



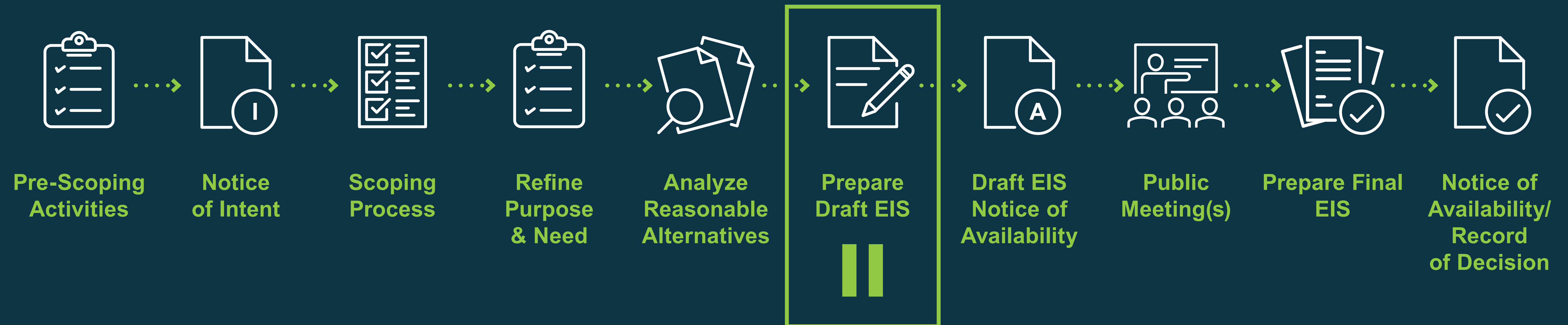
Yeager Airport

Environmental Review

**West Virginia International Yeager Airport
Airfield, Safety, and Terminal Improvement Project
Environmental Review Status**

Public Workshop

EIS Process and Timeline



- The EIS Team had made substantial progress on development of the EIS when the project was formally placed on pause on March 27, 2024.
- Key dates/milestones have been published and will continue to be monitored on the Federal Infrastructure Permitting Dashboard.
- This graphic depicts the typical full EIS process; however, if the EIS were to resume, work completed to date would be reevaluated in consideration of additional airfield planning efforts and may result in additional process steps.



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	September 30, 2022
Scoping Comment Period including Public Meetings	Ended November 29, 2022
Concurrence Point 2 – Alternatives to be Carried Forward for Analysis	2nd/3rd Quarter 2023
Concurrence Point 3 – Preferred Alternative	4th Quarter 2023
FAA Formally Pauses the EIS	March 27, 2024
We are here → FAA Holds Public Information Meeting	July 9, 2024

Any potential future milestones are dependent on receipt of additional planning information from the Airport Sponsor and are currently unknown. Should the EIS resume, the FAA will develop an associated milestone schedule, which would be published on the Federal Infrastructure Permitting Dashboard and Project website (www.yeagerairporteis.com)



Why the EIS Pause?

Need for Additional Airfield Planning

- Additional airfield planning is needed to assess changes to commercial airline service including flight destinations, frequencies, aircraft types, and airline operators at the Airport.
- The FAA and Airport Sponsor have elected to re-enter the planning phase and conduct additional analysis related to the runway improvements, which may result in changes to the proposed runway project.
- At the conclusion of the additional planning efforts, the FAA will make a decision on resuming the EIS.
- Notifications for any future EIS updates will be circulated consistent with previous methods, including local print media outlets, email distribution, and the project website.



Scoping Summary

Public Meetings

- November 2, 2022 = 53 attendees
- November 3, 2022 = 46 attendees
- November 7, 2022 = 42 attendees (Virtual Workshop)

Agency Meeting

- November 3, 2022 = 17 attendees
 - (4) Federal Agencies: USACE, USEPA, NPS, USDOJ
 - (4) State Agencies: WVDEP, WVDED, WVDNR, SHPO
 - (3) Local Agencies: Kanawha County Planning Department, Kanawha Parks and Recreation Commission, City of Charleston Planning Department

Comment Summary

Commenter Type	Number of Comments
Federal Agency	2
Local Agency	2
Elected Official	2
Local Organization	5
Public Comment	508*
Total	519

* A total of 109 comments were submitted via a form letter from the West Virginia Rivers Coalition Website.

Topic	Approximate Number of Comments*
EIS Process	130
Purpose and Need	240
Alternatives	145
Environmental Resources	460

* Individual comment letters were not limited to one category and could include multiple topics. Similarly, comments were further categorized by subtopic.



Key Scoping Comments

Key comments from the public and/or agencies during scoping included:	How the FAA incorporated scoping comments into the analysis:
Concerns over the need for the Proposed Project based on air traffic and passenger demand.	Additional review of the airport demand forecast and future runway length requirement associated with recent airline changes.
Concerns over the geotechnical safety of the proposed fill.	Preparation of a geotechnical evaluation to determine the geotechnic stability of the area.
Concerns over impacts to flora, fauna, and native habitats.	Preparation of a biological inventory of the area; threatened and endangered bat surveys; and wetland delineations.
Concerns over impacts to Coonskin Park and the selection of a replacement property.	Preparation of an appraisal of Coonskin Park in accordance with Section 6(f) of the Land and Water Conservation Fund (LWCF) Act and initial identification of potential replacement properties.
Preference for the construction of a new airport.	Preparation of a detailed alternatives analysis which included the examination of potential new airport location options.
Consideration of alternative methods of construction, including a bridge structure for the runway.	Preparation of a memorandum regarding the feasibility of alternative construction methods, including a bridge structure.



Overview of Alternatives Considered

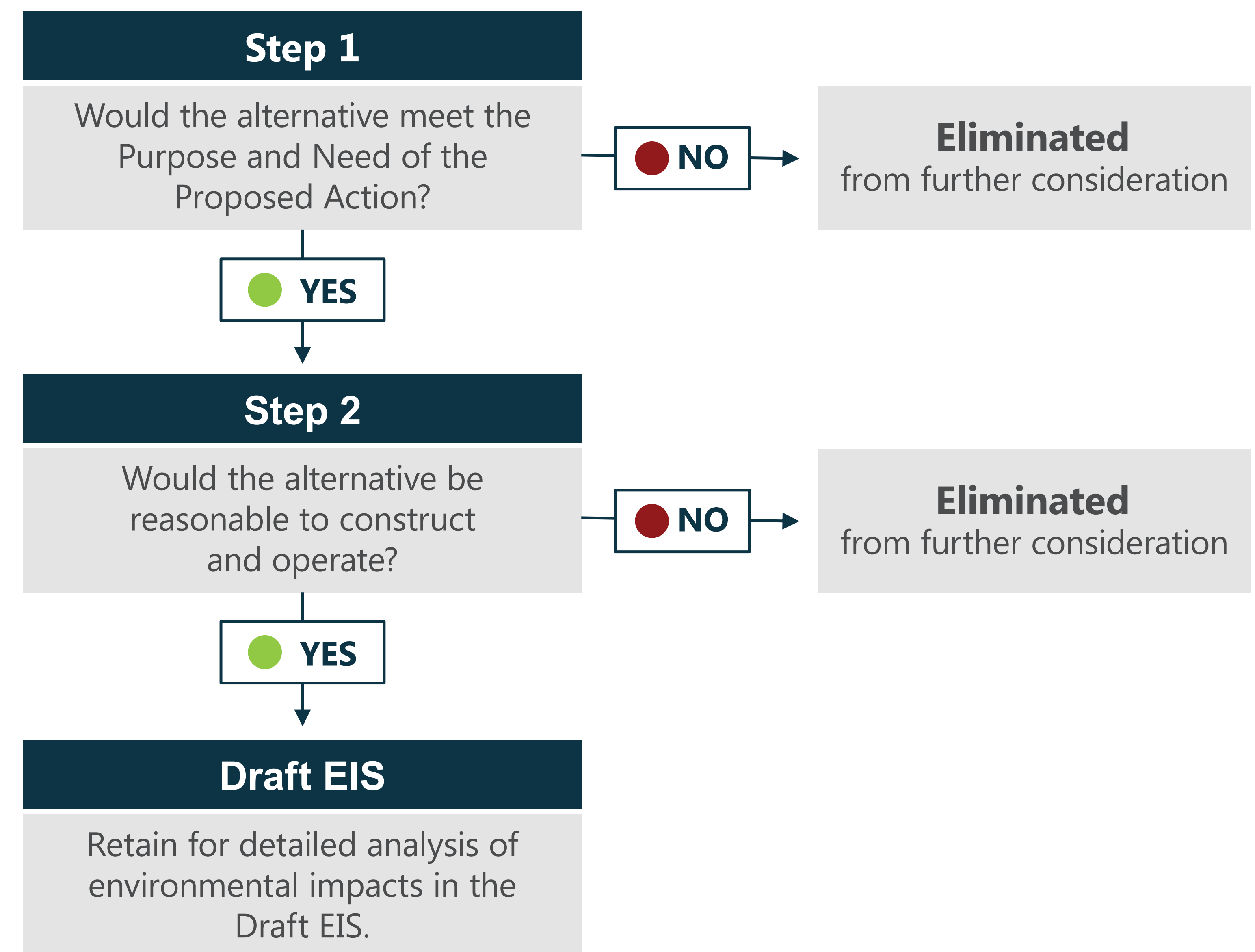
1. No Action Alternative
2. Alternative Airport Options
 - Construction of a New Airport
 - Transfer of Aviation Activity to Other Airports
3. Use of Other Modes of Transportation
4. No Property Acquisition Alternatives*
5. Up to 7,000-foot Runway Alternatives*
6. Change in Runway Orientation Alternatives
7. Terminal Alternatives

* These alternatives considered various runway lengths, standard Runway Safety Areas (RSAs) and/or Engineered Materials Arresting System (EMAS) scenarios and runway shift directions.

