

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

West Virginia International Yeager Airport (CRW), Kanawha County, Charleston, West Virginia

Project Title:

CRW Terminal Improvement Project

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

Project Description and Purpose and Need

The Central West Virginia Regional Airport Authority (CWVRAA) is proposing various improvements to its existing terminal facility and adjacent taxiways (Proposed Project) at the West Virginia International Yeager Airport (CRW or Airport). As shown on **Exhibit 1**, the Proposed Project includes the demolition of two existing concourses, reconstruction of an existing concourse, interior renovations to portions of the original terminal complex, improvements to adjacent apron pavement, and the realignment of portions of Taxiways A and B.

The central core of the existing passenger terminal building opened in 1950, prior to the jet era. Since then, the terminal complex has undergone several additions and renovations including the construction of Concourse B in 1970, Concourse A in 1984, and Concourse C in 2001. The resulting terminal complex is disjointed, antiquated, and requires modifications to accommodate modern airport processes, passenger services, and administrative and airport support operations.

The incremental expansion of the original 1950s building, constructed while remaining operational and accommodating demand, has resulted in numerous inefficiencies and a low level of service for passengers. Specifically, the existing terminal complex contains several level changes that involve the use of ramps and/or stairs making much of the facility non-compliant with American with Disabilities Act (ADA) regulations. Furthermore, security screening areas, including baggage screening areas, are inefficient, do not meet modern Transportation Security Administration (TSA) design standards, and do not provide sufficient space to accommodate new security technology. In addition to TSA and ADA deficiencies, there are also insufficient passenger holdrooms and restrooms to support the existing commercial aircraft and passengers using those gates.

The Proposed Project would construct the improvements described below to modernize the terminal complex to improve passenger level of service and meet modern TSA and ADA requirements.

Project Components

As noted above, the Proposed Project includes the demolition of two existing concourses, reconstruction of an existing concourse, interior renovations to portions of the original terminal complex, improvements to adjacent apron pavement, and the realignment of portions of Taxiways A and B. The various components that comprise the Proposed Project are shown on **Exhibit 2**.

Terminal Facility Improvements

The Proposed Project would include the demolition of Concourses A and C, totaling a footprint of approximately 13,000 square feet. New apron pavement would be constructed in the area previously occupied by Concourse A. Concourse C would be demolished and replaced with a footprint of approximately 28,430 square feet. Overall, the Proposed Project would result in a net increase in terminal footprint of approximately 15,340 square feet. The concourse reconstruction would comprise approximately 60,970 square feet of new floor space divided over 3 levels, as shown on **Exhibit 3**:

- Operations/Ramp Level. Approximately 28,430 square feet providing overall Airport support operations space, TSA support space, utilities, baggage screening, concessions support, and vertical circulation.
- Passenger Level. Approximately 28,430 square feet providing holdrooms, circulation areas, new security screening checkpoints, restrooms, concessions, passenger queuing, and lobby space.
- Mezzanine Level. Approximately 4,110 square feet comprised of virtual vertical circulation and office space.

In addition to the new construction described above, the Airport Authority would renovate approximately 11,540 square feet on the passenger level of the existing terminal to integrate the existing terminal facility with the concourse reconstruction. Renovations within this space would include removal of the existing security screening checkpoint, creation of meeting/greeter space, modifications to circulation areas and vertical circulation, improvements to the terminal lobby, modifications to landside concessions, and improvements to the existing Concourse B holdrooms. Construction and renovation efforts would provide passengers with a higher level of service while providing more efficient spaces and areas that meet ADA and TSA requirements.

Under the Proposed Project, the Airport would operate 5 aircraft gates supporting Aircraft Design Group (ADG) III aircraft. The Proposed Project would not result in a net change in the number of aircraft gates at the Airport, nor would it result in larger aircraft being able to utilize the Airport.¹ Therefore, operations at the airport would not change as a result of this project.

¹ There are 11 existing gates at the West Virginia International Yeager Airport. The Proposed Project would result in an overall decrease in the number of gates at the Airport.

Table 1: Terminal Improvement Summary

Terminal Complex	New Construction (SF)	Renovations (SF)	Total Area (SF)
Operations Level	28,430	-	28,430
Passenger Level	28,430	11,540	39,970
Mezzanine Level	4,110	-	4,110
Total	60,970	11,540	72,510

Source: Central West Virginia Regional Airport Authority, August 2024.

