



## ATTACHMENT 1

# Scoping Materials

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AGENCY SCOPING MEETING EMAIL INVITATION

AGENCY SCOPING MEETING SIGN-IN SHEETS

AGENCY SCOPING MEETING PRESENTATION

PUBLIC SCOPING MEETING NEWSPAPER PROOFS AND AFFIDAVITS

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PUBLIC SCOPING MEETING FACTSHEET

VIRTUAL PUBLIC SCOPING WORKSHOP ATTENDEE LIST

VIRTUAL PUBLIC SCOPING WORKSHOP PRESENTATION

EXTENSION OF PUBLIC SCOPING COMMENT PERIOD NEWSPAPER AFFIDAVITS



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## AGENCY SCOPING MEETING EMAIL INVITATION

**From:** Allison Ducar  
**Sent:** Tuesday, October 4, 2022 10:00 AM  
**To:** bowens@osmre.gov; jennifer\_l\_norris@fws.gov; kentcarper@kanawha.us; jeff@kcprc.com; Gillespie, Joy; Nevshahirlian, Stepan; david.k.hoge@wv.gov; peter.gallo@cityofcharleston.org; Lang, Megan I; michael.e.hatten@usace.army.mil; larry.d.board@wv.gov; brian.l.bridgewater@wv.gov; arlie.e.matney@wv.gov; j.whitney.darby@wv.gov; nabil.m.boustany@wv.gov; jennifer.l.ferrell@wv.gov; james.e.bush@wv.gov; chuckgrishaber@kanawha.us; samuel.j.calvert@wv.gov; stephen.s.mcdaniel@wv.gov; dnr.wildlife@wv.gov; julia.a.morton@wv.gov; susan.m.pierce@wv.gov; Capece, Paula; Lamarre DeMott, Lora A; jeffrey.king.13@us.af.mil; Dan Smith; steveneddo@kanawha.us; benjamin.m.riggle@wv.gov; Kent, Katherine; Lapp, Jeffrey; Vriendt, Dan; danny.a.bennett@wv.gov; brian.r.abraham@wv.gov; andrewgunnoe@kanawha.us; susan.a.porter@usace.army.mil; Dickson, Nancy J; mary\_morrison@nps.gov; rachel\_capito@nps.gov; Cochenour, Jeremy D CIV USARMY CELRH (USA); Moore, Julia A; Boyd, Stewart L; alison.rudenstein@fema.dhs.gov; Hufnagel, Michael; Maxwell, Stephan T; andrew\_raddant@ios.doi.gov; Ranson, Elizabeth; Tim.W.Keaton@wv.gov; THOMAS, FREDRICK H II Col USAF ANG 130 MSG/CC; SWITZER, RICHARD F Col USAF ANG 130 OG/OG/CC; CHARD, PATRICK D Col USAF ANG WVANG HQ/130th AW/CV; WILLIAMS, HAROLD K CMSgt USAF ANG 130 AW/AW; HATTER, YUAN HSIN SMSgt USAF ANG 130 OG/OSS; bryan.preece@us.af.mil  
**Cc:** Stafford, Susan (FAA); Brooks, Andrew (FAA); Fitzpatrick, Joshua (FAA); Strasser, Alan (FAA); Teodorescu, Andrew P (FAA); Aaron Braswell; Price, Laura E (FAA); Adkins, Michael S (FAA); DiGiulian, Matthew (FAA); Stephen Culberson; David Plakorus; Dave Full; Ashley Zayed; Dominique Ranieri  
**Subject:** Yeager Airport EIS - Agency Scoping Meeting

Good morning,

On September 30, 2022, the Federal Aviation Administration (FAA) published a Notice of Intent (NOI) in the Federal Register to prepare an Environmental Impact Statement (EIS) and to request scoping comments for the West Virginia International Yeager Airport (CRW) Airfield, Safety, and Terminal Improvement Project (Proposed Action). As the project sponsor, the Central West Virginia Regional Airport Authority (CWVRRAA) is proposing to develop the project in phases to address various safety and operational deficiencies at the Airport. The immediate need is to improve the runway safety areas, meet existing runway length requirements for the Airport's runway, and replace aging and inefficient infrastructure in the terminal area. Phase 1 of the CWVRRAA's proposed development is intended to address these immediate safety needs. The long-term need is dependent on and in support of a potential change in the aircraft serving CRW and/or forecast destinations that are anticipated to occur by 2040. Phase 2 of the CWVRRAA's proposed development is intended to address these long-term capacity needs.

Release of the NOI began the formal scoping period, which is a collaborative effort that invites participation from federal, state, and local agencies, and the general public. The scoping process for the EIS will include scoping meetings and a comment period for interested agencies and members of the

public to submit comments with respect to any potential environmental impacts associated with the Proposed Action, or comments representing the concerns, issues, and alternatives they believe should be addressed in the EIS. To ensure that all significant issues related to the Proposed Action are identified, two (2) in-person public scoping meetings, one (1) virtual public scoping meeting, and one (1) governmental agency scoping meeting will be held. The public and agency scoping period for this EIS will be from September 30, 2022, to November 17, 2022.

A governmental agency scoping meeting for all federal, state, and local regulatory agencies that have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the Proposed Action will be held on **Thursday, November 3, 2022**. This meeting will take place at 1:00 p.m. Eastern Time, at the Embassy Suites by Hilton Charleston Hotel located at 300 Court Street, Charleston, West Virginia, and will be available virtually via Zoom with a dial-in number to participate via web/telephone, if preferred.

The FAA will also be holding three public scoping meetings for the general public. Two in-person public scoping meetings will be held from 6:00 p.m. to 8:00 p.m. Eastern Time on Wednesday, November 2, 2022, and from 6:00 p.m. to 8:00 p.m. Eastern Time on Thursday, November 3, 2022. The public scoping meetings will be conducted at the Embassy Suites by Hilton Charleston Hotel located at 300 Court Street, Charleston, West Virginia. The in-person public scoping meetings will be open house format with project information displayed and representatives from the FAA and the CWVRAA available to answer questions. The FAA will also be holding a virtual public workshop from 6:00 p.m. to 8:00 p.m. on Monday, November 7, 2022. The virtual workshop will be held via Zoom and will provide the opportunity for interested members of the public to participate in a question-and-answer session with representatives from the FAA and the CWVRAA. Registration is required for the virtual public workshop, which is available on the project website at [www.yeagerairporteis.com](http://www.yeagerairporteis.com).

In addition to submitting oral and written comments at the agency scoping meeting, written comments can also be submitted by email to [comments@yeagerairporteis.com](mailto:comments@yeagerairporteis.com), or sent to the FAA, at the following address:

Mr. Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be received by the FAA no later than 5:00 p.m. Eastern Time, Thursday, November 17, 2022.

If you plan on attending the agency scoping meeting, please RSVP to Ashley Zayed, Ricondo & Associates, Inc., at [azayed@ricondo.com](mailto:azayed@ricondo.com) or by phone at 312-638-8580. Please indicate whether you intend to attend the agency scoping meeting in person or whether you need a link to join the meeting virtually.

We look forward to meeting with you.

**Allison Ducar** | Director

**RICONDO****421 KING STREET | SUITE 400 | ALEXANDRIA, VA 22314****TEL +1-760-444-0106 x331 | DIRECT +1-703-879-7423 | MOBILE +1-248-767-9645**

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## AGENCY SCOPING MEETING SIGN-IN SHEETS

# SIGN-IN

~~Agency~~  
Public Scoping Meeting  
November 3, 2022



Yeager Airport  
EIS

Name	Organization (if applicable)	Email me (y/n)	Email
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DANIEL SCHMANSKI	RS&H	Y	daniel.schmanski@rsandh.com
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Ashley Zayed	Ricondo	-	azayed@ricondo.com
AVANT D RAMSEY	RICONDO		ARAMSEY@RICONDO.COM
Ben Riggle	WV SHPO	Y	benjamin.m.rigg@wv.gov

## AGENCY SCOPING MEETING ATTENDEE LIST

AGENCY	STAFF	ATTENDANCE
<b>Federal Agencies</b>		
US Army Corps of Engineers	Jeremy Cochenour	X (Virtual)
US Environmental Protection Agency	Joy Gillespie	X (Virtual)
	Kat Kent	X (Virtual)
National Park Service	Megan Lang	X (Virtual)
	Mark Eberle	X (Virtual)
	Rachel Capito	X (Virtual)
	Stevan Maxwell	X (Virtual)
<b>State Agencies</b>		
WV Department of Environmental Protection	Nancy Dickson	X (Virtual)
	Dawn Newell	X (Virtual)
	James Bush	X
	John McGarrity	X
	Jocelyn Phares	X (Virtual)
WV SHPO	Benjamin Riggle	X
	Lora Lamarre-Demott	X (Virtual)
<b>Local Agencies</b>		
Kanawha County Planning Department	Steve Neddo	X
	Andrew Gunnoe	X (Virtual)
City of Charleston Planning Department	Dan Vriendt	X



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## AGENCY SCOPING MEETING PRESENTATION



**Yeager Airport**

**EIS**

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

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## **Agency Scoping Meeting**

### **Presented to:**

Invited Federal, State, and  
Local Agencies and Native  
American Tribes

### **Presented by:**

Federal Aviation  
Administration and  
Ricondo & Associates, Inc.

### **Presented on:**

November 3, 2022

# Agenda

- Welcome
- Introductions
- Current Status
- Alternatives
- Environmental Resources
- EIS Schedule and Permitting Timetable



# Alternatives Overview



# Alternatives Under Consideration

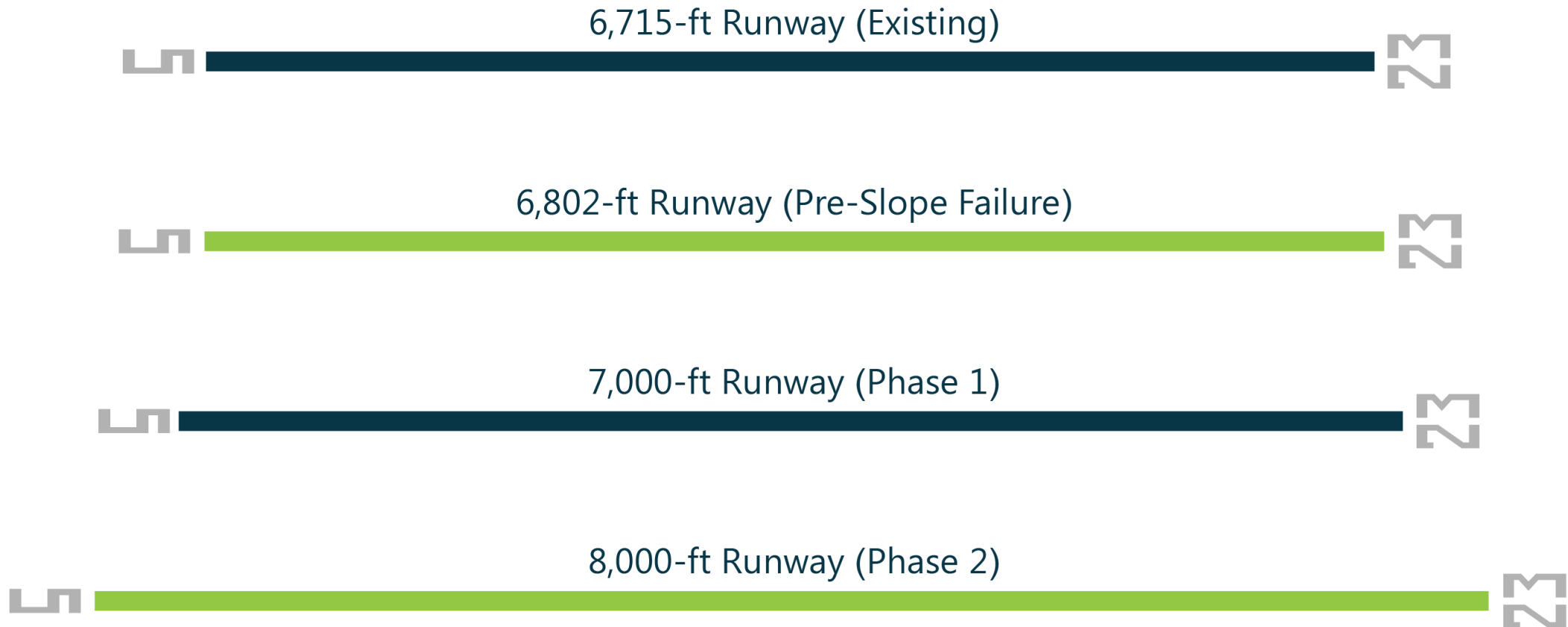
- The FAA will consider a range of alternatives that could potentially meet the purpose and need of the proposed project
- Current alternatives for analysis include:
  - No Action Alternative\*\*
  - Construction of a New Airport
  - Transfer of Aviation Activity to Other Airports
  - Use of Other Modes 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 Alternatives Considerations – Runway Safety Area