Family Number	Location	Alternative Family Name	Number of Alts
1	CRW or not CRW	No Action Alternative	1
2	Not CRW	Alternative Airport Options	15
3	Not CRW	Use of Other Modes of Transportation Alternatives to CRW	1
4	CRW	No Property Acquisition Alternatives	4
5	CRW	Up to 7,000-foot Runway Alternatives	13
6	CRW	Change In Runway Orientation Alternatives	17
7	CRW	Terminal Location Alternatives	5

Alternatives Screening/Evaluation Process

- FAA established a two-step evaluation process to evaluate the list of potential Phase 1 alternatives to determine which are reasonable for analysis.
 - **Step 1:** Purpose and Need
 - Alternatives analyzed on the “family” level
 - **Step 2:** Reasonable to Construct and Operate
 - Alternatives analyzed on an individual basis
- Consideration of Phase 2 was limited to whether a Phase 1 alternative could accommodate Phase 2 in the future should the justification arise.



As identified in the Purpose and Need, Phase 1 considers a runway length of up to 7,000 feet. Phase 2 components would be to address long-term needs and are dependent upon additional justification, developments, or design.



Preliminary Alternatives Screening Results

- Alternative airport options, the use of other modes of transportation alternative to CRW, and no property acquisition alternatives did not meet the purpose and need of the proposed action.
- Change in runway orientation alternatives were not found to be reasonable or feasible and were not carried forward for analysis.
- Multiple 7,000-foot runway alternatives passed the screening process and those chosen for analysis represented the most feasible alternative that considers a runway shift and extension in each direction.
- All terminal alternatives other than the alternative adjacent to the existing terminal complex were eliminated from further consideration based on impacts to existing on-Airport facilities.

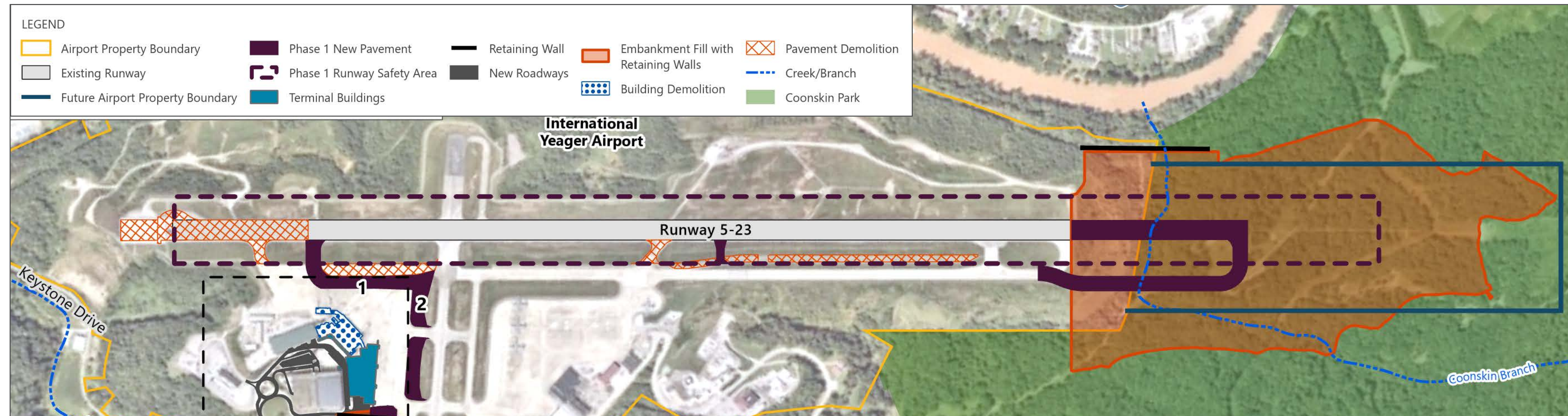


Alternatives Summary and Next Steps

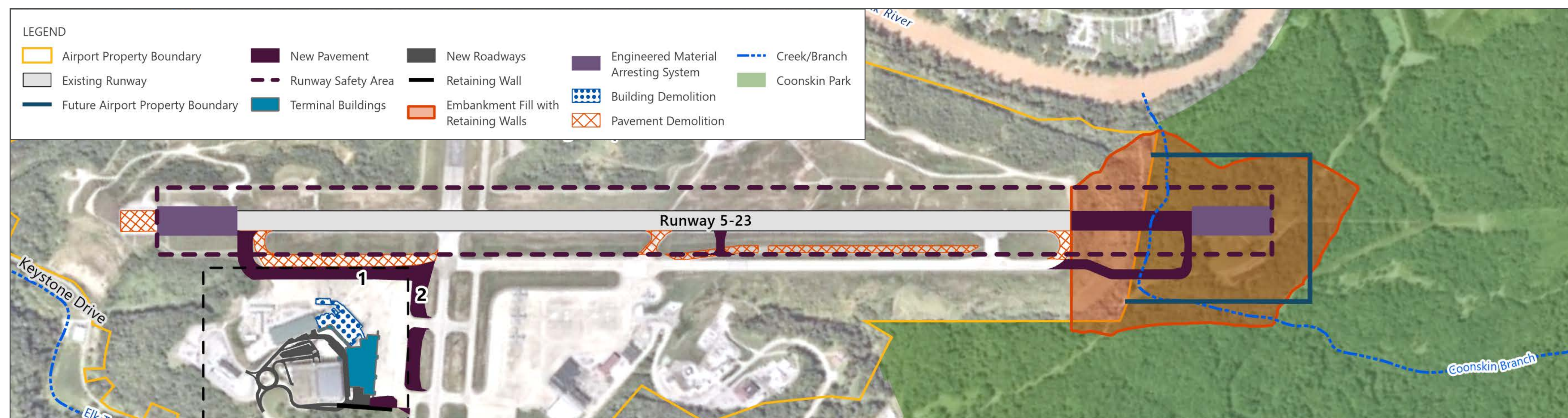
- The preliminary alternatives analysis identified 4 build alternatives to be carried forward for detailed analysis.
- The preliminary alternatives analysis was distributed to the Cooperating and Participating Agencies for review on June 30, 2023.
- Cooperating and Participating Agency review of the preliminary alternatives analysis has concluded; however, resolution of agency comments is pending until the additional airfield planning efforts are completed.
- No further work on the runway portion of any of the alternatives is proceeding as the EIS is on pause.
- Should the EIS resume, work completed to date would be reevaluated in consideration of additional airfield planning efforts.



Airport Authority's Proposed Alternative



Runway Shift NE with Standard EMAS at Both Runway Ends



- The four alternatives identified for analysis were based on preliminary results prior to the EIS pause.
- No further work on the runway portion of any of the alternatives is proceeding while the EIS is on pause.
- Should the EIS resume, work completed to date would be reevaluated in consideration of additional airfield planning efforts.
- Should the EIS resume, these alternatives would require further evaluation in terms of economic and technical feasibility.