Associated Airfield Improvements

In addition to the terminal improvements, the Proposed Project would include modifications to the adjacent airfield. Approximately 30,000 square feet of new apron pavement would be constructed to account for the modified terminal facility footprint. Apron improvements would be limited to the areas previously occupied by Concourse A and adjacent to the concourse reconstruction to connect to the existing apron.

Portions of Taxiways A and B would be realigned to accommodate the concourse reconstruction, apron space, and aircraft parking.² An approximate 1,400-foot portion of Taxiway A, located between Taxiway A1 and A2, would be shifted to the east by approximately 120 feet to accommodate FAA separation standards for a parallel taxiway.³ The new Taxiway A alignment would be accommodated on existing airfield pavement through the use of taxiway edge and centerline lighting and pavement markings. This would enable the demolition of approximately 163,000 square feet of Taxiway A pavement. A new connector Taxiway A2 would be constructed between Taxiway A and Runway 5-23. This connector would require approximately 13,000 square feet of pavement.

An approximate 1,000-foot portion of Taxiway B would be shifted to the north by approximately 180 feet, extending from Taxiway A to Taxiway B5, requiring approximately 102,000 square feet of new pavement. Overall, the airfield improvements would result in a net reduction of approximately 46,000 square feet of impervious surface in the airfield area. Areas of pavement demolition would be maintained as natural areas within the active airfield.

Construction

Construction and demolition associated with the Proposed Project would be conducted in phases to allow efficient construction while minimizing operational impacts. Initially, the existing Concourse C would be demolished, followed by the concourse reconstruction. During this phase, all commercial

² The taxiway modifications have been designed based on Taxiway Design Group 3 standards and to accommodate Aircraft Design Group (ADG) III aircraft. The layout of safety and object-free areas adheres to FAA Advisory Circular 150/5300-13B Table 4-1.

³ Taxiway A is the main parallel taxiway for Runway 5-23. Based on airport design requirements in FAA Advisory Circular 150/5300-13B, the required separation distance between a runway and parallel taxiway for aircraft operating at CRW is 400 feet. The current separation distance between Runway 5-23 and Taxiway A is approximately 328 feet, which does not meet FAA AC 150/5300-13B standards. Therefore, Taxiway A needs to be shifted east to allow for the standard 400-foot separation.

aircraft operations would be transferred to Concourses A and B. Upon completion of the concourse reconstruction, commercial aircraft operations would move to the new gates, and Concourse A would be demolished. Renovations to the existing terminal facility would complete the terminal project. Airfield improvements would be ongoing and phased throughout construction to limit operational interruptions; however, improvements to Taxiway A could not begin until Concourse A is demolished.

Construction staging would occur within the Proposed Project Area and on the existing adjacent apron. Construction vehicles and equipment would access the site via existing roadways and via the existing general aviation apron and Taxiway B.

Construction is anticipated to begin in the summer of 2025 and would last approximately 36 months, concluding in the summer of 2028.

Give a brief, but complete description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The Proposed Project Area is located entirely within the existing terminal and adjacent airfield area. It is within an area that is entirely developed and mostly paved, so there are no unique or natural features existing within or surrounding the site. The Proposed Project is not intended to promote future airfield development and would not increase the capacity of the Airport or change the number or type of aircraft operations.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

The Proposed Project is eligible for a CATEX pursuant to FAA Order 1050.1F, Paragraphs 5-6.4.e, 5-6.4.h and 5-6.4.v:

- FAA Order 1050.1F: Paragraph 5-6.4.e. “Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, 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.
 - Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS);
 - Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.

This CATEX includes marking, grooving, fillets and jet blast facilities associated with any of the above facilities.”

- FAA Order 1050.1F: 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 nonaeronautical uses at existing airports and commercial space launch sites—that do not substantially expand those facilities (see the FAA’s presumed to conform list (72 Federal Register 41565 (July 30, 2007)).”
- FAA Order 1050.1F: 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.”