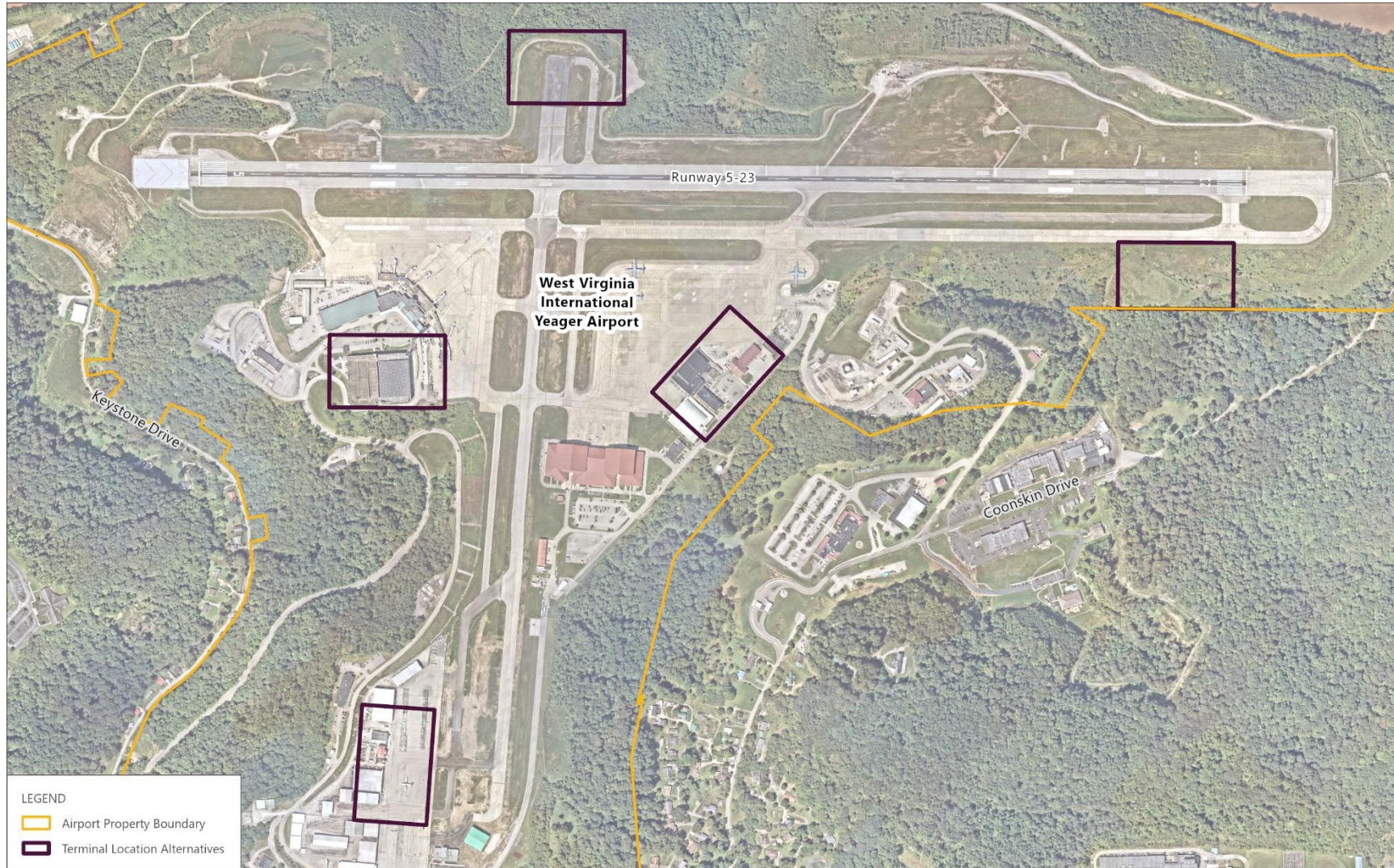


RSA - Runway Safety Area  
EMAS - Engineered Material Arresting System

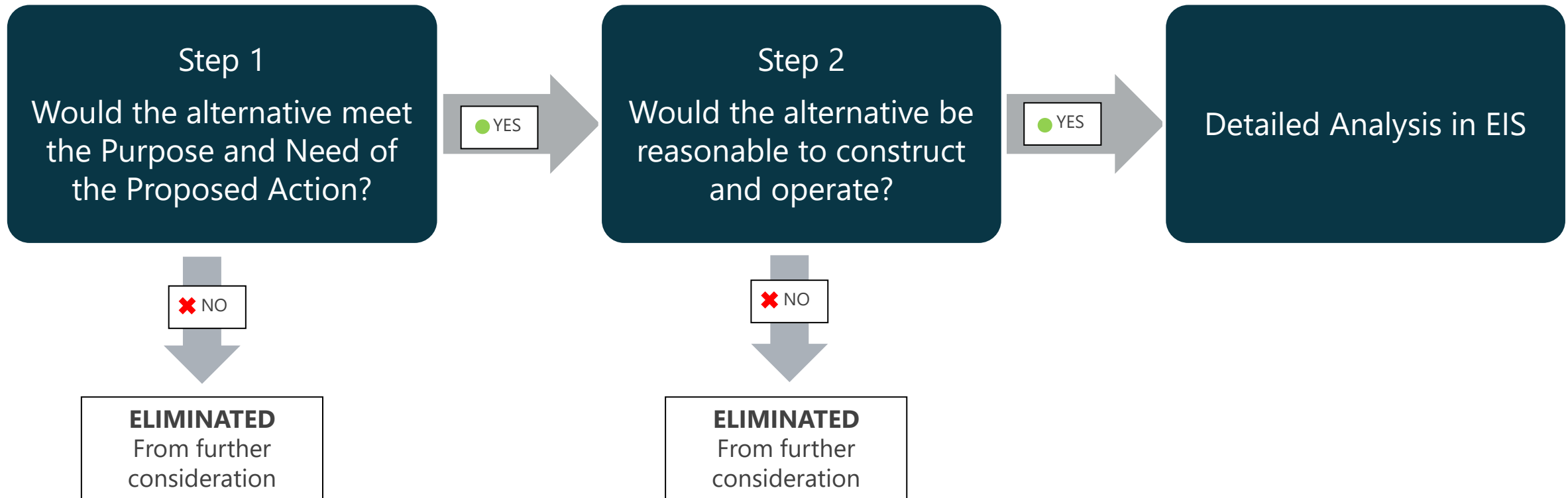
# Runway Alternatives Considerations – Runway Shift Direction



# Terminal Development Alternatives



# Alternatives Screening Process



# Alternatives to be Carried Forward

- Concurrence Point #2 – Alternatives to be Carried Forward [January 27, 2023]
- Alternatives that advance through both screening steps (to be analyzed in detail in the EIS) will be developed to preliminary design, which includes, but is not limited to consideration of the following factors:
  - embankment needs
  - the use of retaining walls
  - approach lighting and NAVAIDs
  - location of the borrow site
  - methods of transporting borrow materials to the project site
- Detailed project-specific construction and equipment schedules will be developed for each of the alternatives to be analyzed in detail in the EIS

# Environmental Resource Considerations



# Environmental Resources to be Studied

Each alternative carried through the EIS will be analyzed for construction and operational impacts with respect to the following environmental resource categories:

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



# Air Quality/Climate

- Develop and distribute **protocol** document:
  - Protocol will document existing conditions; outline model assumptions, inputs, and methodologies
  - Draft to be distributed to USEPA, WVDEP, and FAA Office of Environment and Energy (AEE)
  - Protocol review/finalization between February and April 2023
- Quantify construction and operational emissions (**inventory**)
- **Compare** inventories to ***de minimis* thresholds** (general conformity applicability analysis) and National Ambient Air Quality Standards (NAAQS)
- Formal **general conformity determination**, if required

# Biological Resources

- Elk River, Coonskin Branch, and Coonskin Park may have habitat for and support various fish, wildlife, plants, birds.
- Possible presence of 15 threatened and/or endangered mammals, fish, and clams, and 9 species of migratory birds.



SPECIES NAME	LISTED STATUS
<b>Mammals</b>	
Gray bat	E
Indiana bat	E
Northern long-eared bat	T
Virginia big-eared bat	E
<b>Fish</b>	
Candy Darter	E
Diamond Darter*	E
<b>Clams</b>	
Clubshell	E
Fanshell	E
Northern Riffleshell	E
Pink Mucket	E
Rayed Bean	E
Sheepnose	E
Snuffbox	E
Spectaclecase mussel	E
Tubercled Blossom	E

MIGRATORY BIRDS
Bald Eagle
Cerulean Warbler
Eastern Whip-poor-will
Kentucky Warbler
Prairie Warbler
Red-headed Woodpecker
Rusty Blackbird
Wood Thrush
Yellow-bellied Sapsucker

\*\* Although the Tri-colored bat is not currently listed as an endangered species, it is a candidate species currently under review for listing.

# Biological Resources

- Biological resources inventory to determine presence of Federally-listed threatened and/or endangered species
- Assess the extent of potential impacts to biological resources (biological assessment)
- Consultations with USFWS and WVDNR
- Determination of impacts:
  - “no effect”
  - “may affect, but not likely to adversely affect”
  - “may affect, and is likely to adversely affect”

# DOT Section 4(f)

- **Identify properties** (Coonskin Park) and document location, size, activities, patronage, access, unique or irreplaceable qualities, relationship to similarly used lands in the vicinity
- **Document the alternatives** and determine if a permanent, temporary occupancy, or constructive **use** of identified Section 4(f) properties
- Determine if any “use” qualifies as ***de minimis***
- If cannot make *de minimis* impact determination, prepare **Section 4(f)**

## Evaluation

- Identify **feasible and prudent avoidance** alternatives
- If no avoidance alternatives exist, identify alternative that causes **least overall harm**
- Incorporate **all possible planning** to minimize harm to Section 4(f) property

# Section 6(f) of the LWCF Act

- **Identify properties** (Coonskin Park) that have been developed or improved with monies from the Land and Water Conservation Fund (LWCF) Act
- Determine impacts from project that would **temporarily or permanently** result in a **conversion** of parkland subject to Section 6(f) to an **alternative use**; or result in the **disturbance** of recreational activities fulfilled by Section 6(f) parkland
- Request **permission** and obtain **approval** from the NPS and WVDO if LWCF properties are **converted**, wholly or in part, to **non-recreational use**
- Formal Section 6(f) Evaluation to **analyze all practical alternatives** that would avoid converting the Section 6(f)
- Develop a Section 6(f) **Replacement Property Plan** if impacts cannot be avoided



# Farmlands

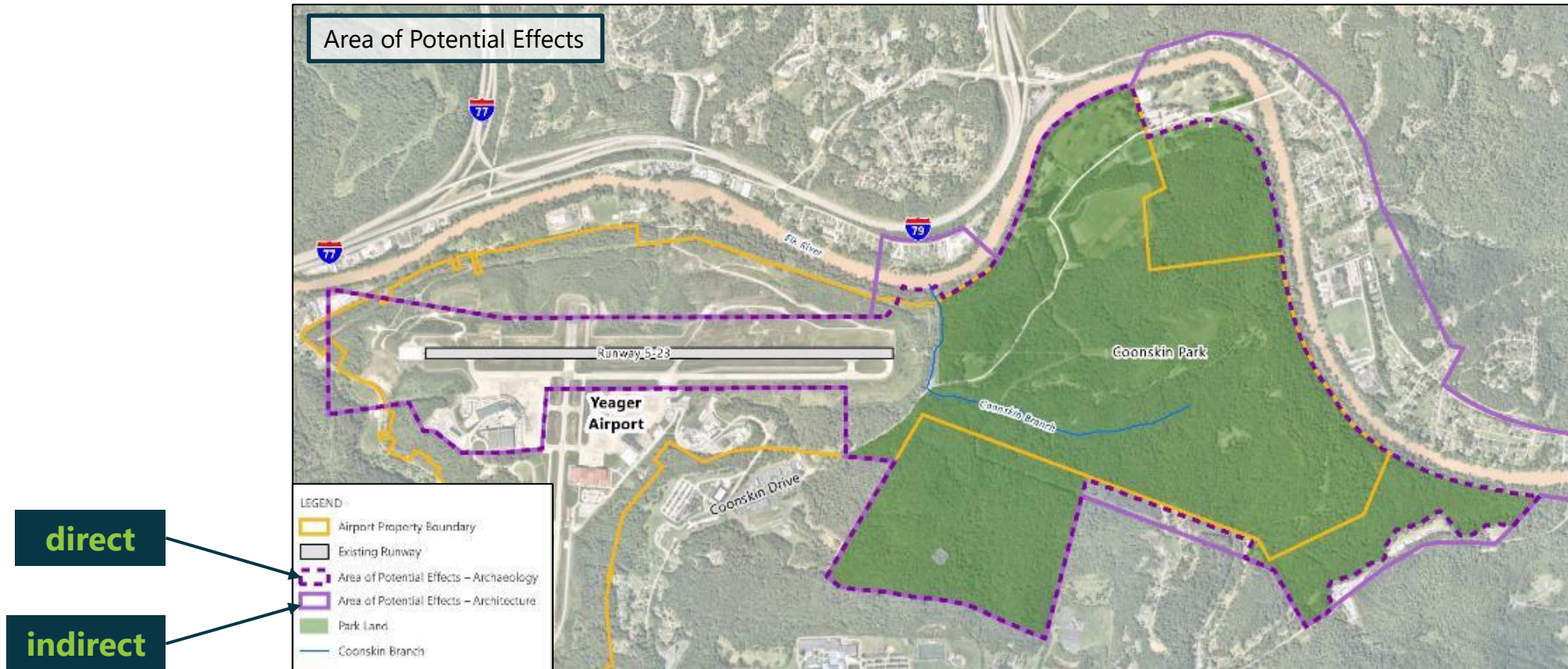
- identify farmlands that are considered to be prime, unique, or of statewide or local importance
- determine if there would be any conversion of farmlands to non-agricultural uses or reduce or eliminate access to those farmlands
- land evaluation and site assessment to determine if impacts are significant

## Hazardous Materials, Solid Waste, and Pollution Prevention

- Phase 1 Environmental Site Assessment
- analysis to determine proper handling, management, and disposal of hazardous materials, as well as identify mitigation measures for areas of unavoidable impacts

# Cultural and Historic Resources

- Formal Section 106 Consultation
- Potential for Archaeological, Architectural, Cultural and/or Historic Resources



# Cultural and Historic Resources

- Formal Section 106 Process
- Identify the direct and indirect Area of Potential Effects (APE)
- Identify Consulting Parties, Native American Tribes, and individuals/organizations with a demonstrated interest in history/resources located within the APEs
- Determine if archaeological, architectural, cultural, and/or historic resources are within the APEs
- Determine effects of the proposed project on identified resources
- Engage Consulting Parties throughout process
- If necessary, prepare Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to resolve adverse effects

# Land Use

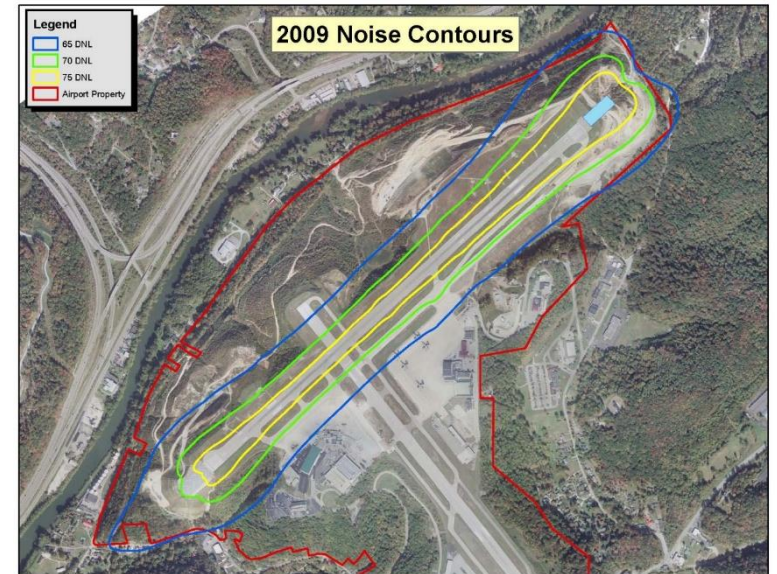
- determine existing local land uses and planned and future land uses
- review for consistency with land use and zoning and all applicable local and state land use plans