Runway Shift SW with Standard EMAS at Both Runway Ends



Runway Shift NE & SW with Standard EMAS at Both Runway Ends

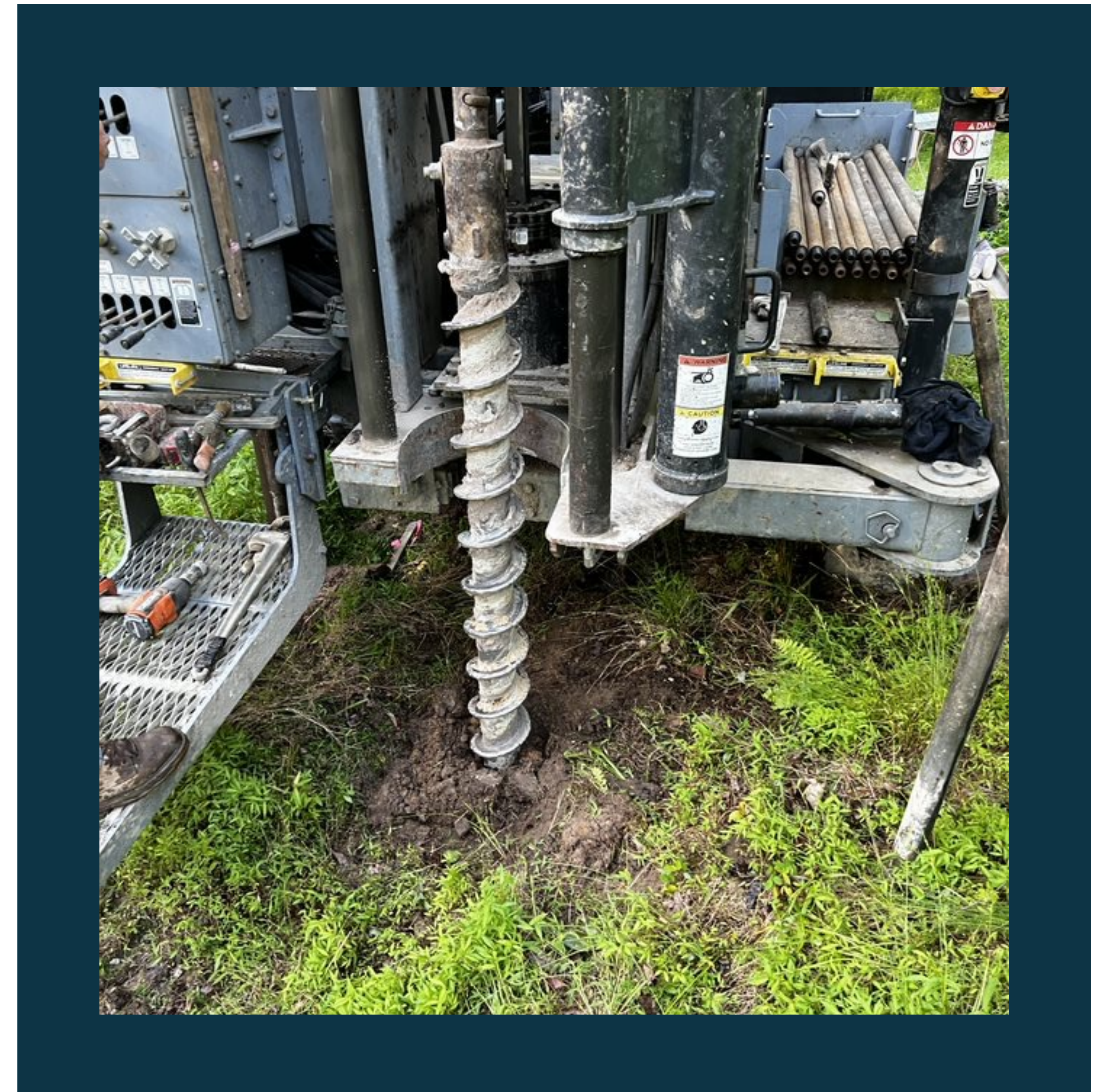


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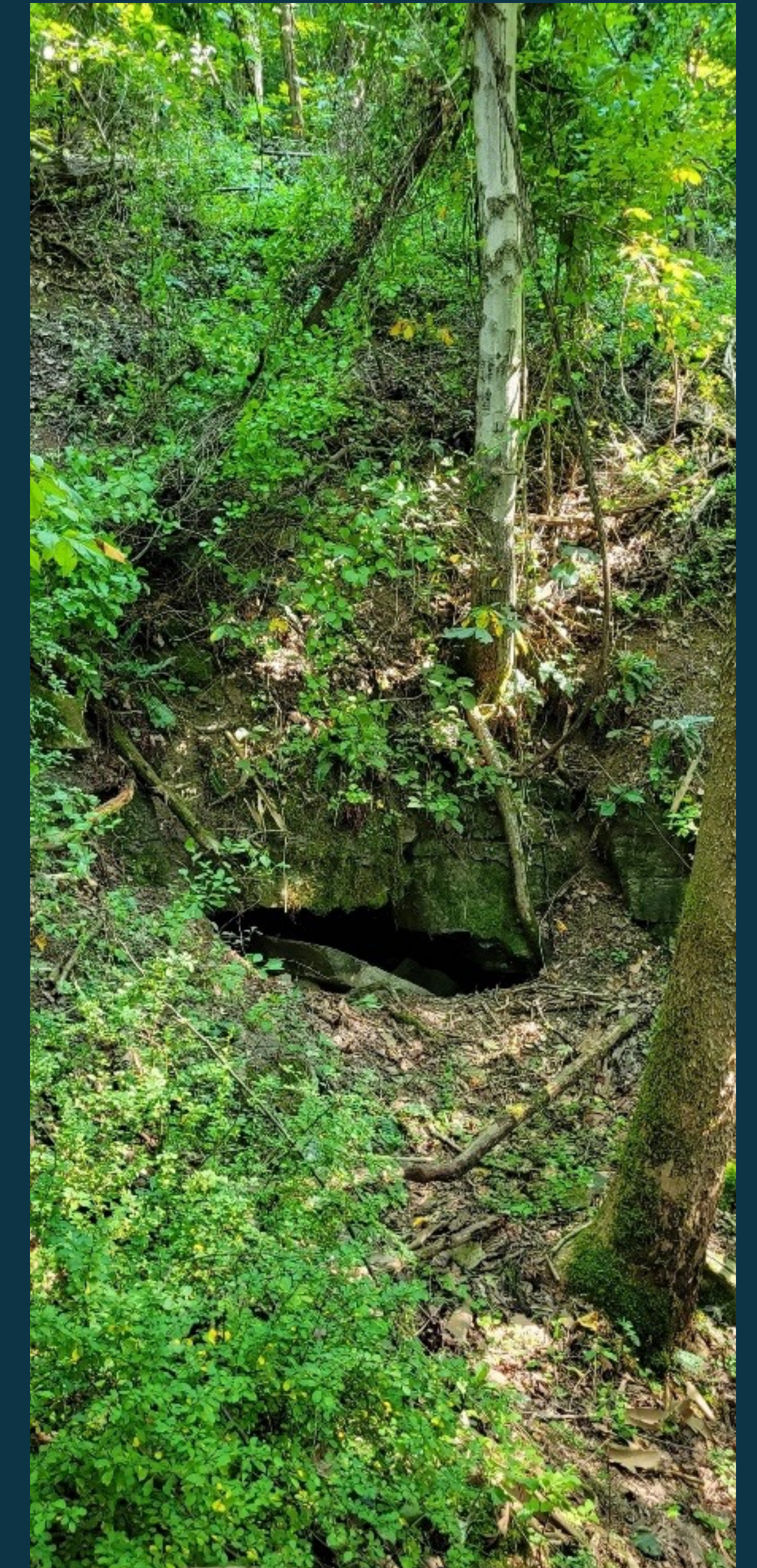
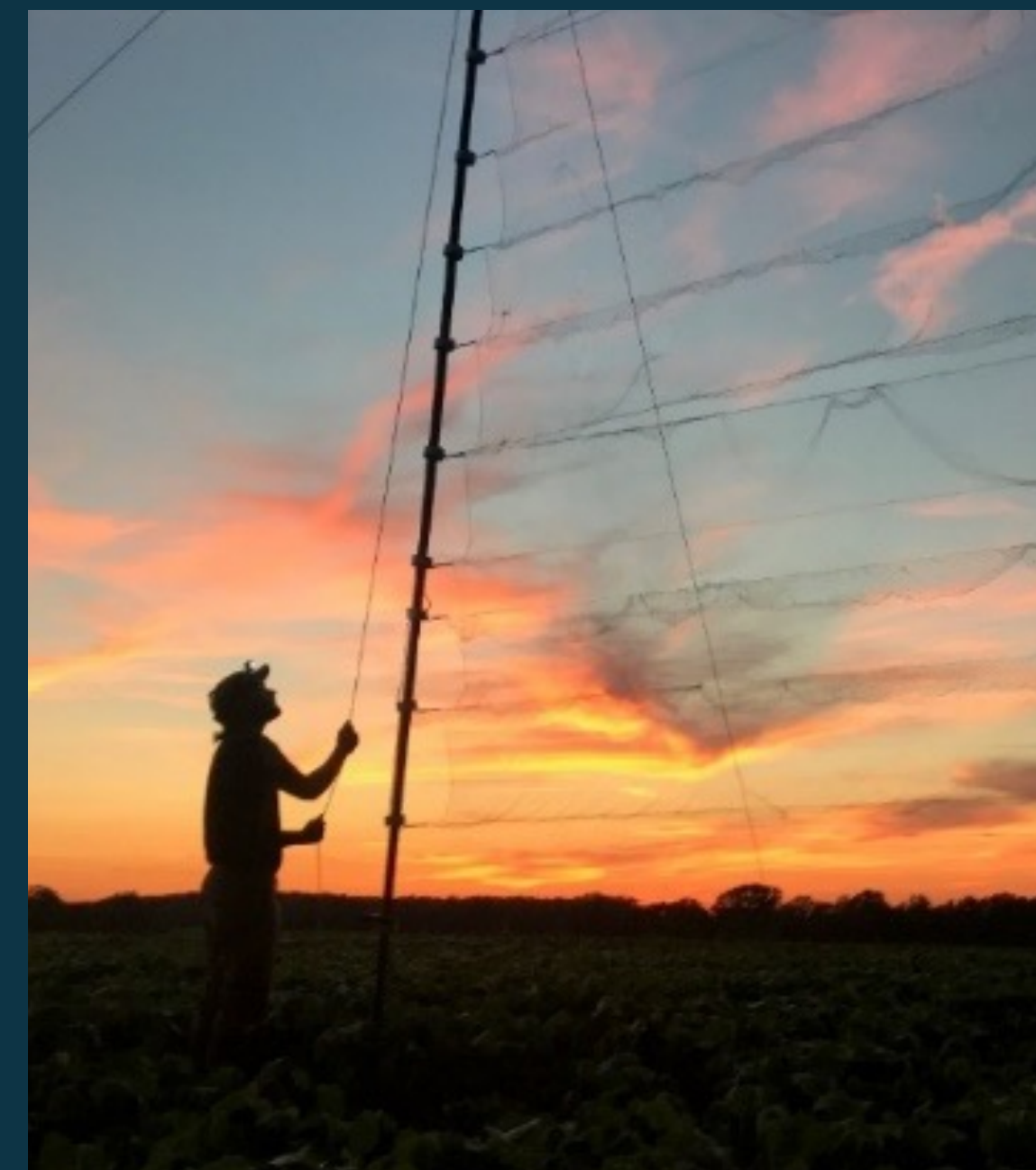
Field Studies – Geotech Evaluation

- Geotechnical borings were conducted in 2022:
 - 16 within Coonskin Park
 - 3 on Airport property
- The evaluation was conducted to identify the existing soil conditions, slope stability concerns, suitability of soil for fill, and to identify any issues that may impact future development.
- Lab testing found that material in the tested locations were generally suitable for fill.