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that

both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>No. The Area of Potential Effect (APE) for the Proposed Project consists of the existing terminal facility and adjacent apron and taxiway, as shown on Exhibit 1. Based on a 2023 Cultural Historic Resource Survey, there are no historic/cultural resources listed on or eligible for listing on the National Register of Historic Places (NRHP) within the APE. Similarly, based on a 2023 Phase IA Archaeological Survey, no archaeological resources have been identified in the APE. Furthermore, this investigation determined that there is a low potential to encounter buried archaeological resources within the APE during implementation of the Proposed Project. Coordination with the West Virginia State Historic Preservation Office (SHPO) for both the 2023 Cultural Historic Resource Survey and the 2023 Phase IA Archaeological Survey is ongoing. Based on prior coordination for terminal renovations, the West Virginia SHPO has concurred that the terminal facility is not eligible for listing in the NRHP based on the prior additions to the structure. Coordination with the West Virginia SHPO is documented in Attachment A.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>No. No historic structures are located in the APE and no archaeological resources have been identified in the APE. Therefore, the Proposed Project would not have the potential to cause effects on cultural resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>No. The Proposed Project Area is comprised of previously developed Airport property consisting of the existing terminal facility and adjacent apron and airfield.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>No. The Proposed Project would not impact tribal land or land of interest to tribes. Additionally, as discussed above, there is low potential to encounter buried archaeological remains during project construction.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>No. The Proposed Project Area is located adjacent to the terminal and airfield in a location that is access restricted. As such, there are no properties protected under Section 4(f) or Section 6(f) in the Proposed Project Area. No historic resources of national, state, or local significance subject to Section 4(f) protection are within the Proposed Project Area nor are any wildlife or waterfowl refuges. There are no recreation areas or publicly owned parks within or near the Proposed Project Area. The nearest park is Coonskin Park, located approximately 4,000 feet northeast of the Proposed Project Area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>No. The Proposed Project Area is used for aviation-related activities with the surrounding areas being used for aeronautical purposes; as such, there are no Section 4(f) resources in the Proposed Project Area. Additionally, the Proposed Action would not change aircraft operations or noise exposure; therefore, Section 4(f) resources located in the vicinity of the Airport would not be affected by the Proposed Project. Temporary noise associated with demolition and construction activity from the Proposed Project is not anticipated to affect Section 4(f) resources located in the vicinity, given that construction activities would occur on a site immediately adjacent to the airfield and terminal in a high ambient noise environment.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>No. The Proposed Project would not affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds. There are no recreational or park lands purchased with Section 6(f) funds within the Proposed Project Area and the Proposed Project would not result in an impact that could cause a constructive use of recreational or park lands.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>Yes. An informal query of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) data was completed (see Attachment B); there is no designated critical habitat for threatened or endangered species within the Proposed Project Area. There is the potential for the following federally protected species to be</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<p>present in the Project vicinity, including: the endangered Gray Bat (<i>Myotis grisescens</i>), the endangered Indiana Bat (<i>Myotis sodalists</i>), the endangered Northern Long-Eared Bat (<i>Myotis septentrionalis</i>). as well as the proposed endangered Tricolored Bat (<i>Perimyotis subflavus</i>). The IPaC also indicated the potential for one endangered fish species (Diamond Darter (<i>Crystallaria cincotta</i>)), one candidate insect species (Monarch Butterfly (<i>Danaus Plexippus</i>)), and ten endangered clam species to be present in the Project vicinity.</p>		
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>No. In June 2022 and August 2023, bat mist net surveys (see Attachment B) were conducted that included the Proposed Project Area. No threatened or endangered bat species were captured or observed. Numerous bats, including one juvenile female Tricolored Bat were captured within Coonskin Park, outside of the current project area. Furthermore, the Proposed Project Area is located approximately 1,700 feet from the nearest water resource and no impacts to fish or clam species are anticipated. Based on a 2024 Biological Inventory (Attachment B) of the Airport and surrounding areas, the presence of wildlife within the Proposed Project Area, including federal or state-listed endangered, threatened, or candidate species, is minimal and unlikely due to a lack of suitable habitat. No suitable habitat for any of these listed species is present within or near the Proposed Project Area. Therefore, the Proposed Project would not affect nor have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered, or candidate species, or designated habitat under the Endangered Species Act. The Proposed Project Area is located entirely on developed Airport property that is managed to minimize the presence of wildlife species and habitat.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>No. There are no known roosting or nesting birds within or near the Proposed Project Area. Additionally, wildlife activity is not compatible with aircraft operations; as such, Airport personnel actively take measures to minimize wildlife attractants on the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>No. The Proposed Project Area does not contain habitat that supports resources protected by the Fish and Wildlife Coordination Act. No recognized essential fish habitat as designated by the National Marine Fisheries Service exists in the State of West Virginia.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>No. The Proposed Project Area is located entirely on developed Airport property; there are no wetlands or other waters of the US in or near the Proposed Project Area. Based on the USFWS National Wetland Inventory, the nearest wetland is associated with Elk River and is approximately 2,000 feet west of the Proposed Project Area (see Attachment C). Additionally, a 2023 wetland delineation identified wetlands approximately 1,500 feet northwest of the Proposed Project Area, as shown in Attachment C. Coordination with USACE and finalization of the 2023 wetland delineation is ongoing.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>Yes. As part of other Airport environmental and planning efforts, a wetland delineation of the Airport was conducted in 2023. The Proposed Project Area is completely developed and results of the delineation confirm that there are no surface water features, including wetlands, present within the Proposed Project Area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>No. There are no wetlands present within or in the vicinity of the Proposed Project Area; therefore, the Proposed Project would not result in direct or indirect impacts to wetlands.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>No. The Proposed Project would not require a USACE Clean Water Act Section 404 permit.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>No. A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) indicates that the Proposed Project Area is outside of any 100-year or 500-year floodplains (see Attachment C). The nearest floodplain is associated with Elk Twomile Creek, approximately 1,700 south of the Proposed Project Area.</p>		
<p>d. Coastal Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>No. The State of West Virginia does not have a coastal zone nor a Coastal Zone Management Plan.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>No. There are no Coastal Barrier Resource Systems in the State of West Virginia; therefore, the Proposed Project would not occur in or impact the Coastal Barrier Resource System.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>e. National Marine Sanctuaries</p>	<p>YES</p>	<p>NO</p>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No. There are no National Marine Sanctuaries in the State of West Virginia; therefore, the Proposed Project would not occur in or impact a National Marine Sanctuary.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>f. Wilderness Areas</p>	<p>YES</p>	<p>NO</p>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No. The Proposed Project would not occur in or near a Wilderness Area. The nearest Wilderness Area is Cranberry Wilderness, located approximately 55 miles east of the Proposed Project Area.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>g. Farmland</p>	<p>YES</p>	<p>NO</p>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>No. There is no prime, unique, state, or locally important farmland located within or near the Proposed Project Area. The nearest designated farmland is approximately 3,000 feet northeast within Coonskin Park.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>No. The Proposed Project Area is completely developed; the Proposed Project would not include the acquisition or conversion of farmland.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