# Natural Resources and Energy Supply

- identify existing utilities
- quantify utility usage for construction and operation of alternatives
- determine impacts to existing utility providers
- determine any increase in demand to utilities, water, fuel, and consumable materials

# Noise and Noise-Compatible Land Use

- Develop **protocol document** to:
  - establish models and model inputs (including aircraft information and flight track data)
  - analysis methodologies for the construction and operational elements
  - delineate study area
  - identify non-standard modeling data, metrics, or evaluations, model assumptions and inputs
  - coordinate with USEPA and FAA AEE
- Document **ambient noise levels**
- Quantitative assessment of **construction** activity
- Operational **noise exposure** analysis
- Determine **sensitive land uses**
- Land use **compatibility** analysis



# Socioeconomics, EJ, and Children's Health/Safety Risks

- establish baseline conditions, including:
  - the size and density of local populations, economic activity, income, employment, housing, public services, social conditions, traffic
  - existing minority and low-income populations and subsistence communities (if present)
  - identify schools, daycare facilities, hospitals
- assess socioeconomic impacts including those associated with relocation or other community disruption, transportation, planned development, employment, and induced socioeconomic development

## Visual Effects (including light emissions)

- photographs depicting existing conditions and simulations for various viewpoints
- Bureau of Land (BLM) Management Visual Contrast Rating (VCR) system to analyze potential visual impacts

# Water Resources

## ■ Floodplains:

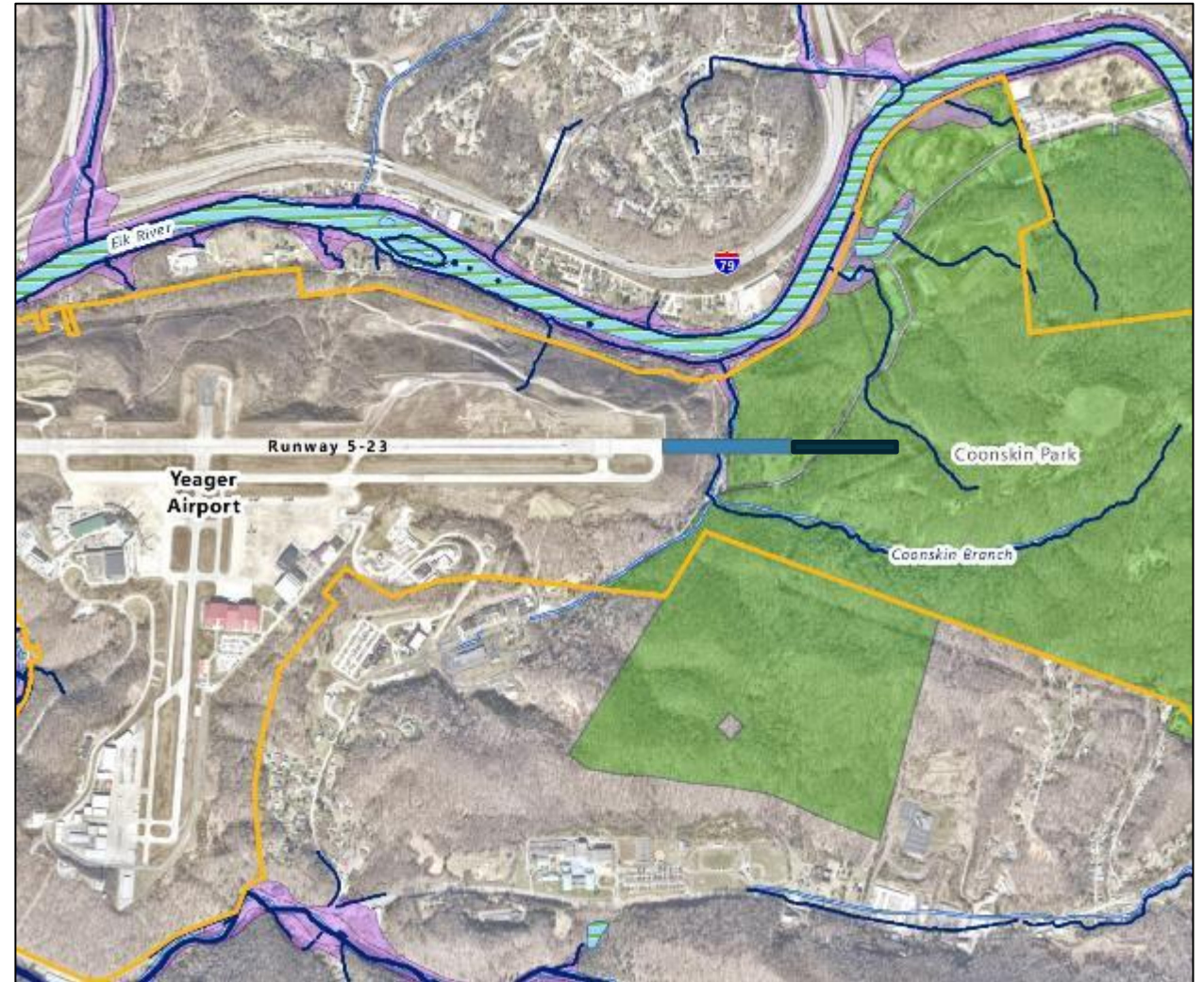
- Large quantity of fill required
- Potential loss of floodplain storage in Coonskin Branch

## ■ Wetlands:

- No wetlands identified in the National Wetlands Inventory database
- Field surveys have identified wetland areas within Coonskin Park

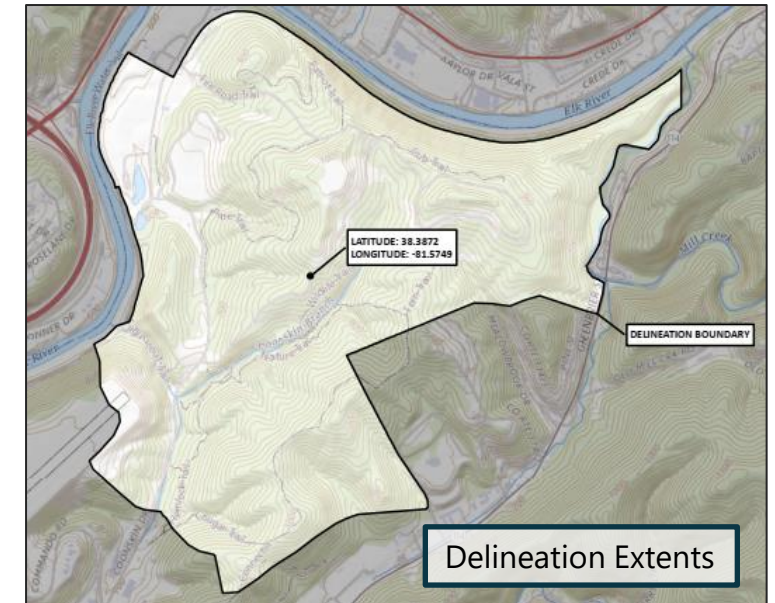
## ■ Surface Waters:

- Elk River and a portion of the Coonskin Branch
- Project anticipated to impact approximately 2,500 linear feet of Coonskin Branch



# Water Resources – Surface Waters & Wetlands

- Delineation complete December 2021
  - 2.40 acres of open water
  - 69,000 feet of stream
  - 1.18 acres of wetlands
  - 3,000 feet of non-jurisdictional segments
- Preliminary Jurisdictional Determination (JD) submitted to USACE March 22, 2022
- USACE provided AJD/PJD in October 2022



# EIS Schedule and Permitting Timetable



# Permitting Timetable

Milestone	Target Date
FAA Issues Notice of Intent	September 30, 2022
Scoping Meetings	November 2-7, 2022
Concurrence Point 2 – Alternatives to be Carried Forward for Analysis	January 27, 2023
Initiate Initial Consultation with Applicable Resource Agencies with Jurisdiction over Identified Section 4(f) and Section 6(f) Resources	February 13, 2022
FAA's Wetland Impact Assessment	May 19, 2023
Consultation with Applicable Resource Agencies on the Section 4(f) and Section 6(f) Evaluation	May 29, 2023
Section 10 Rivers and Harbors Act of 1899 and Section 404 of Clean Water Act - Pre-construction Notification/Joint Application for Department of the Army Permit received by the USACE (if needed); 404(b)(1) Analysis provided to USACE (if needed); Section 401 of Clean Water Act – Certification Application to the WV Department of Environmental Protection (if needed)	June 23, 2023
USFWS Receives the Complete Biological Assessment (if needed) to Initiate ESA Consultation	July 21, 2023
Section 6(f) Replacement Property Plan	September 1, 2023
Concurrence Point 3 – Preferred Alternative	November 10, 2023



# Permitting Timetable Continued

Milestone	Target Date
Conclusion of ESA Consultation	November 20, 2023
Publication of Public Notice for USACE Permit (if needed)	February 23, 2024
FAA Publishes Notice of Availability of the Draft EIS	February 23, 2024
Executed Memorandum of Agreement or Programmatic Agreement, if adverse effects to historic properties would occur	June 28, 2024
Concurrence Point 4 – Mitigation	June 28, 2024
Section 4(f) and Section 6(f) Determination	August 16, 2024
FAA Publishes Notice of Availability of the Final EIS and Issuance of Record of Decision(s) (Joint EIS/ROD)	August 16, 2024
FAA Issues Record of Decision (if not Joint EIS/ROD)	September 16, 2024
West Virginia Department of Environmental Protection Issues Section 401 Water Quality Certification (if needed)	TBD
Department of Army Permit Decision (if needed)	TBD
FEMA Publishes Flood Insurance Rate Maps Updates	TBD



# Permitting Timetable Concurrence

- Concurrence and/or comments on the Permitting Timetable

Agency	Concurrence	Comments?	Date
<b>Cooperating Agencies</b>			
U.S. Army Corps of Engineers	Concurs		10/20/2022
U.S. Environmental Protection Agency	Concurs		10/21/2022
WV Department of Environmental Protection	Concurs		10/24/2022
WV Development Office	--	--	--
Kanawha County Parks and Recreation Commission <sup>1</sup>	--		--
<b>Participating Agencies</b>			
WV Air National Guard		X	10/24/2022
WV State Historic Preservation Office			10/25/2022
Kanawha County Department of Planning			11/1/2022

NOTES:

-- Not Available

<sup>1</sup> The agency provided, via email, that they had no comments and would leave concurrence to other agencies.



# 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

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



**Thank You!**





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PUBLIC SCOPING MEETING NEWSPAPER AFFIDAVITS

Ad Number 137708

**Affidavit of Legal Publication and Posting**

**STATE OF WEST VIRGINIA**

**COUNTY OF Kanawha, TO-WIT**

I Janice Alston, Classified Advertising

Representative of the The Charleston Gazette-Mail, a newspaper

published in the county of Kanawha, West Virginia, hereby

certify that the annexed publication was inserted in said

newspaper The Charleston Gazette-Mail.

The cost of publishing said annexed advertisement


as aforesaid was \$ 238.02

Commencing On: 09/30/2022

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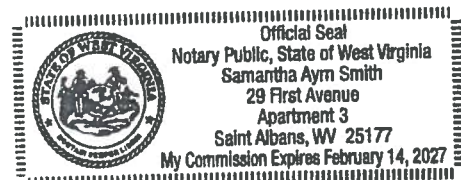
Given under my hand this day 09/30/2022

Sworn to and subscribed before me 09/30/2022  
at Charleston, Kanawha County, West Virginia



Notary Public of, in and for Kanawha County, West Virginia

MY COMMISSION EXPIRES: 2/14/2027







# AFFIDAVIT OF PUBLICATION

I, Brenda Renfro being duly sworn, depose and say that I am Legal Clerk for *The Herald-Dispatch*, HD Media Co., LLC, who publishes at Huntington, Cabell County, West Virginia, the newspaper *The Herald-Dispatch*, an Independent newspaper, the morning seven days each week, Monday through Sunday including New Year's Day, Memorial Day, the Fourth of July, Labor Day, Thanksgiving and Christmas; that I have been duly authorized by the Board of Directors of such corporation and the newspaper mentioned herein; that the legal advertisement attached in the left margin of this affidavit and made a part herof and bearing number 137681 was duly published in the *The Herald-Dispatch* once a week for 1 successive weeks, commencing with its issue of 09/30/2022 and ending with the issue of 09/30/2022, that said legal advertisement was published on the following dates: 09/30/2022 that the cost of publishing said annexed advertisement as aforesaid was \$ 212.21; that such newspaper in which such legal advertisement was published has been and is now published regularly, at least as frequently as once a week for at least fifty weeks during the calendar year as prescribed by its mailing permit and has been so published in the municipality of Huntington, Cabell County, West Virginia, for at least one year immediately preceding the date on which the legal advertisement set forth herein was delivered to such newspaper for publication; that such newspaper is a newspaper of "general circulation" as defined in article 3, chapter 59, of the West Virginia Code within the publication area or areas of the municipality of Huntington, Cabell, Putnam and Wayne Counties, West Virginia, and that such newspaper is circulated to the general public at a definite price or consideration; that such newspaper on each date published consists of not less than four pages without a cover; and that it is a newspaper to which the general public resorts for passing events of a political, religious, commercial and social nature, and for current happenings, announcements, miscellaneous reading matter, advertisements and other notices.

Taken, subscribed and sworn to before me in my said county this day: 09/30/2022

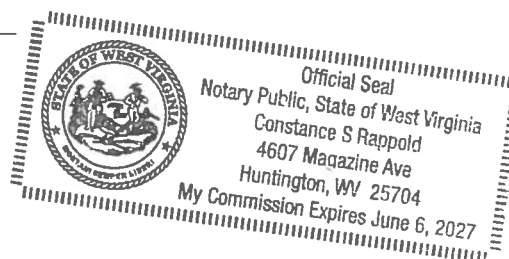
My commission expires

June 6, 2027

Constance S. Rappold

Notary Public  
Cabell County, West Virginia

Brenda Renfro



**NOTICE OF  
SCOPING MEETINGS  
West Virginia  
International  
Yeager Airport  
Airfield, Safety,  
and Terminal  
Improvement Project  
Environmental  
Impact Statement**

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that scoping meetings will be held to seek public comment on the scope of an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed Airfield, Safety, and Terminal Improvement Project and its connected actions (the Proposed Action) at the West Virginia International Yeager Airport (CRW or Airport). As the project sponsor, the Central West Virginia Regional Airport Authority (CWVRAA) is proposing to develop the project in phases to address various safety and operational deficiencies at the Airport. Phase 1 of the CWVRAA's proposed development is intended to address an immediate need to improve the runway safety areas, meet existing runway length requirements for the Airport's runway, and replace aging and inefficient infrastructure in the terminal area.