Field Studies – Biological Resources

- Bat surveys were conducted in July 2022, September 2022, and August 2023 to determine the presence of federally endangered and/or threatened bat species.
- Only one bat species proposed for listing, the tricolored bat, was identified during the July 2022 bat mist net survey. No other threatened and/or endangered species were captured.
- A biological inventory was conducted in spring and summer 2023 to identify flora and fauna species and habitat present in the study area.
- One federally listed candidate species the Monarch butterfly (*Danaus plexippus*) was encountered. No state-listed rare, threatened, or endangered species or their habitat were identified.



Field Studies – Cultural Resources

- The EIS Team conducted both a Phase IA Archaeological Survey and an Architectural Historic Resource Survey in the summer and fall of 2023.
- The Phase IA Archaeological Survey identified 6 archaeological sites and 5 cemeteries where additional surveys are needed to determine National Register of Historic Places (NRHP) eligibility.
- No Civil War sites were identified.
- The Architectural Historic Resource Survey identified 5 sites for recommended listing in the NRHP.
- Consultation with the West Virginia State Historic Preservation Office for both survey reports is pending.

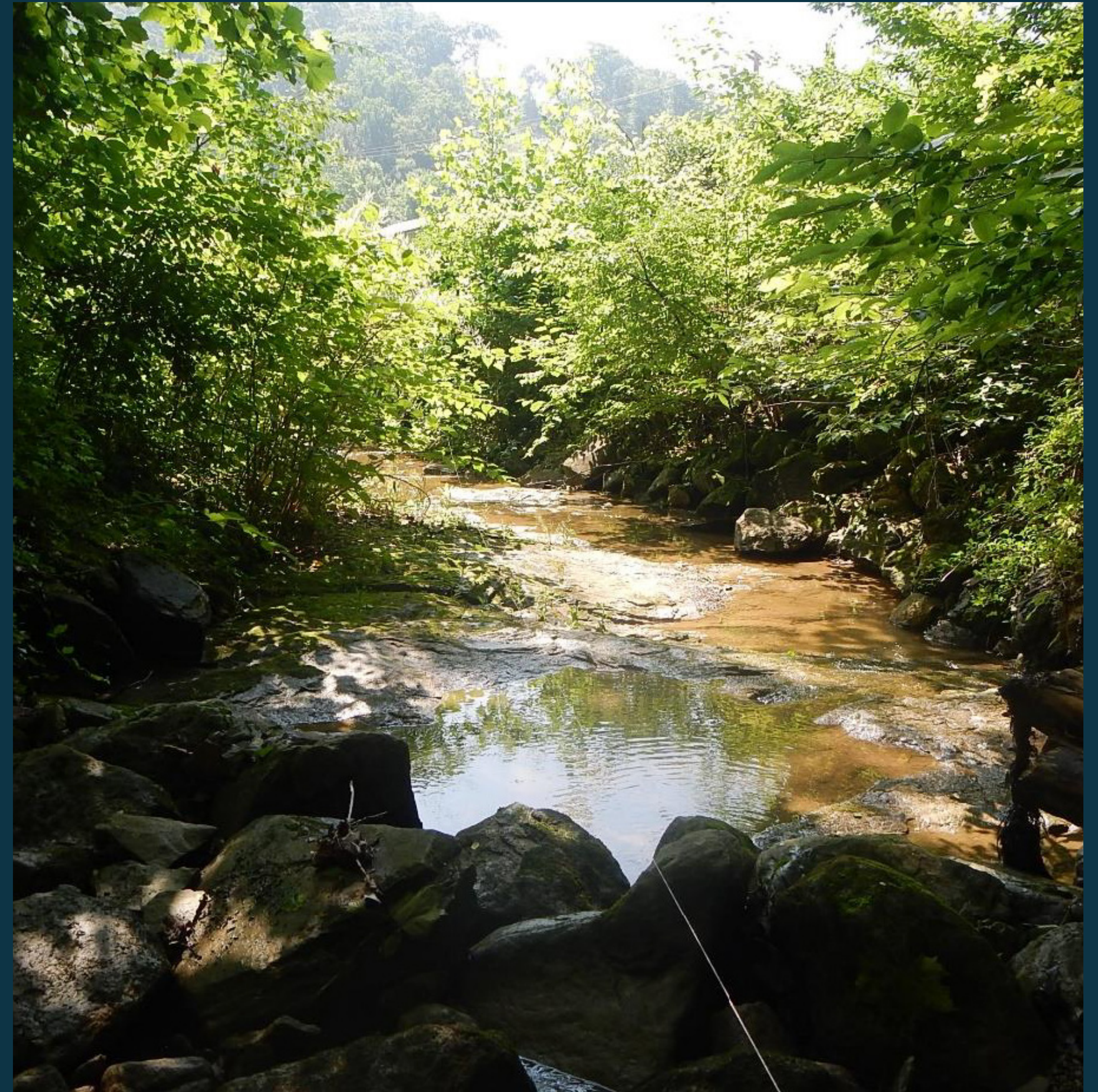


Field Studies – Water Resources

- A Preliminary Stream and Wetland Jurisdictional Determination (PJD) of Coonskin Park was developed in 2021, which identified approximately 1.2 acres of wetlands.
- A subsequent PJD was developed in June 2023 in the vicinity of Elk Twomile Creek and identified an additional 1.1 acres of wetlands.
- Consultation with USACE is pending.

Field Studies – Hazardous Materials

- A Phase 1 Environmental Site Assessment (ESA) was conducted in 2023 to identify hazardous materials and sites.
- Two stockpile areas, one within Coonskin Park and the other on-Airport property were identified as Recognized Environmental Conditions; additional investigation is required to determine the types of materials that may be present.



