concurrence Point 2 – Alternatives to be Carried Forward for Analysis	1st Quarter 2023
Concurrence Point 3 – Preferred Alternative	4th Quarter 2023
FAA Publishes Notice of Availability of the Draft EIS	1st/2nd Quarter 2024
Public Comment Period for the Draft EIS (minimum of 45 days)	1st/2nd Quarter 2024
FAA Issues Record of Decision	3rd Quarter 2024

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



Public Involvement

- The FAA must provide pertinent information to the public, affected communities, and agencies.
- Members of the public are encouraged to submit comments with respect to any potential environmental impacts associated with the Proposed Project, or comments representing the concerns, issues, and alternatives they believe should be addressed in the EIS.
- All submitted comments will be considered by FAA to inform the scope of the EIS.



Yeager Airport

EIS

PROJECT COMMENT CARD

West Virginia International Yeager Airport

Airfield, Safety, and Terminal Improvement Project

Environmental Impact Statement (EIS)

PROVIDE PROJECT COMMENTS BELOW

The purpose of the scoping process and the meetings is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the topics and issues to be analyzed in the West Virginia International Yeager Airport Airfield, Safety, and Terminal Improvement Project EIS, including alternatives to be considered and potential resources affected. Written comments can either be submitted at the Public Scoping meetings, emailed to comments@yeagerairporteis.com, or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division

Federal Aviation Administration, Eastern Regional Office, AEA-610

1 Aviation Plaza, Jamaica, NY 11434

Name

Organization

Email

Address

City

State

Zip

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the Proposed Project:

Comments must be postmarked no later than 5:00 p.m. Eastern Time, Thursday, November 17, 2022

Privacy Notice: Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Scoping Comments

Comments can be submitted via:



EMAIL:

comments@yeagerairporteis.com



WEB:

www.yeagerairporteis.com



MAIL:

Mr. Andrew Brooks

Environmental Program Manager
Eastern Regional Office, AEA-610
Federal Aviation Administration
1 Aviation Plaza
Jamaica, NY 11434



IN PERSON:

At public meetings

- Oral comments via the stenographer
- Written form comments

Comments must be received by 5:00 pm ET, Thursday, November 17, 2022