Phase 2 of the CWVRAA's proposed development is intended to address certain long-term needs. The long-term needs are dependent on and in support of a potential change in the aircraft serving CRW and/or forecast destinations that are anticipated to occur by 2040. To ensure that all significant issues related to the Proposed Action are identified, two (2) in-person public scoping meetings, one (1) virtual public scoping meeting, and one (1) governmental agency scoping meeting will be held. The FAA is the lead agency on the preparation of the EIS.

The EIS will be prepared in accordance with the procedures described in the most recent version of applicable FAA orders and guidance, such as FAA Order 1050.1F, Environmental Impacts:

**Acc.Id:** 9019006  
**Name:** MURPHYEPSON  
**Phone:** 419-806-5994  
**Address:** 1650 WATERMARK DR # 210  
**City:** COLUMBUS  
**State:** OH  
**Postcode:** 43215  
**Class:** 9010 Legal Notices  
**Edition:** HD  
**Start:** 09/30/2022  
**Stop:** 09/30/2022  
**Issues:** 1  
**Units:** 371.00  
**Order ID:** HC 137681  
**TFN:** C  
**TFN cycle:**  
**Rep:** CRAPPOLD  
**Status:** OK  
**Source:** EM  
**Paytype:** CC  
**Rate:** LG  
**Cost EXC:** 212.21  
**GST:**  
**Tax:** 0.00  
**Total Charge:** 212.21  
**Printed on:** 09/27/2022 15:24:25  
**Printed by:** CRAPPOLD

Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. The FAA intends to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA); Section 4(f) of the Department of Transportation (DOT) Act; Section 6(f) of the Land and Water Conservation Fund (LWCF) Act; Section 7 of the Endangered Species Act; the Magnuson-Stevens Fishery Conservation and Management Act; Section 10 of the Rivers and Harbors Act; and Section 401 and Section 404 of the Clean Water Act. This Notice of Scoping Meetings also serves to satisfy the public notice and comment requirements of Section 106 of the NHPA; Section 4(f) of the DOT Act; Section 6(f) of the LWCF Act; DOT Order 5610.2C; U.S. Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low Income Populations; Executive Order 11990, Protection of Wetlands; DOT Order 5660.1A, Preservation of the Nation's Wetlands; Executive Order 11988, Floodplain Management; and DOT Order 5650.2, Floodplain Management and Protection.

The Proposed Action, as put forward by the CWRRA, 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.

Phase 1 of the Proposed Action would include (1) a runway shift of 1,125 feet and extension of 285 feet to provide a 7,000 foot runway; (2) construction of standard Runway Safety Areas (RSAs) on both runway ends; (3) relocation of portions of Taxiways A and B; (4)

extension of Taxiway A and construction of new entrance, exit, and connector taxiways; (5) construction of a 166,000-square-foot replacement terminal complex with six aircraft gates and associated components, including construction of new apron pavement and terminal roadway improvements; (6) property acquisition of portions of and identification of replacement properties for Coonskin Park; (7) 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; and (8) associated other airfield work in support of the proposed development items.

Phase 2 of the Proposed Action would include (1) a further runway shift of 280 feet and extension of 1,000 feet for a total runway length of 8,000 feet; (2) construction of standard RSAs on both runway ends; (3) extension of Taxiway A and construction of new entrance, exit, and connector taxiways; (4) relocation of the remaining portion of Taxiway A; (5) addition of a seventh gate at the terminal complex, which may require relocation of the Airport Traffic Control Tower; (6) use of up to approximately 4 million cubic yards of fill, potentially utilized from borrow areas located in the adjacent Coonskin Park, and construction of a retaining wall to support relocation of Taxiway A; and (7) associated other airfield work in support of the proposed development items.

More information about the CWRRA's Proposed Action and the scoping meetings, including further details regarding the proposed project, can be found at: [www.yeagerairporteis.com](http://www.yeagerairporteis.com).

**AGENCY SCOPING:** A governmental agency scoping meeting for all federal, state, and local regulatory agencies which have jurisdiction by law or have special expertise with respect

to any potential environmental impacts associated with the Proposed Action will be held on Thursday, November 3, 2022. This meeting will take place at 1:00 p.m. Eastern Time, at the Embassy Suites by Hilton Charleston Hotel located at 300 Court Street, Charleston, West Virginia, and will be available virtually via Zoom with a dial-in number to participate via web/telephone, if preferred. A notification letter will be sent in advance of the meeting.

**PUBLIC SCOPING:** The FAA will hold three public scoping meetings for the general public. Two in-person public scoping meetings will be held from 6:00 p.m. to 8:00 p.m. Eastern Time on Wednesday, November 2, 2022 and November 3, 2022. The public scoping meetings will be conducted at the Embassy Suites by Hilton Charleston Hotel located at 300 Court Street, Charleston, West Virginia. The in-person public scoping meetings will be open house format with project information displayed and representatives from the FAA and the CWRRA available to answer questions. There will be no admission fee or other charge, including parking, to attend and participate.

A virtual public workshop will also be held from 6:00 p.m. to 8:00 p.m. Eastern Time on Monday, November 7, 2022. The virtual public workshop will be held via Zoom and will provide the public the opportunity to participate in a question-and-answer session with representatives from the FAA and the CWRRA. Registration is required for the virtual public workshop, which is available on the project website at [www.yeagerairporteis.com](http://www.yeagerairporteis.com). Translation services, including sign language interpretation, can be made available during the public meetings and workshop, if requested 10 calendar days before the sessions. For additional information, please contact: Ms. Ashley Zayed, Ricondo & Associates, Inc., at 312-606-0611, x192 or [azayed@ricondo.com](mailto:azayed@ricondo.com).

**SCOPING COMMENTS:** Written comments should be submitted by email to [comments@yeagerairportais.com](mailto:comments@yeagerairportais.com), or sent to Mr. Andrew Brooks, at the following address:


Mr. Andrew Brooks  
Environmental  
Program Manager  
Federal Aviation  
Administration  
Eastern Regional  
Office, AEA-610  
1 Aviation Plaza  
Jamaica,  
New York 11434

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

**LH-137681  
9-30-2022**

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At the Martin Luther King Jr. Memorial, we are proposing to develop the project in phases to address various safety and operational concerns at the site. Phase I of the program will include the ADOPION OF A RAIL CAR ON THE CROWD CONTROL SYSTEM. This phase is intended to improve the runway safety area by increasing runway length requirements for the Air Force's runway and reduce aging and inefficient infrastructure in the terminal area.

Phase 2 of the CDMIA's proposed development is intended to address certain long-term needs that are dependent upon and require a national serving of the airport. The program is intended to ensure that all significant issues related to the Proposed Action are identified, two full sessions public meetings, one (I) governmental meeting, and one (II) general meeting will be held. The meeting will be held Tuesday, November 15, 2011, from 10:00 AM to 12:00 PM.

# TO THE HERALD-DISPATCH IS A... **SMART MOVE.**

Research from the University of Minnesota indicates that students who read a newspaper in class score 10% to 40% better on standardized tests than their peers who do not read newspapers in class.

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of adults who graduated college, read a weekday newspaper and 57% do so on Sundays.

## 72%

of adults who graduated college, are reached by five daily issues of a daily newspaper.

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**DEADLINES**

Publication	Closing Time	
Sunday	Friday	5pm
Monday	Friday	5pm
Wednesday	Tuesday	5pm
Thursday	Wednesday	5pm
Friday	Thursday	5pm
Saturday	Friday	5pm

### CHECK YOUR AD

The Herald-Dispatch requires the importance and makes every effort to publish all classified ads correctly. However, when an error occurs, we can only fix them if you let us know there is a problem. Please read your ad on the FIRST DAY of publication. We accept responsibility for the first day's error correction. If you cannot find your ad on the first day it is scheduled to run, please call us immediately. Adjustments will be limited to the actual cost of the first insertion. Based on how the error impacts your ability to get response. Ads placed after deadline will not be adjusted if errors occur. Our Herald-Dispatch assumes no responsibility for errors or omissions.

### ACCEPTANCE OF ADS

The Herald-Dispatch reserves the right to reject, edit, remove and properly classify all advertising for publication. The publisher also reserves the right to cancel any advertisement at any time. All ads are subject to credit approval.

### HOMES

Every Sunday, The Herald-Dispatch brings to the Tri-State our Home section. Within that section, please find all of the real estate classifieds such as rentals and homes for sale.

## INSERTION ORDER

**Job Number:** Ricondo – Task 7, Scoping

**Date:** September 27, 2022

**Outlet, Representative:** State Journal, Lauren Mani,  
[lmani@statejournal.com](mailto:lmani@statejournal.com), (303) 395-3483

**CLIENT:** Yeager Airport EIS

---

*State Journal*

**INSERTION DATE:** September 23, 2022

**PLACEMENT DATES:** October 3, 2022

**RATE:** Island

**PLACEMENT:** Lauren, can you confirm what section this  
will be placed in?

**AD SIZE:** 7.5" x 10"

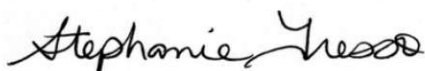
**NET TOTAL:** \$ 1,700

**Production:** MurphyEpson will provide creative

**Please bill to:** MurphyEpson  
Attn: Stephanie Tresso  
1650 Watermark Dr., Ste. 210  
Columbus, OH 43215

OR: [stresso@murphyepson.com](mailto:stresso@murphyepson.com)

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**Media Buyer**



**Publication**

# W.Va. COVID hospitalizations declining

Residents can get booster, flu shot at same time, officials say

by Charles Young  
SENIOR STAFF WRITER

CHARLESTON, W.Va. (WV News)  
— West Virginia's COVID-19 hospital-

izations are back to "reasonable levels," according to James Hoyer.

Statewide COVID-19 hospitalizations have recently been in the low 200s, with signs of slow declines.

Throughout the summer, officials warned the state could be on track to have 500 COVID-19 hospitalizations by Labor Day, a point



Hoyer

of strategic and logistical concern for hospitals.

However, COVID-19 hospitalizations remained in the low to mid 300s through the end of August and have since continued to go down.

The state had the capacity to care for more than 800 hospitalized COVID-19 patients a year ago, but the benchmark was revised to 500 in early June, mainly due to staffing shortages.

The state's pandemic metrics have shown improvements in recent weeks, but members of the state's most vul-

nerable populations continue to die, said Hoyer, who leads West Virginia's COVID-19 vaccine distribution efforts.

"While our transmission rate has dropped below 1 and has stayed below 1 for a period of time, and our hospital numbers continue to drop to reasonable levels ... older West Virginians continue to die from COVID," he said. "With flu season coming on, it is significantly important that older West Virginians get their Omicron booster, as well as get their flu shots."



Marsh

Around 400 Americans each day continue to die due to COVID-19, said Dr. Clay Marsh, the state's COVID-19 czar.

"We know that COVID is a deadly disease for our elders — people over 50," he said. "93% of the deaths in the United States have been over 50, and about 95% of the deaths in West Virginia have been in citizens over 50."

Marsh recently said West Virginians can choose a bivalent COVID-19 booster shot from either manufacturer, regardless of which shots they've had in the past.

Supplies of Pfizer's version of the bivalent booster will initially be more prevalent in the state, Marsh said.

"We will see, at least immediately, more Pfizer Omicron booster shots than Moderna," he said. "That should even up over a short period of time. But we know that it is safe to mix and match — if people have gotten Moderna shots up until now and are looking to get a booster shot, it's OK to use the Pfizer Omicron booster."

It is also OK to get the booster shot and a flu shot at the same time, Marsh said.

"Getting your Omicron booster shot along with your flu shot is not only something that is available, but something we would heavily recommend," he said. "We anticipate that we might have a significant issue with the flu this year."

The latest COVID-19 booster shots are called bivalent because they have been formulated to protect against the original coronavirus strain and its BA.4 and BA.5 Omicron subvariants.

Residents must receive the regular series of vaccines before getting the new booster, said State Health Officer Dr. Ayne Amjad.

"People will need to have their primary series, or two doses, before they get the booster," she said. "This is a booster dose, so in order for it to be able to work, you do have to complete that primary series of either Pfizer or Moderna, whichever you prefer, before you can get the booster."



Amjad

Officials are in the process of determining how to best represent the new shots on the West Virginia Department of Health and Human Resources' COVID-19 information dashboard, according to Hoyer.

**See COVID, 24**



## Yeager Airport

EIS

### FAA Begins Environmental Impact Statement for West Virginia International Yeager Airport Airfield, Safety, and Terminal Improvement Project

*Agency will hold three public meetings in early November*

On Friday, September 30, 2022, the Federal Aviation Administration (FAA) announced that it is preparing a draft Environmental Impact Statement (EIS) for various airfield, safety, and terminal improvements (Proposed Project) at the West Virginia International Yeager Airport (CRW), as proposed by the Central West Virginia Regional Airport Authority (CWVRAA).

The Proposed Project includes the shift and extension of the runway and parallel taxiway, improving the Runway Safety Area (RSA) beyond both ends of the runway to meet FAA design standards, and improvements to the terminal facilities. The Proposed Project is intended to address operational deficiencies and support the existing and forecast aviation demand at the Airport. The EIS will evaluate the potential environmental effects of the proposed projects.

The FAA will host three public scoping meetings. Two in-person meetings on November 2 and 3, 2022 from 6-8 p.m. ET at the Embassy Suites, 300 Court Street, Charleston, West Virginia; and a virtual meeting on November 7, 2022, from 6-8 p.m. ET. The public comment period begins September 30, 2022, and will be open until November 17, 2022. Further information on the EIS and how to participate in scoping, including the virtual meeting, is on the project website at [www.yeagerairporteis.com](http://www.yeagerairporteis.com).

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.