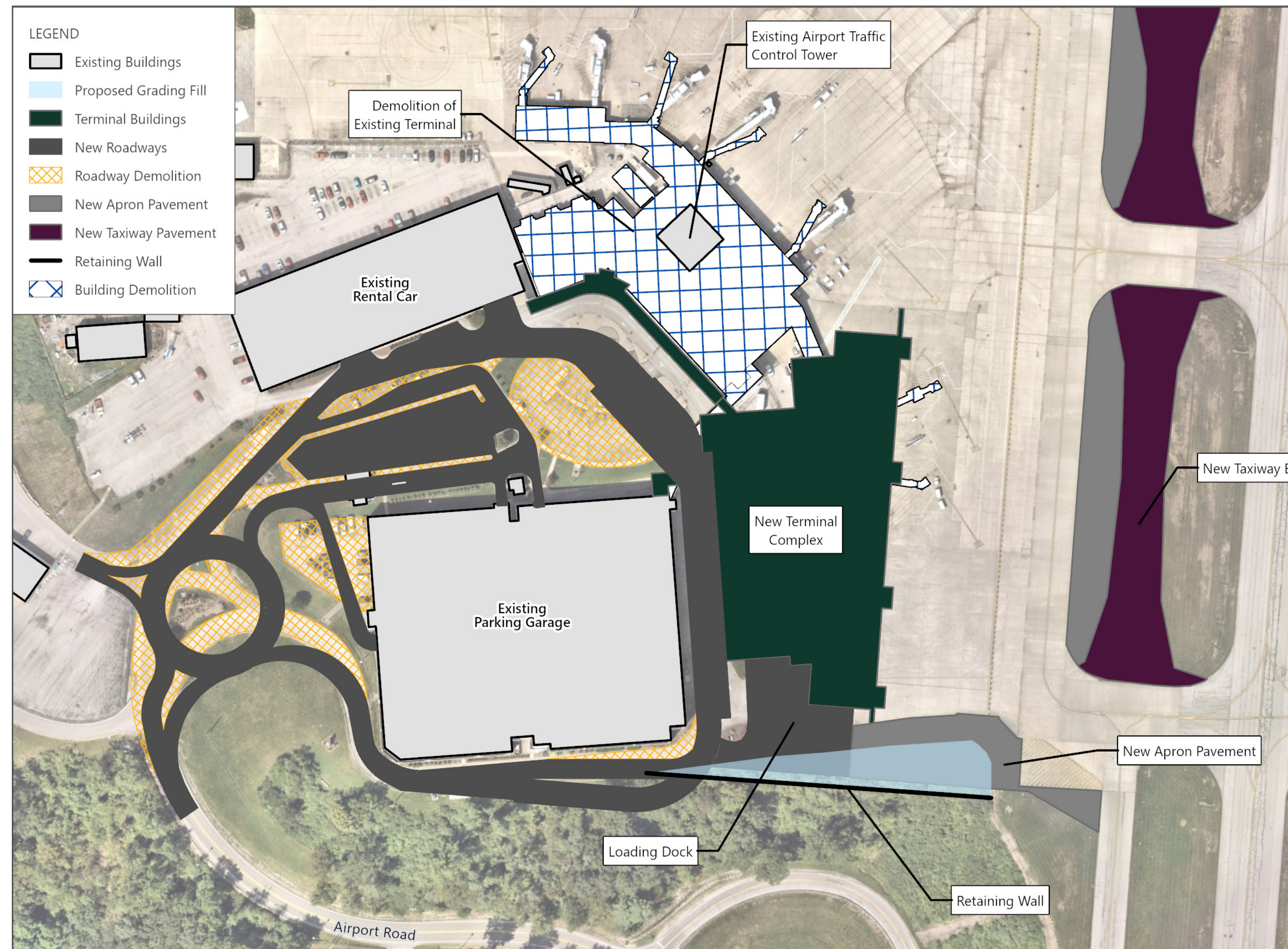
Terminal Improvements

- The Airport Authority has modified the originally proposed terminal improvements to impact a smaller portion of the existing terminal and pavement infrastructure near the terminal facilities. The improvements would:
 - Increase Americans with Disabilities Act (ADA) compliance in key passenger areas
 - Improve efficiency of passenger flows
 - Upgrade antiquated facilities
 - Provide gates appropriately sized for the current aircraft fleet serving the Airport
- The FAA has determined that the terminal improvements have independent utility from the runway project and address an immediate Airport need, mutually exclusive from the runway project and occurring at a different time than the runway components.

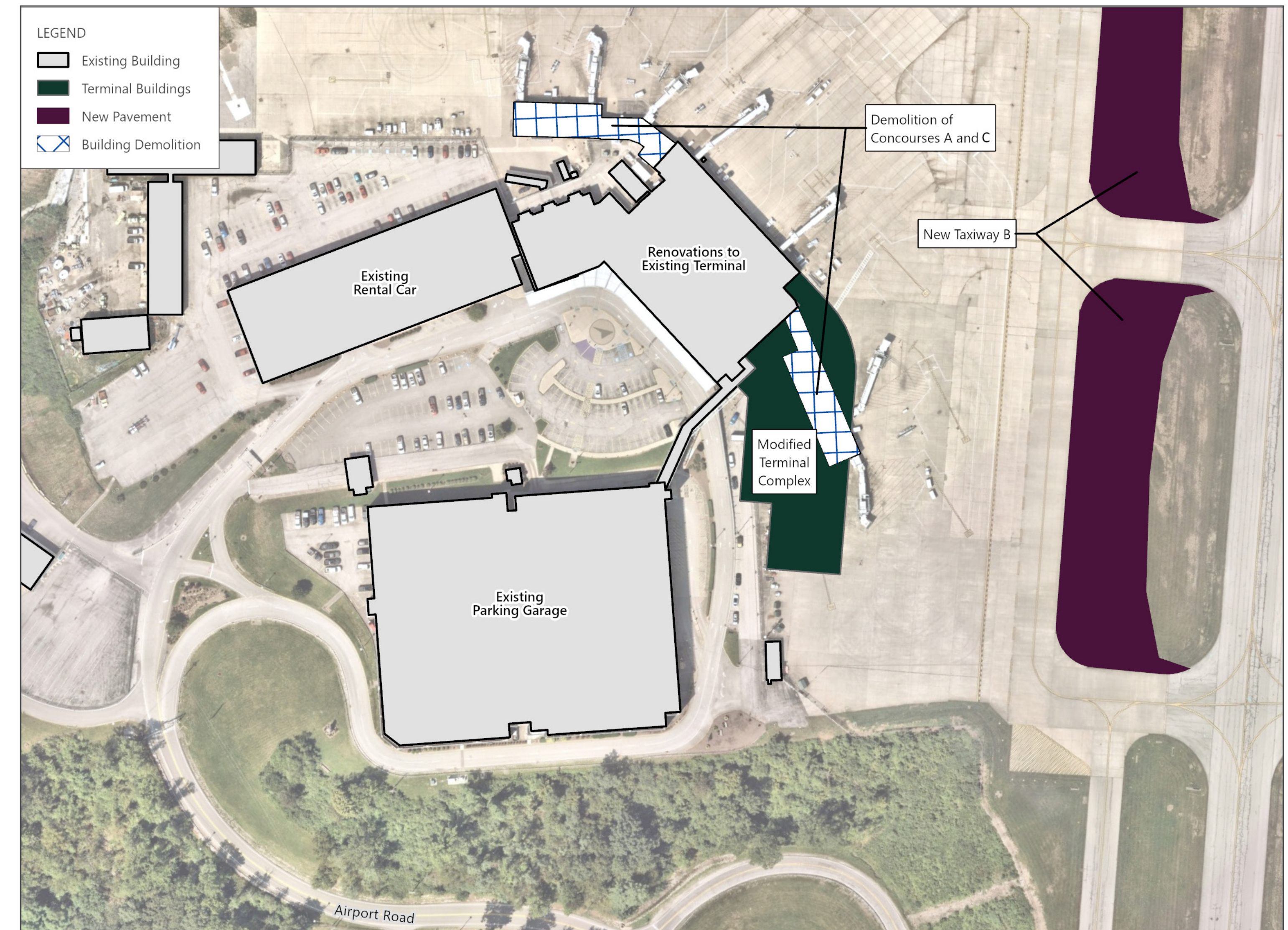


Terminal Improvements

As Proposed in the EIS



Modified Terminal Concept



Terminal Improvements NEPA Processing

- FAA is evaluating the terminal improvements for compliance with the National Environmental Policy Act (NEPA) with a Categorical Exclusion (CatEx).
- A CatEx may be prepared if an action falls within categories listed in FAA Order 1050.1F and does not individually nor cumulatively have a significant effect on the human environment and no extraordinary circumstances exist. Applicable categories include:
 - Paragraph 5.6–4.e, “Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for [construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway]... provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.”
 - Paragraph 5.6–4.h, “Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for construction or expansion of facilities—such as terminal passenger handling and parking facilities or cargo buildings, or facilities for non-aeronautical uses at existing airports and commercial space launch sites—that do not substantially expand those facilities.”
 - Paragraph 5.6–4.v, “Replacement or reconstruction of a terminal, structure, or facility with a new one of similar size and purpose, where location will be on the same site as the existing building or facility.”




Terminal Improvements NEPA Processing

- Based on the Airport Authority's revised terminal improvement concept, environmental impacts would be minimal and are not likely to involve any extraordinary circumstances.
- An extraordinary circumstance is defined as a condition in which a normally excluded action might significantly affect the environment. Specific examples include actions that would affect:
 - Properties protected under Section 4(f) of the Department of Transportation Act (historic sites, parks, and wildlife refuges);
 - Species listed or proposed to be listed as endangered or threatened;
 - Cultural resources protected under the National Historic Preservation Act; or
 - Wetlands, floodplains, or other sensitive areas.
- A Record of Decision for a CatEx is not required and there is no public notification requirement once a CatEx is complete. However, the FAA will make the CatEx available via the project website: www.yeagerairporteis.com.



Public Involvement

- Members of the public may submit comments with respect to the EIS or the CatEx being developed for the terminal improvements.
- All submitted comments on the Runway (EIS) will only be responded to if the EIS process resumes.
- All submitted comments on the revised terminal concept (proposed CatEx) will be considered in the document itself but will not receive a formal response.
- The FAA and Airport Authority will continue to engage the public should the EIS process resume, and future opportunities will be identified on the project website: www.yeagerairporteis.com.



Yeager Airport
Environmental Review

PROJECT COMMENT CARD

**West Virginia International Yeager Airport
Airfield, Safety, and Terminal Improvement Project**
Environmental Review Status

PROVIDE COMMENTS BELOW

On March 27, 2024, the Federal Aviation Administration (FAA) formally announced that the West Virginia International Yeager Airport (CRW) Airfield, Safety, and Terminal Improvement Project (Proposed Action) Environmental Impact Statement (EIS) would be placed on pause to allow the Central West Virginia Regional Airport Authority (CWVRAA) to conduct additional airfield planning analyses related to the runway improvements, which may result in changes to the proposed runway project.

Following the pause, the FAA reviewed the proposed projects to be analyzed and determined that the proposed improvements to the terminal building can be evaluated independent of the runway project and the FAA believes the terminal improvements can be addressed under the National Environmental Policy Act (NEPA) with a Categorical Exclusion. Written comments on the EIS or CatEx can be submitted at the public meetings or emailed to comments@yeagerairporteis.com

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. Via the following boxes please indicate which topic your comment is in regard to. Please select all that apply. Please note that comments specific to the Runway Project (EIS) will not be responded to unless the EIS resumes, while comments on the Terminal (CatEx) will be considered in the document itself, which will be made available via the project website.