h. Energy Supply and Natural Resources	YES	NO
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>Yes. Construction and demolition activities would temporarily increase energy consumption and would involve the use of readily available consumable resources such as water, gasoline, and diesel fuel. However, natural resource and energy use is not expected to exceed available supplies. Fuels associated with construction are widely available.</p> <p>Operations of the Proposed Project would be consistent with current uses at the terminal complex and would not appreciably change operational energy use or affect the use of consumable natural resources. However, operational energy demand may ultimately be reduced compared to existing demand due to implementation of modern systems and structures design and the use of efficient fixtures and materials. Energy demand is not expected to exceed existing or future energy or natural resource supplies.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>No. Construction of the Proposed Action would include terminal improvements, the realignment of two taxiways in the vicinity of the terminal complex, and minor improvements to the apron area. These activities would be phased in order to minimize impacts to airfield and Airport operations. Construction may necessitate minor changes to aircraft and vehicle traffic patterns on the airfield as well as a temporary increase in surface vehicles for construction-related activities (i.e., worker trips, material deliveries, haul trips, etc.) that could nominally alter fuel usage. However, the changes in traffic patterns would not be substantial and would be temporary in nature; therefore, construction of the Proposed Project would not result in significant increases in fuel use.</p> <p>Operations of the Proposed Project would not result in any change to vehicular traffic patterns that could alter fuel usage. The realignment of Taxiways A and B would result in minor changes to aircraft taxi patterns; however, these changes would not be appreciable nor to the extent to alter fuel usage.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>No. No rivers on the Nationwide Rivers Inventory, designated rivers in the National System, or rivers under State jurisdiction are near the Proposed Project Area. The nearest river segment identified in the Nationwide Rivers Inventory, Bluestone River, is located over 70 miles south of the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>No. No rivers on the Nationwide Rivers Inventory, designated rivers in the National System, or rivers under State jurisdiction are within or near the Proposed Project Area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