## INSERTION ORDER

**Job Number:** Ricondo – Task 7, Scoping

**Date:** September 23, 2022

**Outlet, Representative:** WV Metro News, Kristine Gross, [Kristine.gross@wvradio.com](mailto:Kristine.gross@wvradio.com), (304) 346-7055

**CLIENT:** Yeager Airport EIS

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**WV Metro News**

**INSERTION DATE:** September 27, 2022

**PLACEMENT DATES:** September 30, 2022, - 50,000 views

**RATE:** \$10 per 1,000 views

**PLACEMENT:** Run of Site

**AD SIZE:** Banner

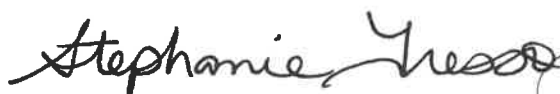
**NET TOTAL:** \$500

**Production:** MurphyEpson will provide creative

**Please bill to:** MurphyEpson  
Attn: Stephanie Tresso  
1650 Watermark Dr., Ste. 210  
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OR: [stresso@murphyepson.com](mailto:stresso@murphyepson.com)

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**Media Buyer**  
**Stephanie Tresso**  
**Senior Account Manager**  
**MurphyEpson, Inc.**



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**Publication Representative**

3155



West Virginia International  
**Yeager Airport**

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**EIS**

# **NOTICE OF SCOPING MEETINGS**

**11/2 & 11/3 • 6-8 p.m.**

**Embassy Suites by Hilton Charleston Hotel**



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EXTENSION OF PUBLIC SCOPING COMMENT PERIOD NEWSPAPER AFFIDAVITS

Ad Number 140415

**Affidavit of Legal Publication and Posting**

**STATE OF WEST VIRGINIA**

**COUNTY OF Kanawha, TO-WIT**

I Janice Alston, Classified Advertising

Representative of the The Charleston Gazette-Mail, a newspaper

published in the county of Kanawha, West Virginia, hereby

certify that the annexed publication was inserted in said

newspaper **The Charleston Gazette-Mail.**

The cost of publishing said annexed advertisement

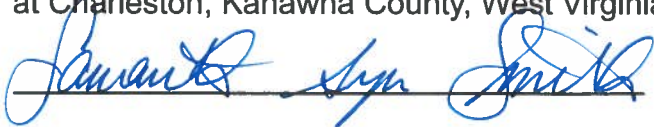
as aforesaid was \$ 76.82

Commencing On: 11/11/2022

Ending On: 11/11/2022

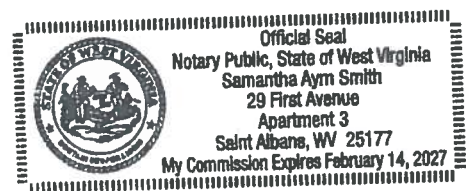
Given under my hand this day 11/11/2022

Sworn to and subscribed before me 11/11/2022  
at Charleston, Kanawha County, West Virginia



Notary Public of, in and for Kanawha County, West Virginia

MY COMMISSION EXPIRES: 2/14/2027



  
\_\_\_\_\_



# AFFIDAVIT OF PUBLICATION

I, Brenda Reutro being duly sworn, depose and say that I am Legal Clerk for *The Herald-Dispatch*, HD Media Co., LLC, who publishes at Huntington, Cabell County, West Virginia, the newspaper *The Herald-Dispatch*, an Independent newspaper, the morning seven days each week, Monday through Sunday including New Year's Day, Memorial Day, the Fourth of July, Labor Day, Thanksgiving and Christmas; that I have been duly authorized by the Board of Directors of such corporation and the newspaper mentioned herein; that the legal advertisement attached in the left margin of this affidavit and made a part herof and bearing number 140424 was duly published in the *The Herald-Dispatch* once a week for 1 successive weeks, commencing with its issue of 11/11/2022 and ending with the issue of 11/11/2022, that said legal advertisement was published on the following dates: 11/11/2022 that the cost of publishing said annexed advertisement as aforesaid was \$ 63.49; that such newspaper in which such legal advertisement was published has been and is now published regularly, at least as frequently as once a week for at least fifty weeks during the calendar year as prescribed by its mailing permit and has been so published in the municipality of Huntington, Cabell County, West Virginia, for at least one year immediately preceding the date on which the legal advertisement set forth herein was delivered to such newspaper for publication; that such newspaper is a newspaper of "general circulation" as defined in article 3, chapter 59, of the West Virginia Code within the publication area or areas of the municipality of Huntington, Cabell, Putnam and Wayne Counties, West Virginia, and that such newspaper is circulated to the general public at a definite price or consideration; that such newspaper on each date published consists of not less than four pages without a cover; and that it is a newspaper to which the general public resorts for passing events of a political, religious, commercial and social nature, and for current happenings, announcements, miscellaneous reading matter, advertisements and other notices.

Taken, subscribed and sworn to before me in my said county this day: 11/11/2022

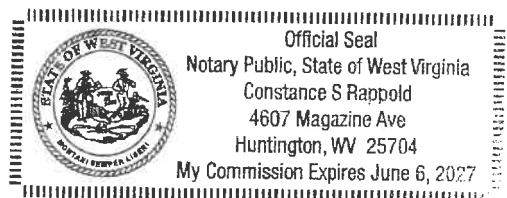
My commission expires

June 6, 2027

Constance S. Rappold

Notary Public  
Cabell County, West Virginia

Brenda Reutro



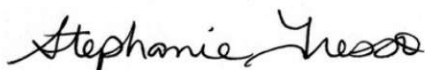


**INSERTION ORDER****Job Number:** Ricondo – Task 7, Scoping**Date:** November 10, 2022**Outlet, Representative:** State Journal, Lauren Mani,  
[lmani@statejournal.com](mailto:lmani@statejournal.com), (303) 395-3483**CLIENT:** Yeager Airport EIS

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*State Journal***INSERTION DATE:** November 10, 2022**PLACEMENT DATES:** November 21, 2022**RATE:** 1/4 square**PLACEMENT:** X**AD SIZE:** 5" x 7"**NET TOTAL:** \$850**Production:** MurphyEpson will provide creative**Please bill to:** MurphyEpson  
Attn: Stephanie Tresso  
1650 Watermark Dr., Ste. 210  
Columbus, OH 43215OR: [stresso@murphyepson.com](mailto:stresso@murphyepson.com)

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**Media Buyer  
Representative**

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**Publication**

## High Tech Foundation honing in on I-79 Park expansion

by John Mark Shaver  
FAIRMONT NEWS EDITOR

FAIRMONT, W.Va. (WV News) — The West Virginia High Technology Foundation is making headway in its goals to build a NOAA ground station to monitor and collect space weather and climate data, as well as a solar test bed that officials hope will bring growth to the renewable energy sector.

Foundation President and CEO Jim Estep said the foundation is working on the construction of a third satellite ground station for NOAA, which will collect space weather data in an area of space known as Lagrange 1.

He explained that space weather affects the weather and climate here on Earth, and having the third ground station would give the park the “most comprehensive coverage and collection of climate and weather data on the planet.”

“There’s construction in the facility, but we’re also building another antenna system,” Estep said. “There will ultimately be four satellite launches as a part of that program, so we’ve already started discussions and planning for



Estep



Submitted photo

**The West Virginia High Technology Foundation is making progress on the latest expansion efforts at the I-79 High Tech Park in Marion County.**

those additional satellites, which will require additional antenna systems over the next few years. That adds another layer to our plans to capture as many of these satellite programs as we can that involve the collection of data, especially climate and weather data.”

Estep said this project has been long in the works, and he’s excited that it’s finally getting to the point where ground has broken.

There is also a partnership in the

works with the state’s two largest universities to further capitalize on the climate and weather data industry, something that he hopes will be fully up and running this time next year, Estep said.

“We’re working with (West Virginia University) and Marshall right now on a pretty significant data sciences initiative involving a program in which we want to get the student body population at those two institutions involved in and exposed to the commer-

cial climate and weather sector,” Estep said. “This is a sector that is growing rapidly. It’s already \$7 billion, and that’s projected to double. We believe we have several of the fundamental building blocks here in our community that would allow a significant portion of that sector to grow here. ...

“Our most fertile ground for innovation and entrepreneurship to help seed that is WVU and Marshall, so we’re putting together a program we’re hoping to launch in late winter (2022) or early spring of 2023. I hope that, by this time next year, that program is really a significant activity that we’ve got going.”

Estep and his team are also developing a one megawatt solar test bed, which, when completed, will generate energy and be used for testing, evaluation and research and development. He said this test bed will hopefully be the first step in expanding the use of large-scale solar technology in the region for renewable energy.

In addition, with more and more companies in the technology and knowledge industries putting a greater emphasis on renewable energy, Estep said the state needs to keep up with the times to be attractive to incoming sectors.

**See TECH, 30**

# IT STARTS AT HOME.



YEAGERAIRPORT.COM



**Yeager Airport  
EIS**

## NOTICE OF FORMAL SCOPING COMMENT PERIOD EXTENSION

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

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the scoping comment period for the Environmental Impact Statement (EIS) for the proposed Airfield, Safety, and Terminal Improvement Project and its connected actions (Proposed Action) at the West Virginia International Yeager Airport has been extended by 12 days.

The scoping comment period for the EIS began on September 30, 2022, was originally scheduled to end on November 17, 2022, and has been extended to end on November 29, 2022, in response to requests for an extension to the comment period received from members of the public.

All scoping comments on the Proposed Action must now be received by the FAA no later than 5:00 p.m. Eastern Time, Tuesday, November 29, 2022. Comments should be submitted by email to [comments@yeagerairporteis.com](mailto:comments@yeagerairporteis.com), or sent to Mr. Andrew Brooks, at the following address:

**Mr. Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434**

More information about the Proposed Action, the EIS process, and the public and agency scoping process, can be found at [www.yeagerairporteis.com](http://www.yeagerairporteis.com).

## INSERTION ORDER

**Job Number:** Ricondo – Task 7, Scoping

**Date:** November 21, 2022

**Outlet, Representative:** WV Metro News, Kristine Gross, [Kristine.gross@wvradio.com](mailto:Kristine.gross@wvradio.com), (304) 346-7055

**CLIENT:** Yeager Airport EIS

---

**WV Metro News**

**INSERTION DATE:** November 11, 2022

**PLACEMENT DATES:** November 11, 2022 – November 18, 2022, - 50,000 views

**RATE:** \$10 per 1,000 views

**PLACEMENT:** Run of Site

**AD SIZE:** Banner

**NET TOTAL:** \$500

**Production:** MurphyEpson will provide creative

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1650 Watermark Dr., Ste. 210  
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---

**Media Buyer**  
**Stephanie Tresso**  
**Senior Account Manager**  
**MurphyEpson, Inc.**



**Publication Representative**



West Virginia International

**Yeager Airport**

**EIS**

# NOTICE OF COMMENT PERIOD EXTENSION

Comments due 11/29 at 5:00 p.m. EST

Submit via web, email or mail



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## PUBLIC SCOPING MEETING SIGN-IN SHEETS

# SIGN-IN

Public Scoping Meeting  
November 2, 2022



Yeager Airport  
EIS

Name	Organization (if applicable)	Email me (y/n)	Email
Shelley Lively	Community member	in opposition	
Hope Cossin	Community member	in opposition	cossinhope@yahoo.com
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D. RANIERI	CRW	✓	
A. Tackett	CRW	✓	
R. Kennedy	CRW	✓	
B. CARTE	Community		
G. Stevens	Community	-	ginny1954@suddenlink.net
C. GARNER	'		
T. Quigley	" "		tquigley@yahoo.com
K. Scott	" "		
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Travis Copen			
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Amy McLaughlin	"	n	
Julie Simon	Community Member	no	
Rick Steelhammer	Charleston Gazette-Mail		
Linda Frame		yes	lframewv@gmail.com
Ed Milam			

# SIGN-IN

## Public Scoping Meeting November 2, 2022



## Yeager Airport

**EIS**

[illegible]

# SIGN-IN

Public Scoping Meeting  
November 2, 2022



Yeager Airport  
EIS

Name	Organization (if applicable)	Email me (y/n)	Email
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Don Huff			
Bill & Chrissy Evans		y	cevans@obcolony.com
David Nichols		y	dvdnc67@frontier.com
JEFF Hutchinson	Kanawha County Park		
Araki Peterson	AOCI	N	
Mara Thompson	AOCI	N	
Joe Reidy	3PS		
Zach Fletcher			
Beth Kerns		y	beth.kerns@yahoo.com
Jeanne Chandler		y	jeannecha@gmail.com
Andy Richardson		y	andyrichardsonwr@gmail.com
Rosemary Letart	Keystone Dr Chas.		rose.letart@gmail.com
JAMES Bush	WVDED		
Anne & Dennis Strawn			
Chad Cordell	Kanawha Forest Coalition	y	kanawhaforestcoalition@gmail.com
Nancy Hill			hilknancy1@gmail.com

# SIGN-IN

## Public Scoping Meeting November 2, 2022

## Public Scoping Meeting November 2, 2022



## Yeager Airport

## EIS

[illegible]

**PRESS  
SIGN-IN**

## Public Scoping Meeting November 2, 2022



## Yeager Airport

## EIS

[illegible]

# SIGN-IN

Public Scoping Meeting  
November 3, 2022



Yeager Airport  
EIS

Name	Organization (if applicable)	Email me (y/n)	Email
Helen Ice : Dawn Webb		Y	hifor24@yahoo.com
Bette Damron		Y	BETTE DAMRON@yahoo.com
OLAF FUNSTUCK		Y	o.funfstuck@gmail.com
DOMINIQUE RANIERI	CRW	Y	
B. Kevin Price	CRW	Y	
Scott Clark		Y	D.Scott.Clark@wv.gov
Paige Withrow	CRW		
Nina Peyton		N	
Ginny Stuck			
Mike Jones	WV Rivers Coalition	Y	Already have it
Marathon Thompson	ADCI	N	
John McGarrity			
Marsha Palmer	Master Naturalist	Y	palmarsha@gmail.com
Connie Roadcap	WV Rivers	Y	croadcap@mail.k12-kanawha.wv.us

# SIGN-IN

## Public Scoping Meeting November 3, 2022



## Yeager Airport

**EIS**

[illegible]