Runway (EIS) Terminal (Proposed CatEx)

Comments must be received by 5:00 p.m. Eastern Time, Tuesday July 23, 2024

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.

ALTERNATIVE FAMILY 1

No Action Alternative

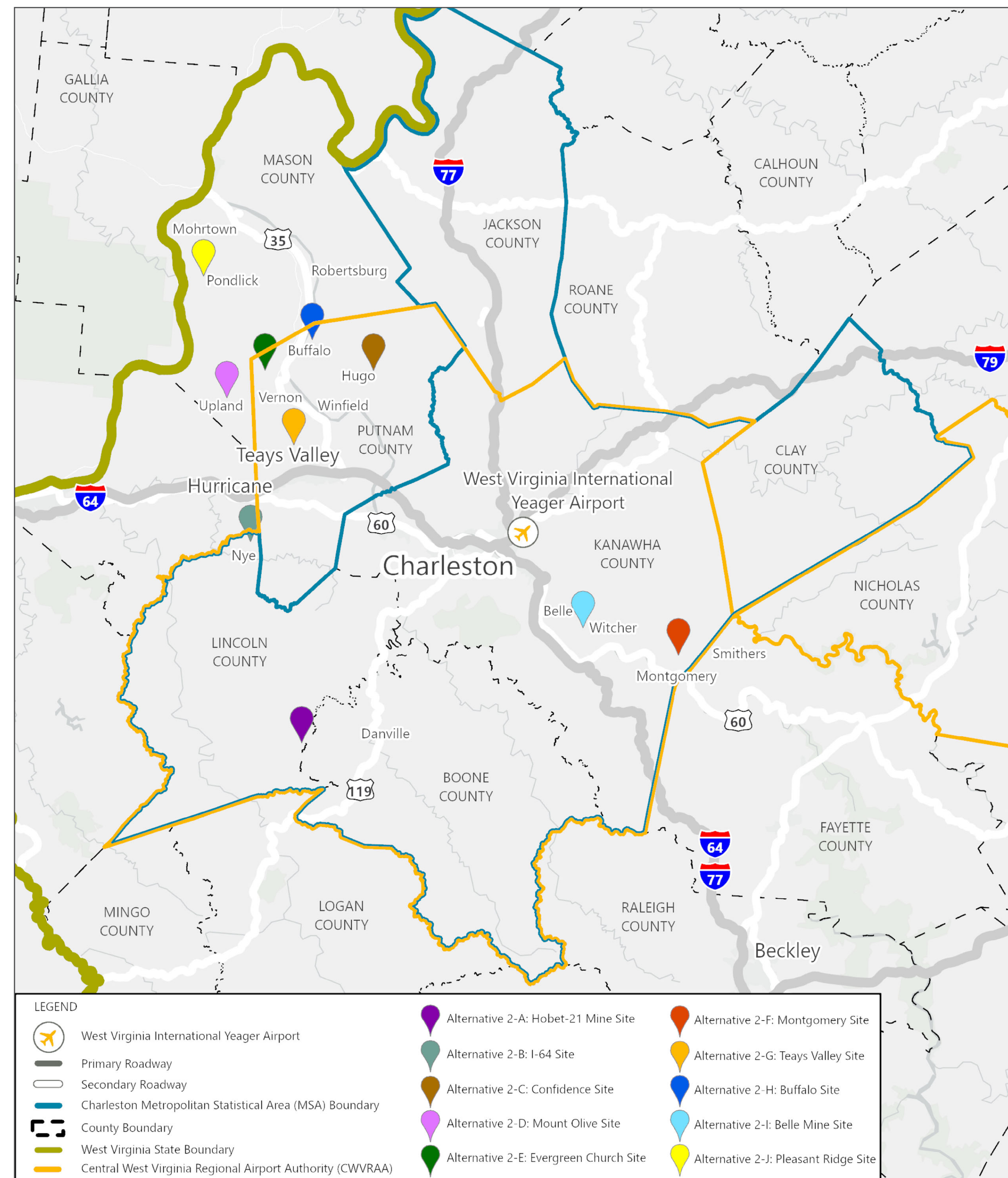
- No shift in the runway, construction of a standard RSA, or terminal facility would occur.
- The Airport would continue to have a non-standard EMAS on the Runway 5 end and a 500-foot declared distance on the Runway 23 end.
- The Airport would continue to operate consistent with existing conditions and the RSAs would not meet current FAA design standards.



ALTERNATIVE FAMILY 2

Alternative Airport Options

Construction of a New Airport



Alternatives Analysis Results

- The FAA lacks the authority to develop a new airport on its own and cannot direct a sponsor to construct a new airport.
- Neither the Airport Authority nor any other potential airport sponsor has requested FAA approval to develop a new airport.
- Neither the FAA nor the Airport Authority can force airlines or other aircraft to operate out of a new airport, if a new airport was constructed.
- Being that there is no current eligible sponsor and that deficiencies at CRW would persist, these alternatives were eliminated from consideration.



ALTERNATIVE FAMILY 3

Use of Other Modes of Transportation

- Use of other modes of transportation, including automobiles, buses, and passenger trains, to provide transportation services to and from the Charleston Metropolitan Statistical Area instead of CRW.
- Automobile travel to and from Charleston is via existing federal and state highways, including Interstates 64, 77, and 79, US Highways 60 and 119, and a variety of state routes.
- Interstate buses are used to travel to and from the Charleston Metropolitan Statistical Area from the bus terminal located in downtown Charleston. Seven daily routes are provided to the north, northeast, south, and northwest.
- Passenger trains are used to travel to and from the Charleston Metropolitan Statistical Area from the Amtrak train station located in downtown Charleston. Amtrak's Cardinal service operates three times per week between Chicago in the west and New York City in the east and provides service to 31 cities on the route. This alternative could reduce air traffic at CRW by shifting passengers to automobiles, buses, and passenger trains.