# SIGN-IN

Public Scoping Meeting  
November 3, 2022



Yeager Airport  
EIS

Name	Organization (if applicable)	Email me (y/n)	Email
Ken Tawney	Elk River Trail Fdn	y	wesholden5@gmail.com
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Randy Dannon	Citizen	y	Randydannon@yasho.com
Allen Lockett	CPW	y	
Autumn Walker	Citizen	y	autumnwiley@gmail.com
Jack L Jarvis	J L Jarvis		
Christopher Lee		y	cdlee93our@gmail.com
Kathy Niseman	Citizen	y	Kwisone@aol.com
JEFF Hutchins	KCPRC		
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Chuck Stodola	Resident	y	mu_wuit@msn.com
Rob Lilly	Resident	y	emmasdaddy204@gmail.com
Janie Carterburg	Resident	y	
James Cochran	Resident	y	cocjames@gmail.com
Violet King-cochran	Resident	y	Violetkingcochran@gmail.com
Reese Cochrane	Resident	y	emmalunreese26@gmail.com
Lois Kuhl	Local	y	likuhl@yahoo.com
K. Burr	Citizen	no	
Kerri Vanderbilt			



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PUBLIC SCOPING MEETING BOARDS



**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)

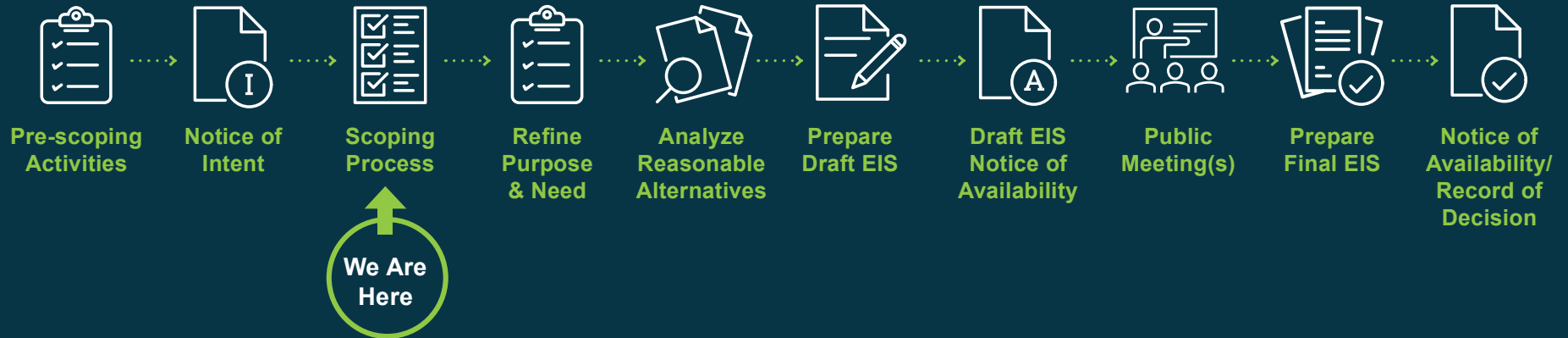
- Federal law to promote informed decision-making by federal agencies regarding the environmental consequences of proposed actions
- Environmental effects and related social and economic effects must be considered before making decisions on proposed projects
- Applies to all major federal actions, including 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



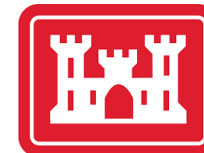
# Roles and Responsibilities

## 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**

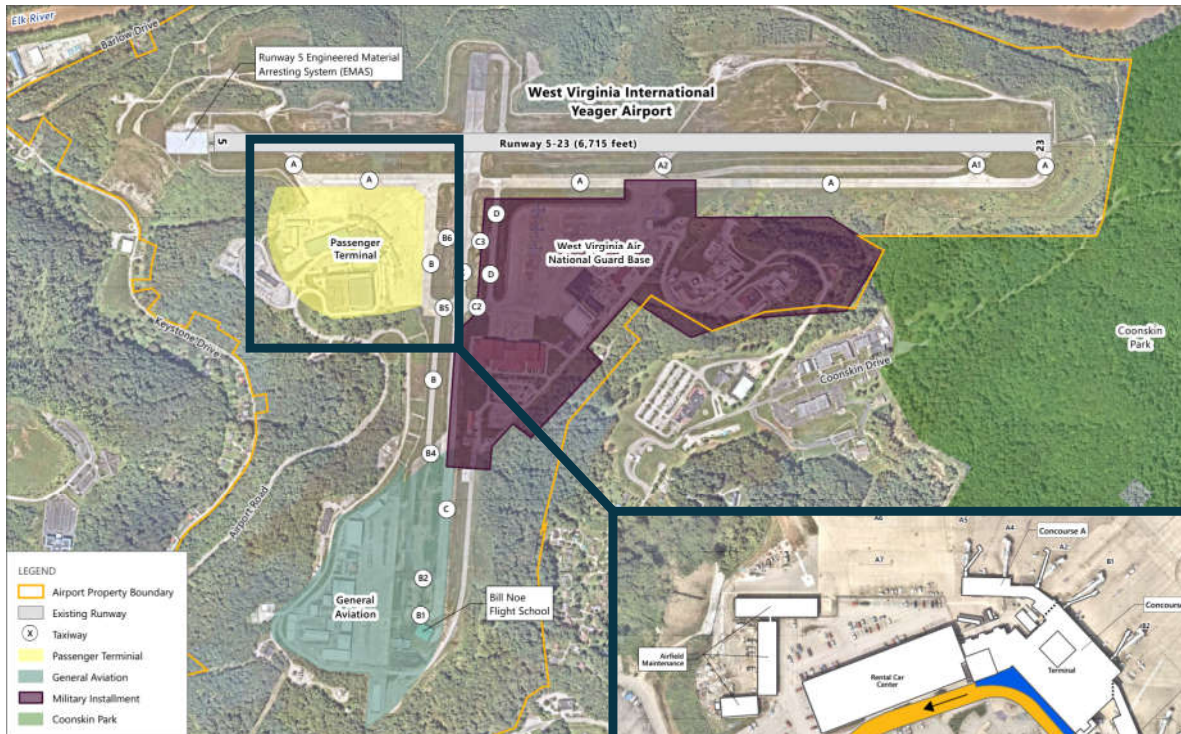
**West Virginia International Yeager Airport  
Airfield, Safety, and Terminal Improvement Project**  
Environmental Impact Statement (EIS)

# 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



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

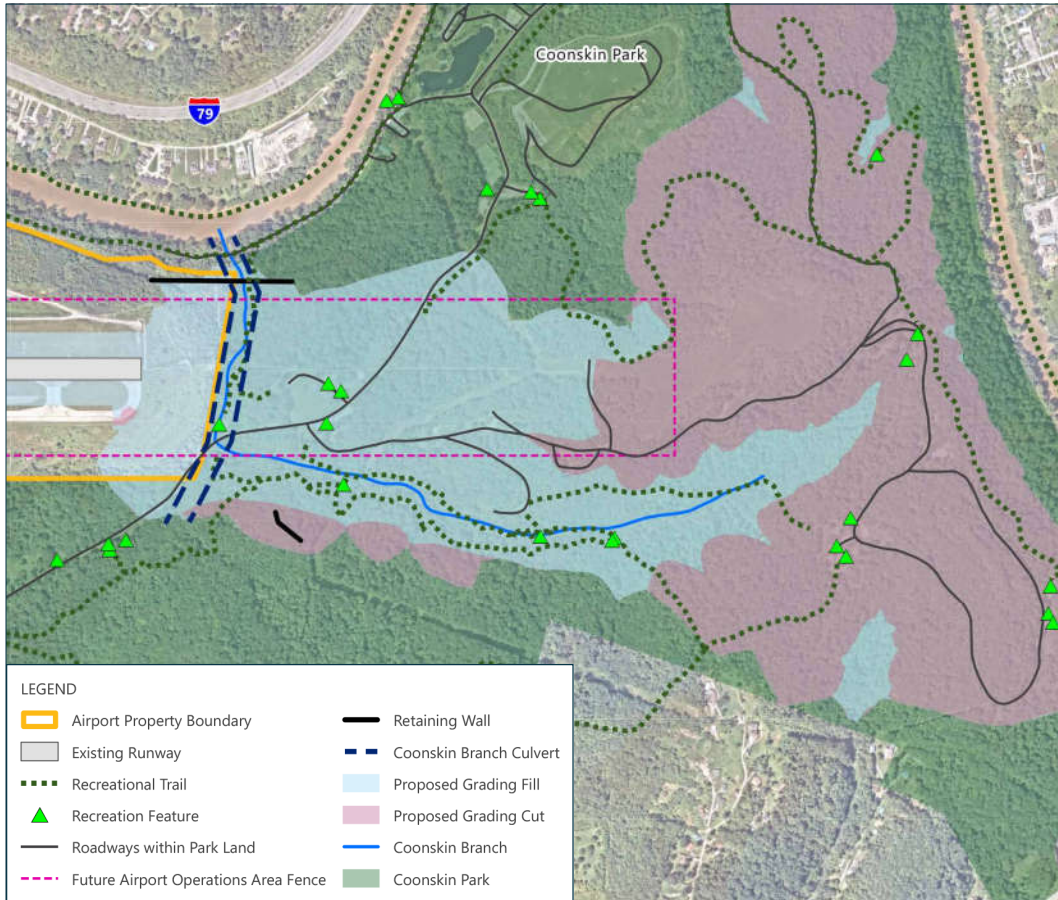


## Purpose

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
	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

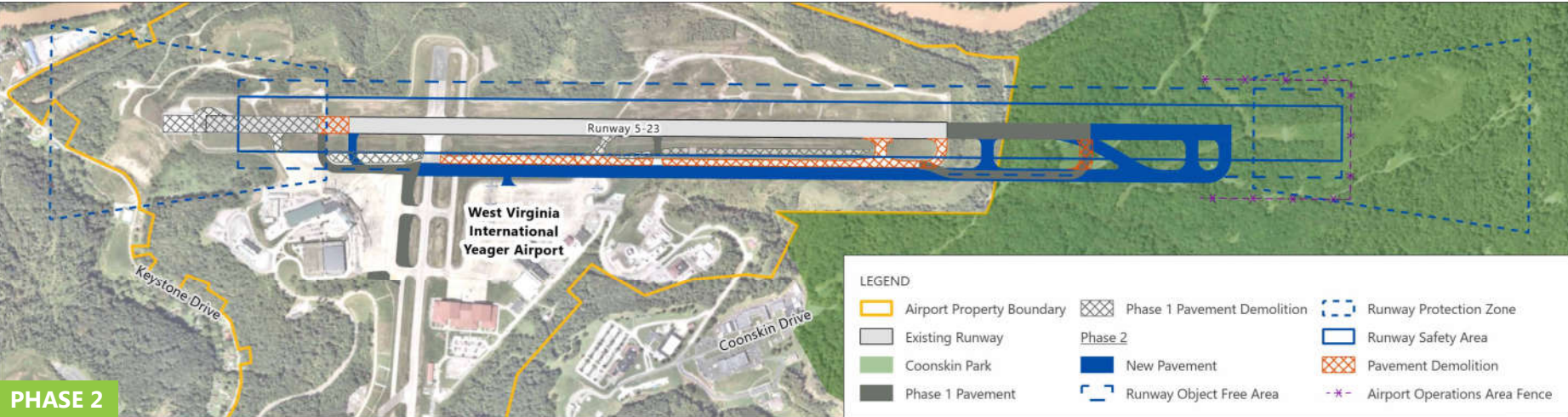
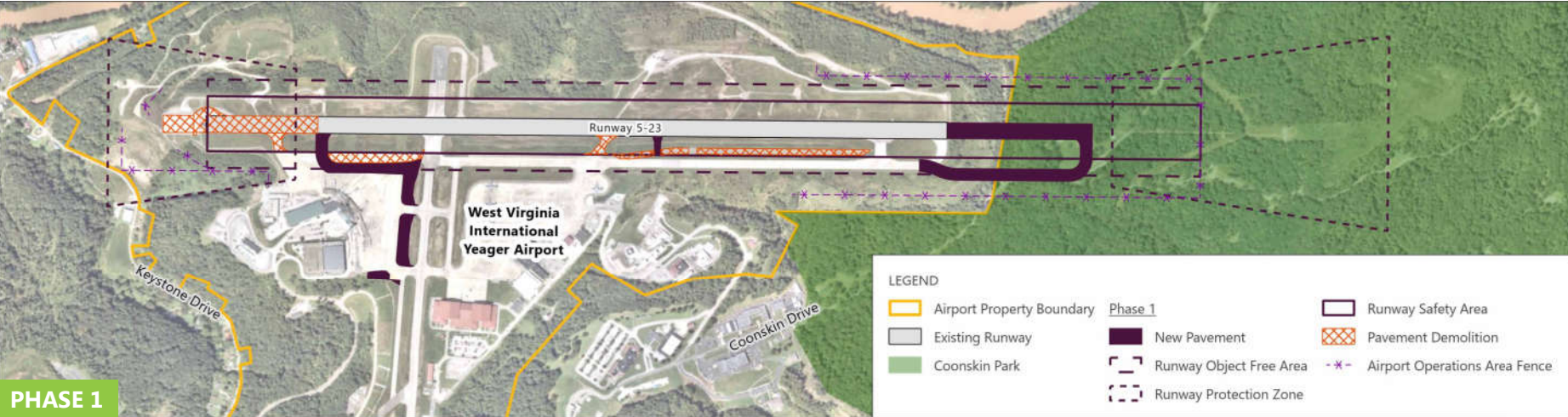
## Potential Effects to Coonskin Park