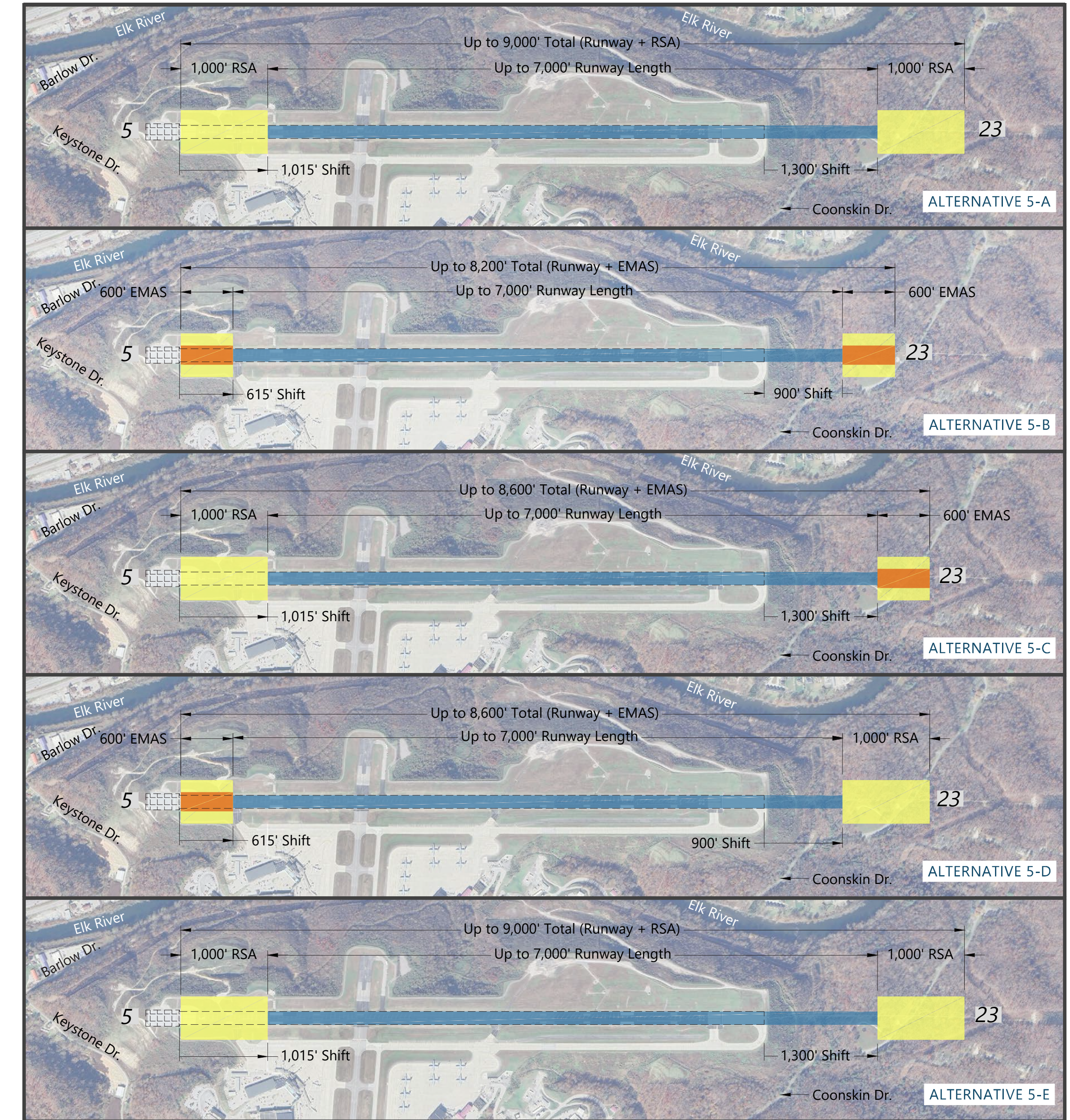


ALTERNATIVE FAMILY 4

No Property Acquisition

ALTERNATIVE FAMILY 5

Up to 7,000-foot Runway Alternatives Runway Shift to the Northeast

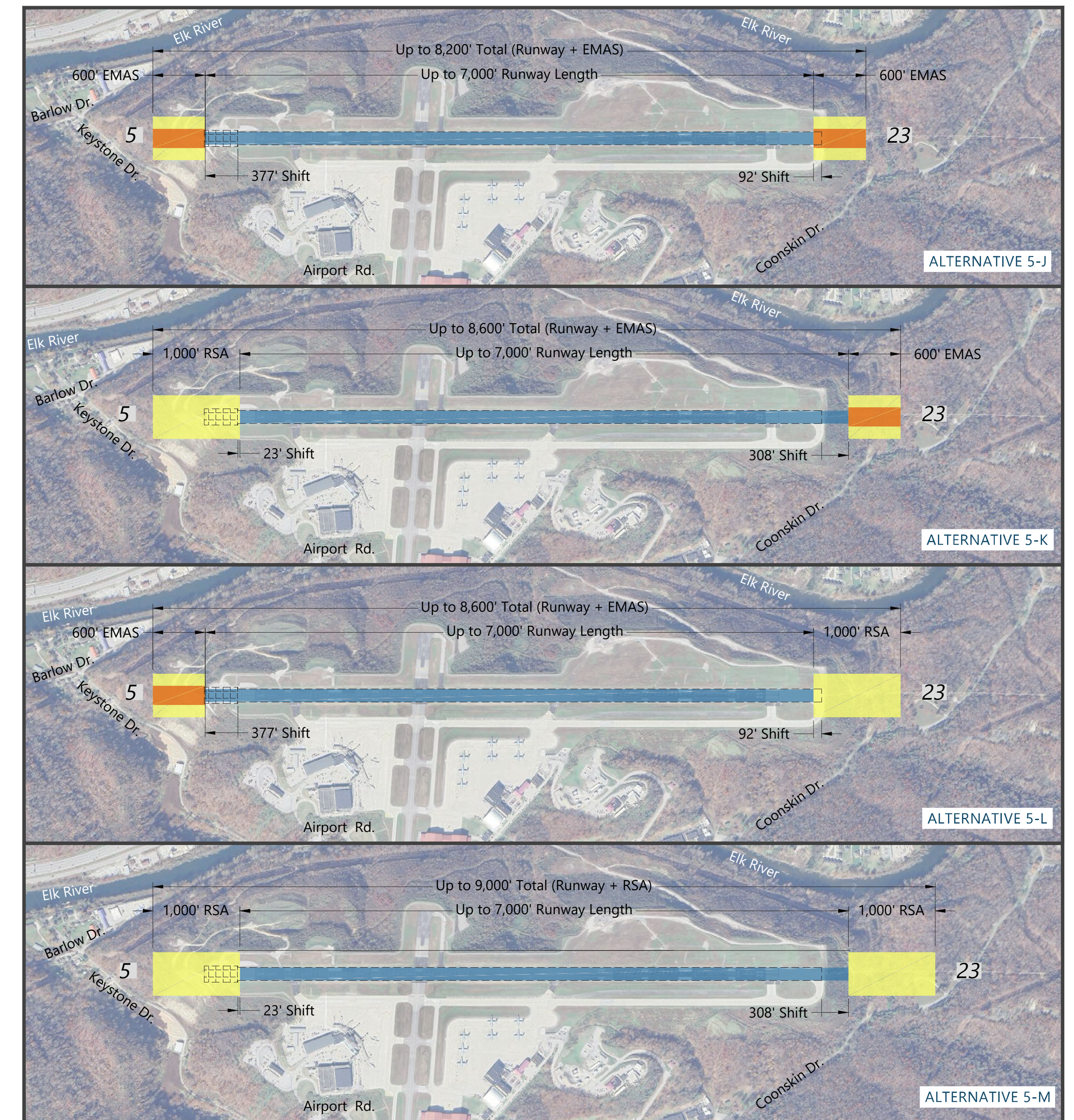
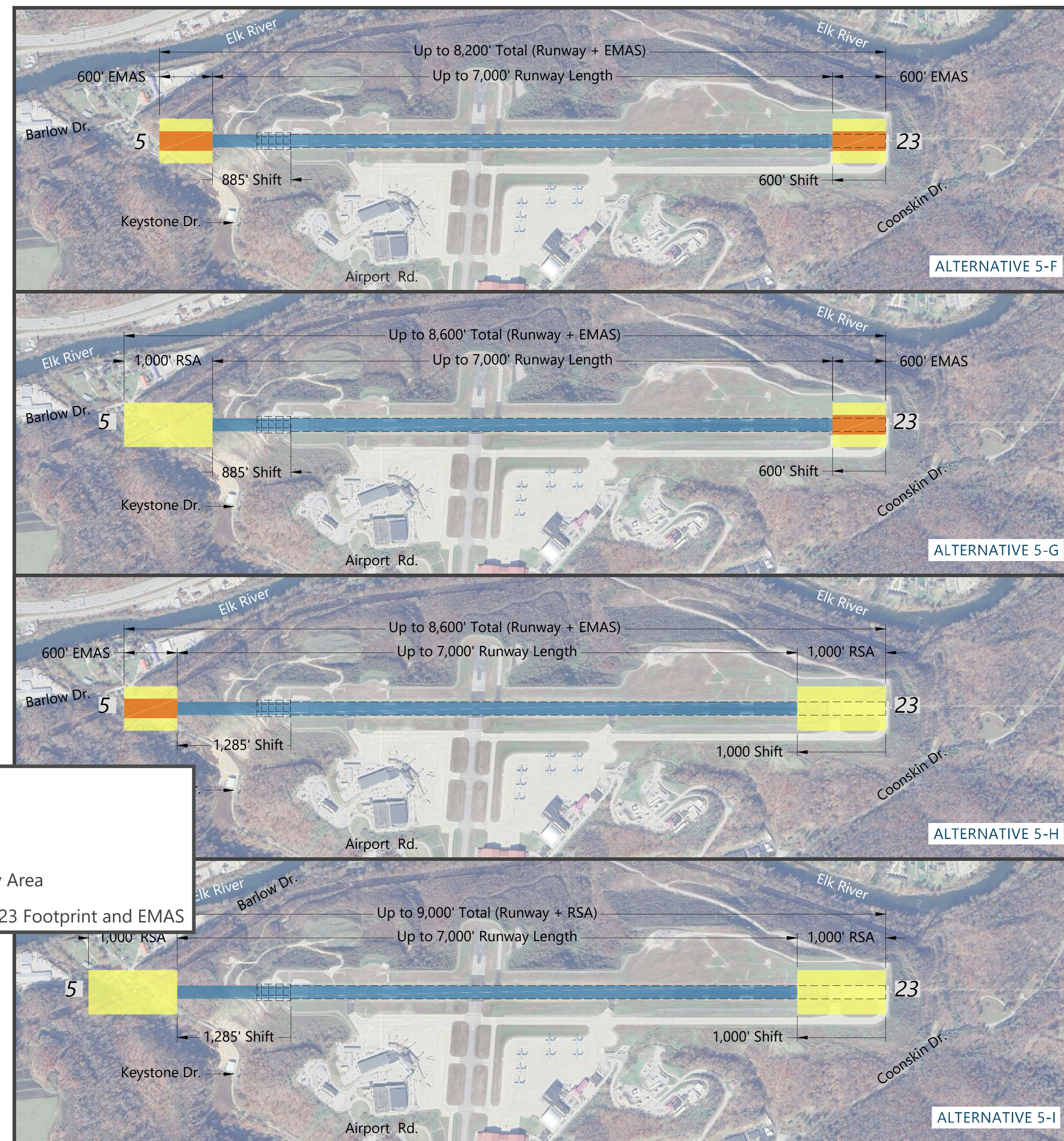


ALTERNATIVE FAMILY 5

Up to 7,000-foot Runway Alternatives Runway Shift to the Southwest

ALTERNATIVE FAMILY 5

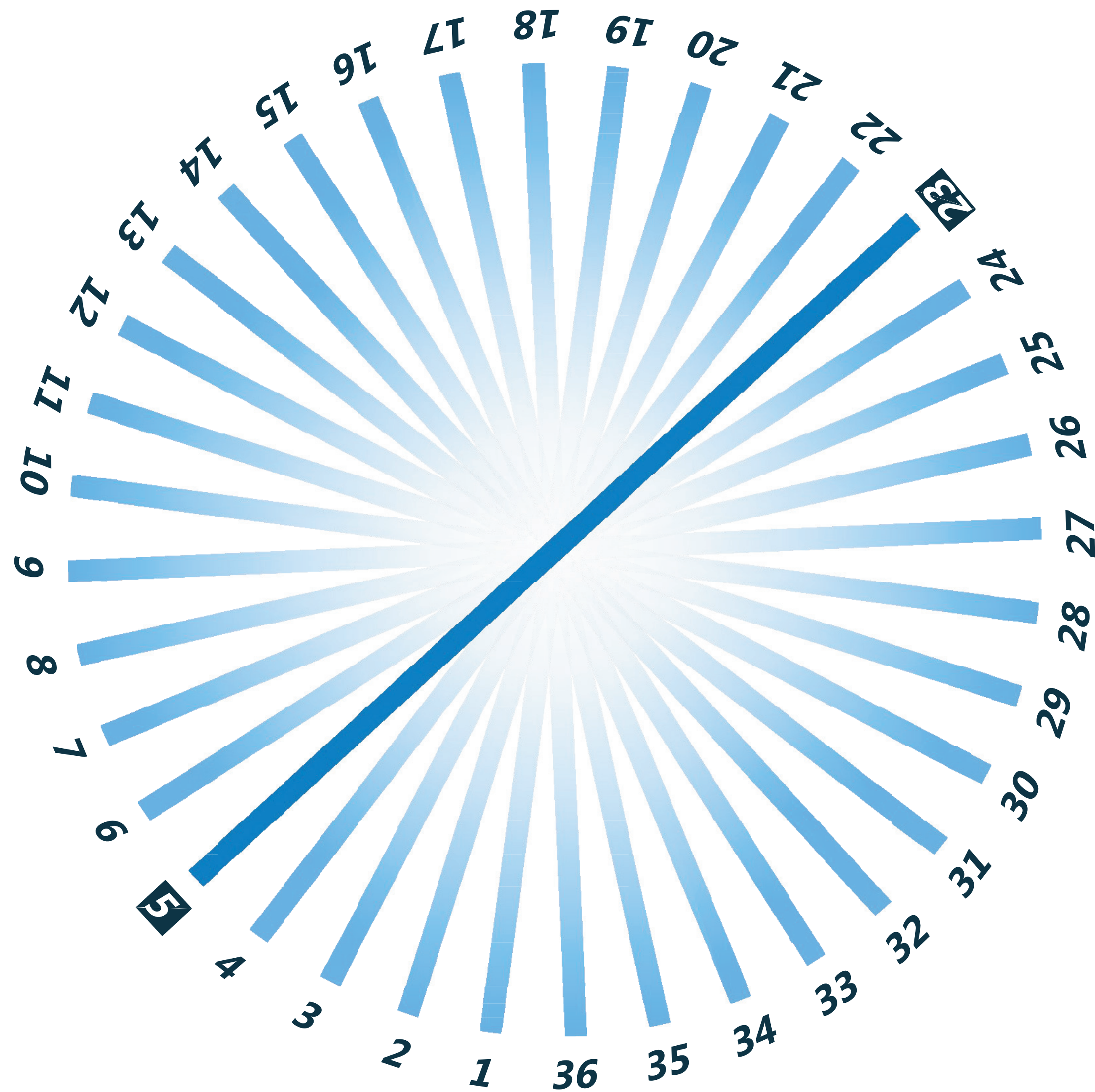
Up to 7,000-foot Runway Alternatives Runway Shift to the Northeast and Southwest



LEGEND

- Proposed Runway
- Proposed EMAS
- Proposed Runway Safety Area
- Existing Runway 5-23 Footprint and EMAS

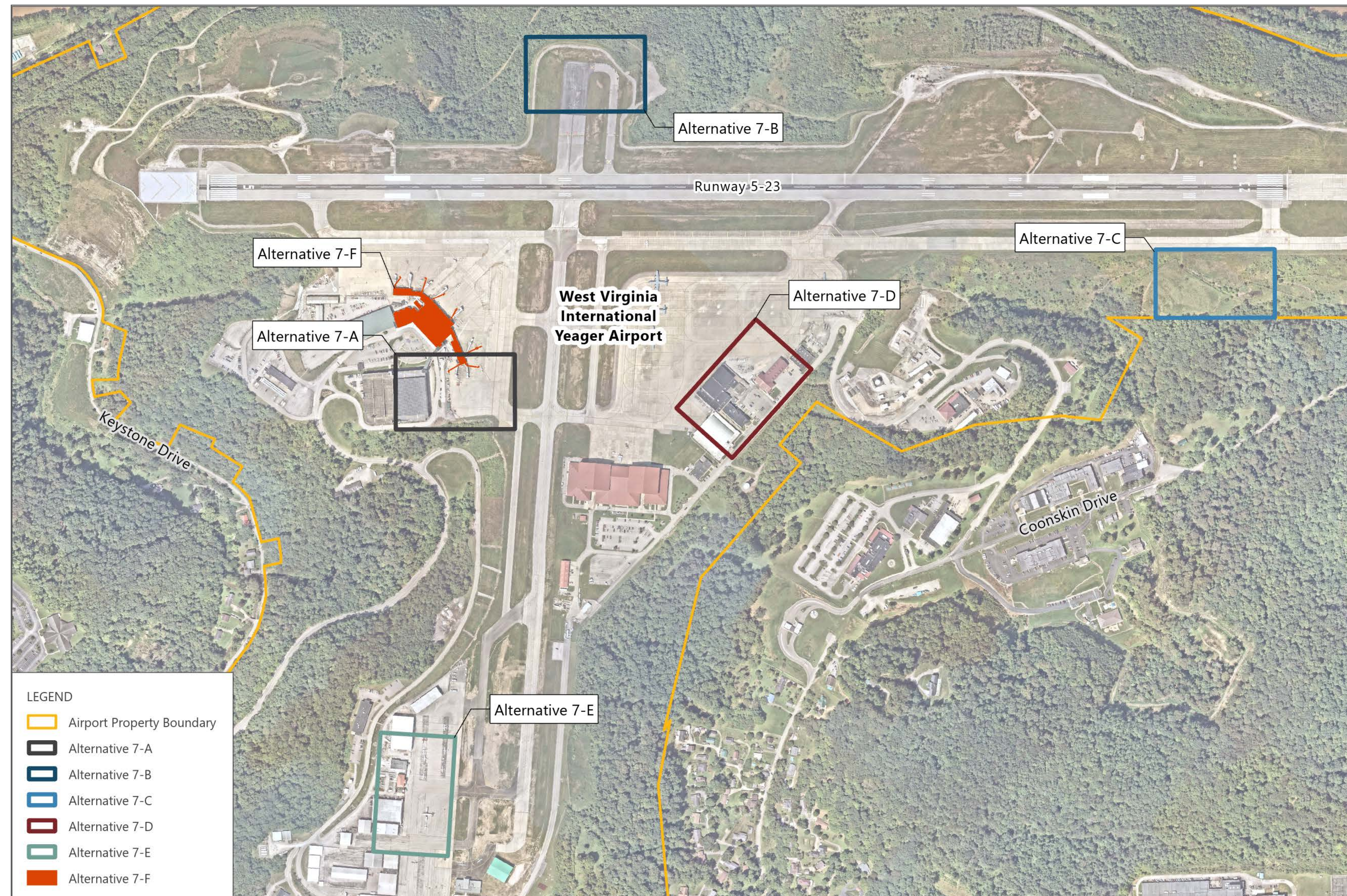
Change in Runway Orientation Alternatives



- All runways are numbered based on the magnetic azimuth (compass bearing) in which a runway is oriented.
- There are 360 degrees on a compass rose. Runway numbers are determined by rounding the compass bearing of one runway end to the nearest 10 degrees and truncating the last digit, meaning runways are numbered from 1 to 36.
- 17 alternatives identified, including a Runway 15-33, which is the same orientation as the crosswind runway that was closed in 2008 and now operates as Taxiway C.

ALTERNATIVE FAMILY 7

Terminal Development Alternatives



- Alternative 7-A: East of Existing Terminal
- Alternative 7-B: West of Runway 5-23 Alternative
- Alternative 7-C: East of Runway 23 End Alternative
- Alternative 7-D: Northeast of Intersection of Taxiways A and D Alternative
- Alternative 7-E: South of East End of Taxiway B Alternative
- Alternative 7-F: Improvements to the Existing Terminal Alternative



Runway Bridge Alternative



Photo of Runway Bridge at Madeira International Airport in Madeira, Portugal. The Runway Bridge is 3,280-feet long, 590-feet wide with 180 pillars each approximately 187-feet tall.

- During scoping, FAA received comments regarding an alternative that would shift the runway onto a bridge structure.
- The FAA reviewed the potential for a bridge and determined that the alternative would require a bridge that is at least 1,500-feet long and 724-feet wide, requiring pillars up to 290-feet tall.
- Under this alternative, impacts to Coonskin Park would be similar to the Airport's proposal as both require the removal of trees and vegetation. As the bridge would support an active runway, the entire structure and pillar system would become part of the Air Operations Area (AOA) which prohibits the use of the area under the bridge for recreation.
- The cost of the Maderia International Airport Runway Bridge in 2000 was approximately \$452.8 million and estimates at CRW in 2023 dollars are approximately \$712.2 million for the bridge structure alone.
- Due to the scale, uneven terrain, similar impacts to Coonskin Park and the cost, the runway bridge was not considered feasible.