- 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



# Runway Alternatives Considerations

## Runway Length



## Runway Safety Area



RSA - Runway Safety Area  
EMAS - Engineered Material Arresting System

## Runway Shift Direction



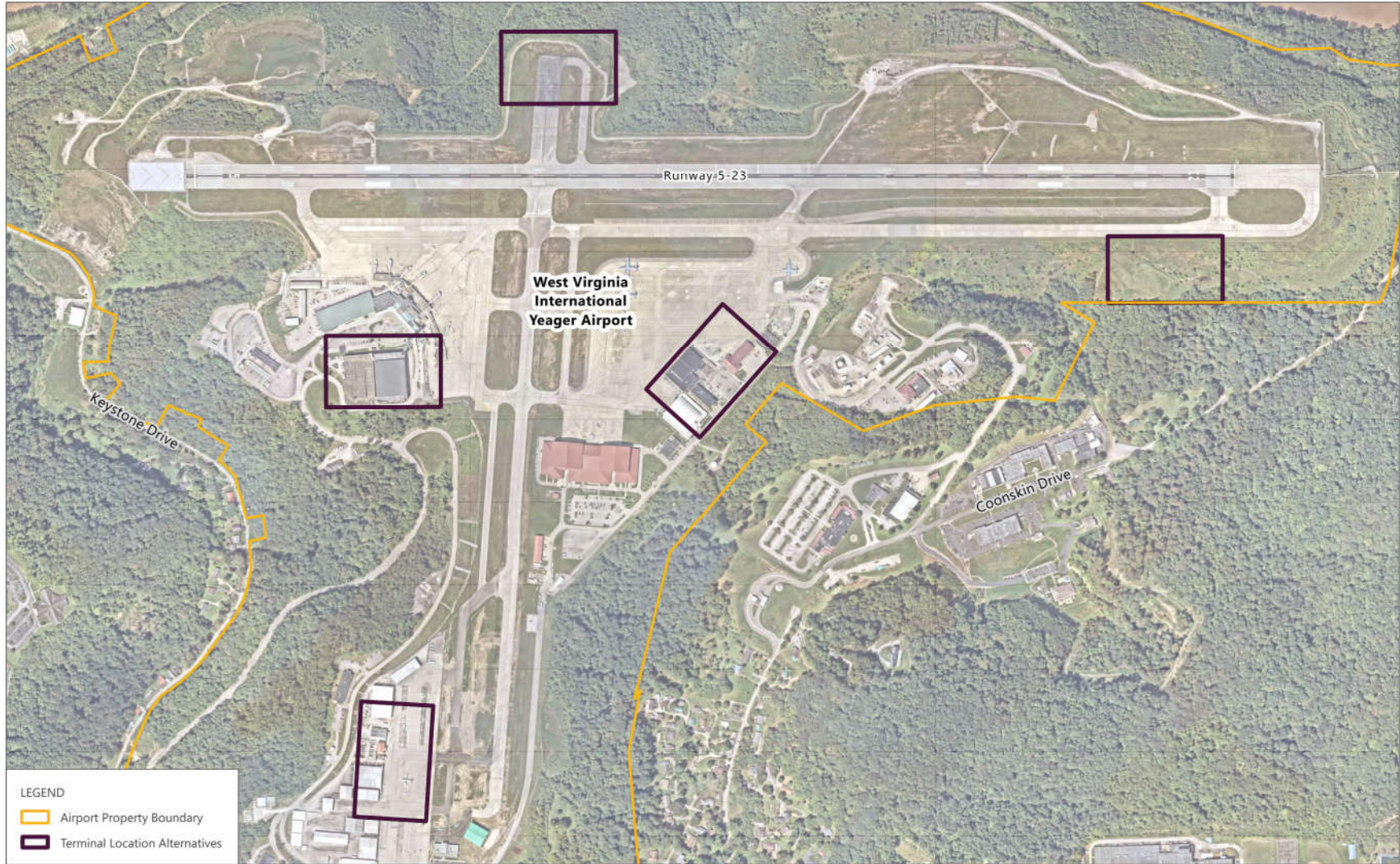
# Alternatives Under Consideration

- 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*

# 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



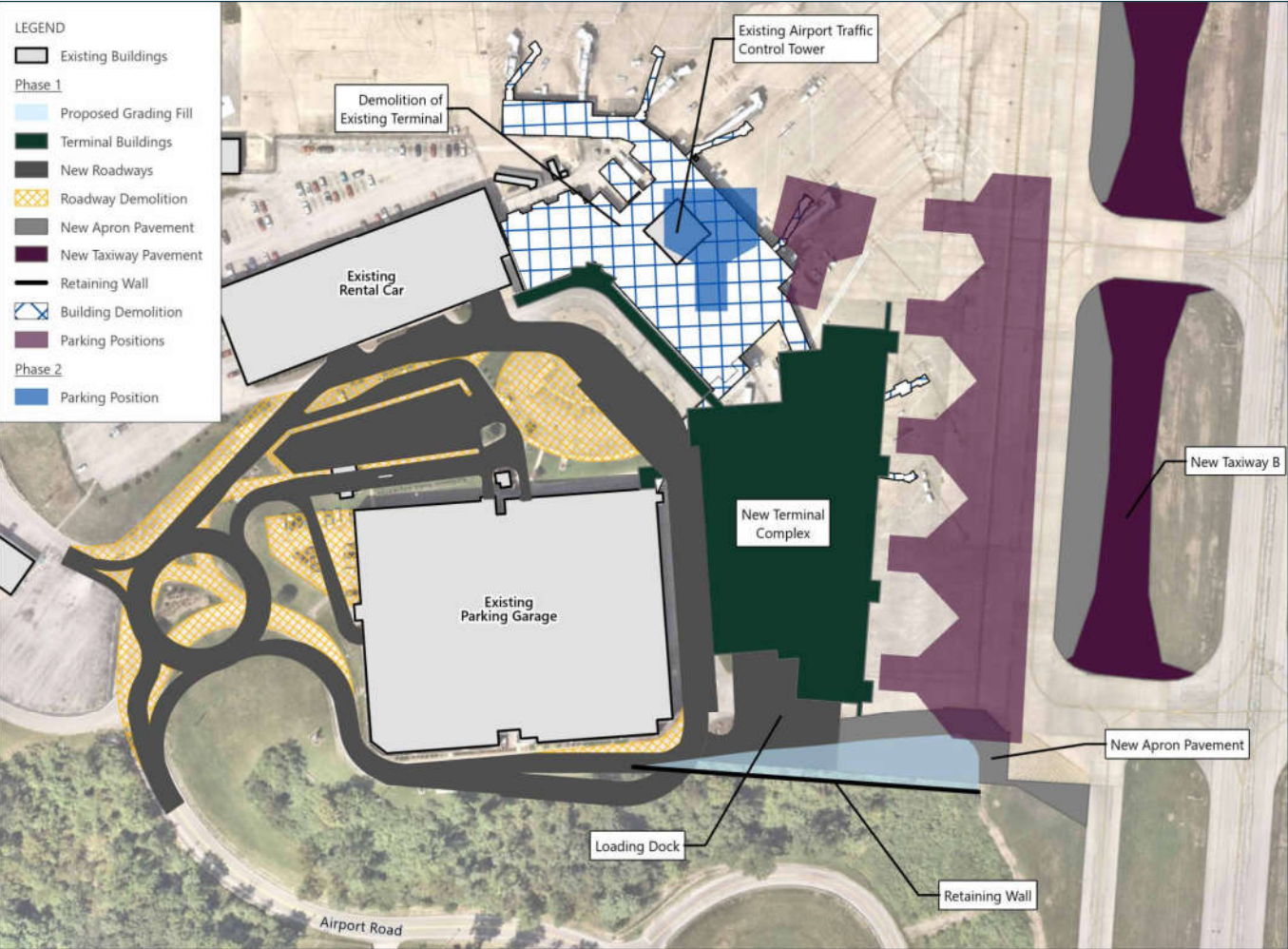
# Environmental Resources to be Studied

- 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.*



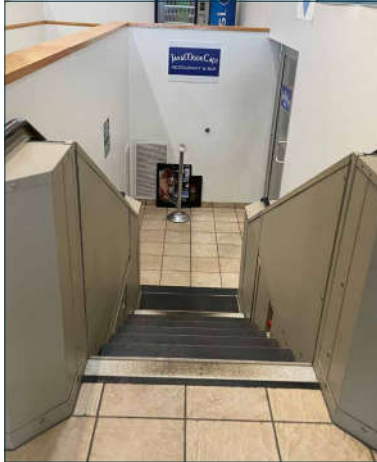
# Proposed Project - Terminal Development



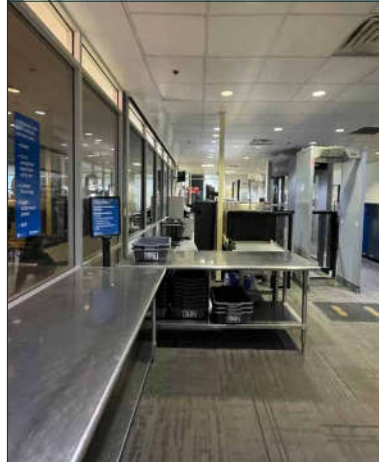
# Phase 1 – Terminal Deficiencies

## Part 77 Deficiencies

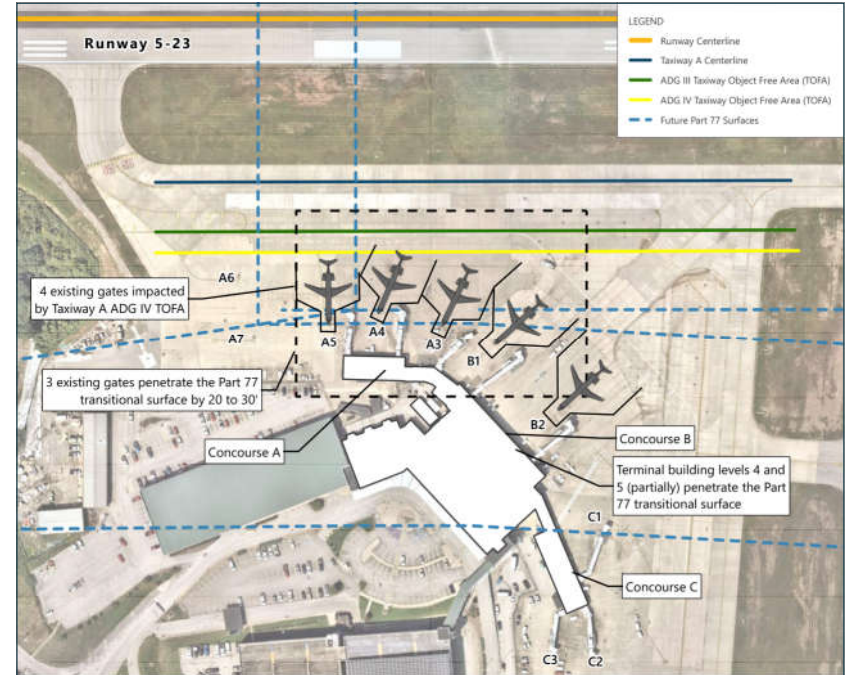
- 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace* (Part 77), establishes standards used to determine obstructions to air navigation and navigational and communication facilities
- Part 77 defines imaginary surfaces established to evaluate and protect the approach and 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

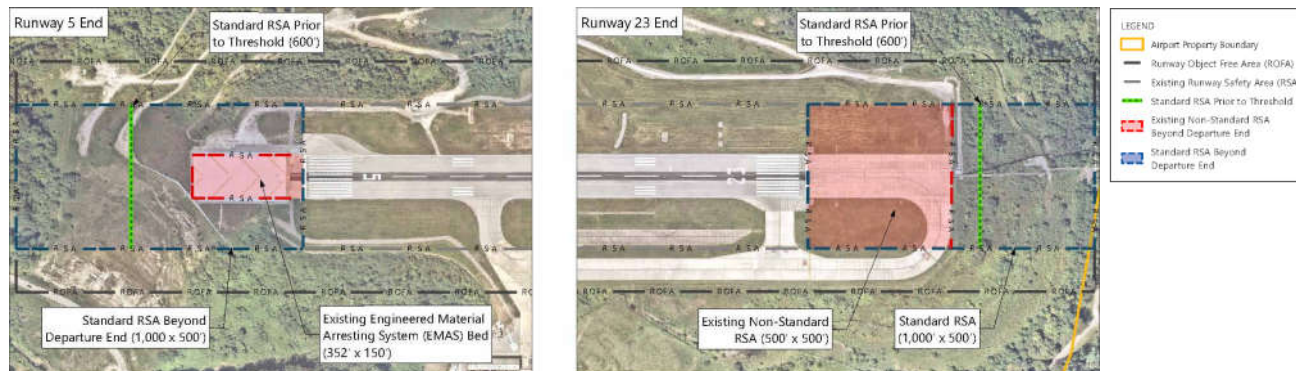
- Existing RSA and ROFA do not meet FAA design standards
- The Runway 5-23 RSA should be 500 feet wide, 600 feet long prior to the runway threshold, and 1,000 feet long beyond the runway end
- CRW has had multiple aircraft-related airfield incidents related to the runway and RSA

## 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](mailto: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:

\_\_\_\_\_  
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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.



**Yeager Airport**  
**EIS**

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

# 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**



**Yeager Airport**  
**EIS**

**West Virginia International Yeager Airport  
Airfield, Safety, and Terminal Improvement Project**  
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## PUBLIC SCOPING MEETING FACTSHEET



**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.



## Yeager Airport EIS

# 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.

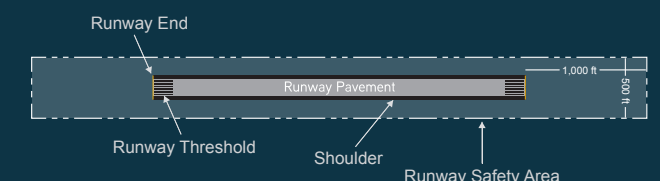
The FAA is conducting the EIS in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) Regulations, and other applicable FAA orders, directives, and guidance. The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts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



Learn about the Yeager Airport Environmental Impact Statement by visiting the project website, [www.YeagerAirportEIS.com](http://www.YeagerAirportEIS.com)



Sign-up to receive project updates – [info@YeagerAirportEIS.com](mailto:info@YeagerAirportEIS.com)

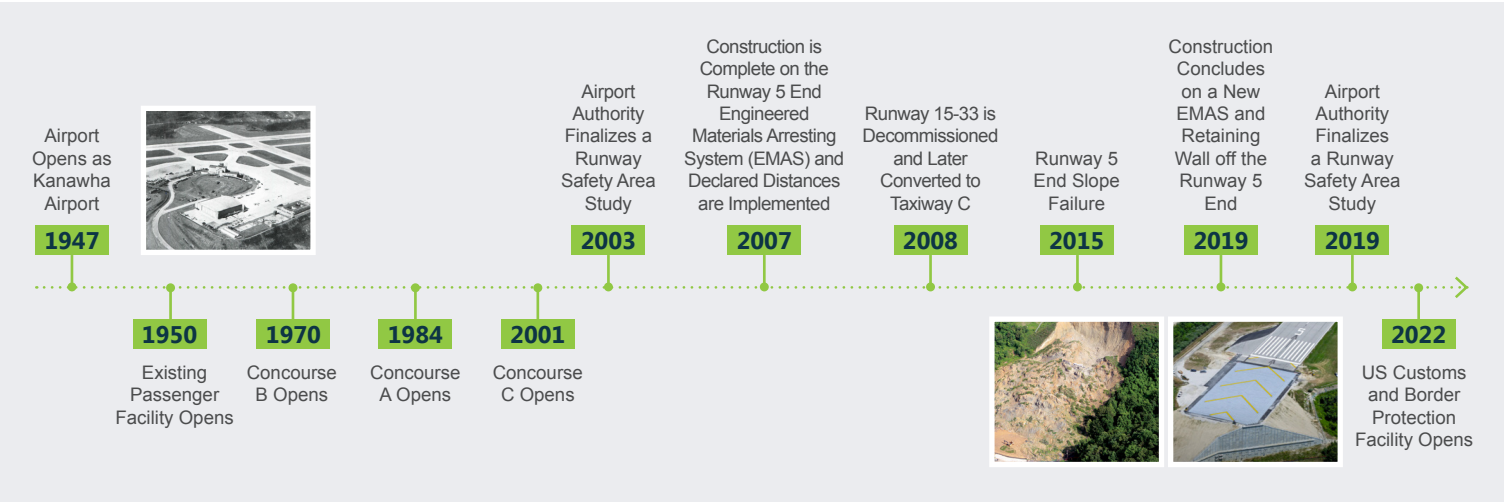


Attend an upcoming public meeting – check the website for dates and details, [www.YeagerAirportEIS.com](http://www.YeagerAirportEIS.com)



Connect with the project team via email: [info@YeagerAirportEIS.com](mailto:info@YeagerAirportEIS.com), or follow on social media: [facebook.com/FAA](https://facebook.com/FAA) and [twitter.com/FAANews](https://twitter.com/FAANews)

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

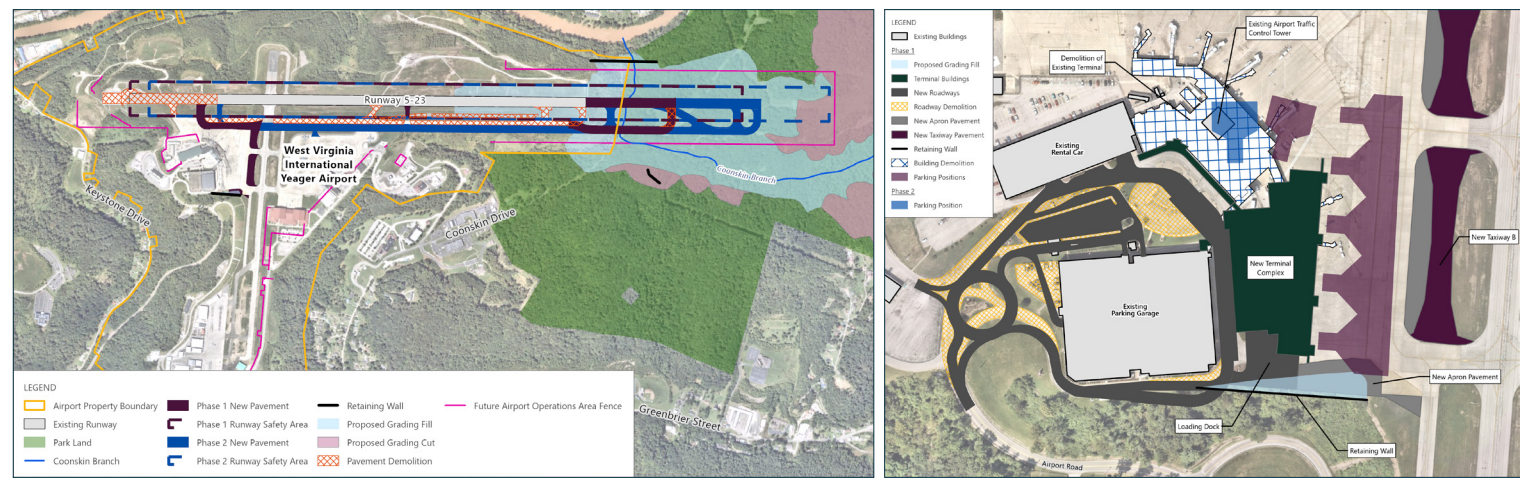
- Terminal facility deficiencies based on forecast aircraft activity levels

Purpose

- Provide adequate aircraft gates

AIRPORT AUTHORITY'S PROPOSED PROJECT

The Proposed Project, as put forward by the CWVRRA, 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



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## VIRTUAL PUBLIC SCOPING WORKSHOP ATTENDEE LIST



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# SIGN-IN

Virtual Public Scoping Meeting  
November 7, 2022



Yeager Airport

EIS

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New			
ashworth			

# SIGN-IN

Virtual Public Scoping Meeting  
November 7, 2022



Yeager Airport

EIS

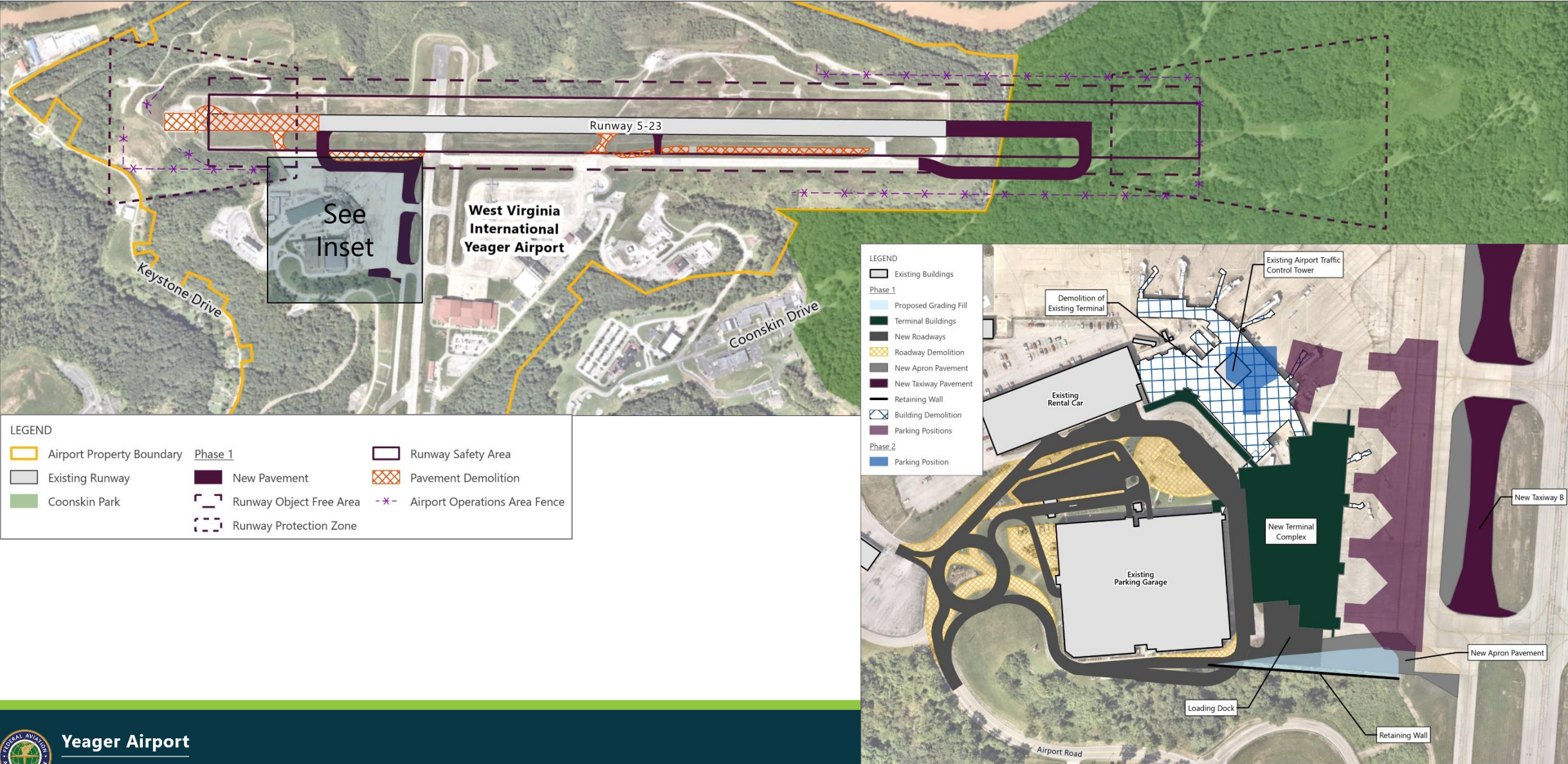
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Mara Thompson			
Jennifer Zhao			
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Scott Hill			scotthill1943@gmail.com
Peljovich			



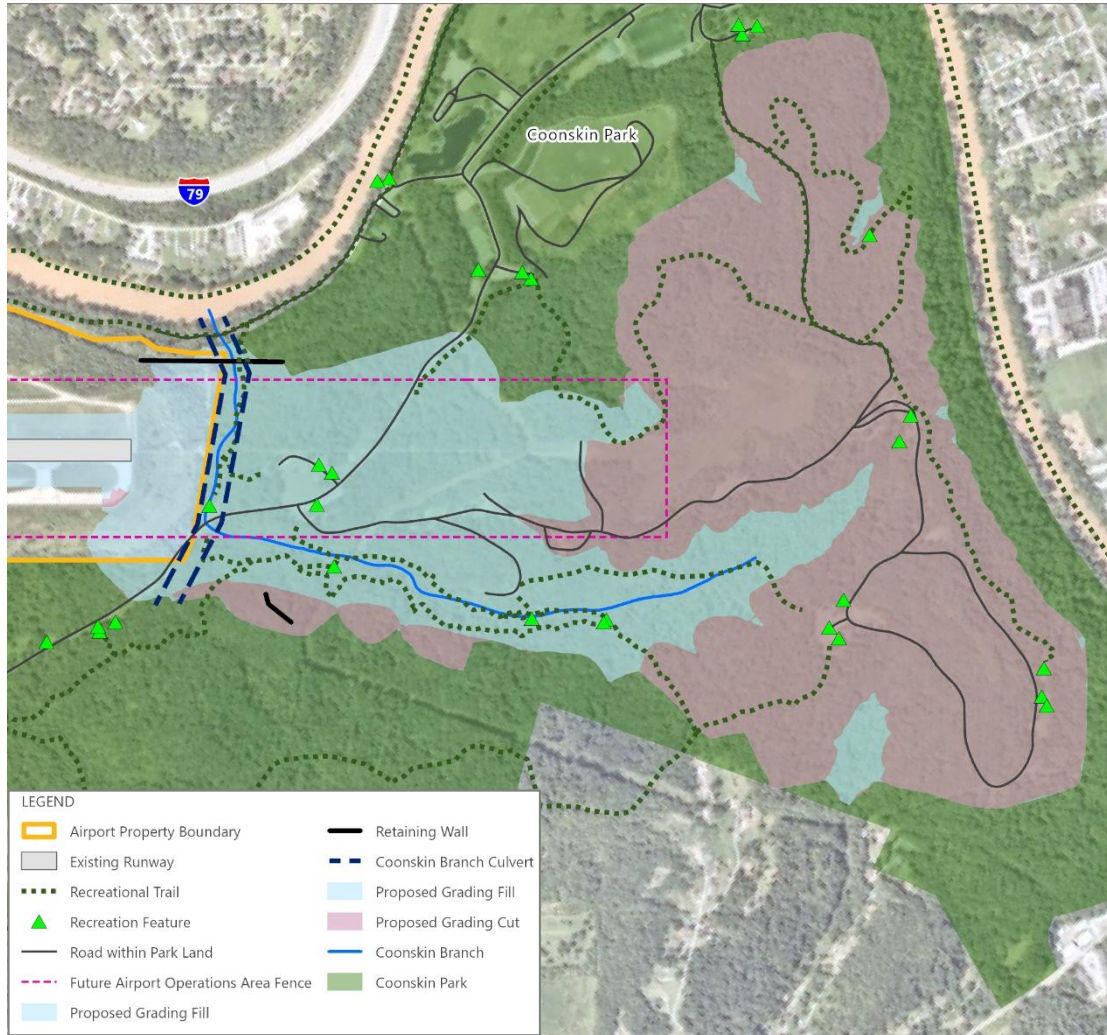
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## VIRTUAL PUBLIC SCOPING WORKSHOP PRESENTATION

# Proposed Project – Phase 1



# Proposed Project – Phase 1 – Elements in Coonskin Park



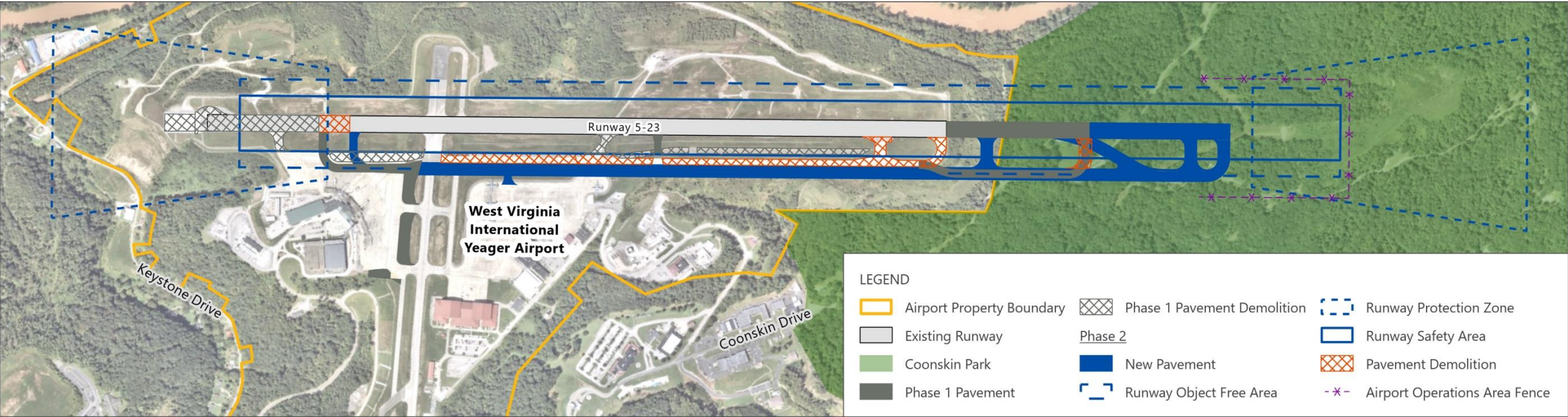
## Enabling Project and Connected Actions

- 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

# Proposed Project – Phase 2



# 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

Comments must be received by 5:00 pm ET,  
Tuesday, November 29, 2022



# **The Virtual Workshop is currently in recess.**

If you wish to ask a question, please indicate it on the question and answer tab in the Zoom window.

The virtual workshop will resume once a question has been received.