j. Solid Waste Management	YES	NO
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>No. The Proposed Project would require the removal of debris and construction waste from the site during construction and demolition activities. Solid waste generated during construction of the Proposed Project would be recycled to the maximum extent practicable, and the remaining debris would be disposed of in accordance with all applicable federal, state, and local laws and regulations. Solid waste disposal and recycling services at the Airport are provided by Waste Management and the Kanawha County Solid Waste Authority, respectively. Though sizeable, the total amount of solid waste generated through building demolition would not be deemed significant and the local landfill, the Charleston Landfill, has sufficient capacity to accommodate construction and demolition waste. Operation of the Proposed Project would be consistent with existing conditions and would not produce an appreciably different quantity or type of solid waste that would exceed local capacity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>No. The Proposed Project would not disrupt or divide established communities or disrupt any planned development. The Proposed Project would take place on developed Airport property and would be consistent with plans and zoning of surrounding communities. The nearest community is over 1,600 feet south of the Proposed Project Area along Keystone Drive.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>Yes. The Proposed Project would occur within the existing terminal area and would not require or result in the relocation of any residences. Concessionaires and/or vendors within the terminal complex may be temporarily displaced and/or relocated during construction; however, Airport commercial space would be redeveloped as a part of the Proposed Project and Airport vendors and service providers would operate in a capacity similar to that of existing terminal businesses following construction. The number of staff at businesses relocated during the construction of the proposed improvements is limited and impacts to employment would be temporary and would not significantly impact local employment levels.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low -income populations in/near the project area?</p> <p>Yes. Based on the 2020 US Census (see Attachment D), no minority populations are located in or near the Proposed Project Area. However, the US Census block group associated with the nearest residential area along Keystone Drive, approximately 1,600 feet south of the Proposed Project Area, has approximately 47 percent of individuals below the federal poverty level, compared to 18 percent of residents within Kanawha County and 17 percent within the City of Charleston. Based on the notable difference, this block group would be considered a low-income population.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low -income populations? Attach census data if warranted.</p> <p>No. The Proposed Project would occur entirely on developed Airport property and the identified low-income communities are approximately 1,600 feet south of the Proposed Project Area; therefore, it is not expected that the Proposed Project would affect these populations. As such, it would not cause any disproportionately high or adverse impacts to minority and/or low-income populations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>No. The Proposed Project would occur entirely on Airport property and would not physically alter surface streets or increase surface traffic congestion. The local surface transportation network is used primarily for Airport-related uses. Construction of the Proposed Project would generate vehicular surface traffic trips for material hauling, material delivery, and worker trips. However, it is not expected that construction of the Proposed Project would generate traffic that would significantly affect the local surface transportation network or otherwise cause a degradation of level of service. Furthermore, any increase in vehicle trips during construction would be temporary during the 36-month construction period. Operation of the Proposed Project would occur in the same area as the existing terminal complex and traffic associated with passenger and employee trips is expected to be consistent with existing conditions.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>No. The Proposed Project would not require a permanent road relocation or closure.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>No. The Proposed Project would not result in any change or increase in aircraft operations, nighttime operations, or change in aircraft fleet mix. Rather, it is designed to accommodate changes in the fleet mix that have occurred at CRW since the terminal and its expansions were originally constructed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>Yes. The Proposed Project would include a slight adjustment to airfield configuration from the realignment of portions of Taxiways A and B in the vicinity of the terminal complex. However, it is not anticipated that this would cause any changes to the existing noise environment. The Proposed Project would not affect runway configuration, runway use, or flight patterns during construction or operations of the Proposed Project.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>Yes. The forecast at CRW exceeds 700 annual jet operations; however, the Proposed Project would not alter the number or type of aircraft operations at CRW or affect aircraft operations in a manner that would result in changes in aircraft noise exposure in the vicinity of the Airport.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide that documentation.</p> <p>No. The Proposed Project would not affect aircraft operations in a manner that would result in changes in aircraft noise exposure in the vicinity of the Airport; therefore, a project-specific noise analysis was not completed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>No. The Proposed Project would not affect aircraft operations or the aircraft fleet mix at CRW; therefore, the Proposed Project would not affect the Airport’s noise contours. The Proposed Project would not have a significant impact on noise levels over noise sensitive areas within the 65+ DNL noise contour.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>Yes. The Proposed Project Area is located within Kanawha County, West Virginia, which is currently in attainment for all criteria pollutants except for fine particulate matter (PM_{2.5}). Kanawha County has been designated by the US Environmental Protection Agency (USEPA) as a maintenance area for the 2006 PM_{2.5} standard but is in attainment for all other National Ambient Air Quality Standards (NAAQS).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p> <p>Yes. Construction of the Proposed Action would include terminal improvements, the realignment of two taxiways in the vicinity of the terminal complex, and minor improvements to the apron area. The Proposed Project is subject to the provisions of the general conformity regulations but meets the definition of a “presumed to conform action” as described in Federal Presumed to Conform Actions Under General Conformity, 72 Federal Register 41565 (July 30, 2007) under:</p> <ul style="list-style-type: none"> • Paragraph 6, Terminal and Concourse Upgrades: “A proposed terminal/concourse expansion project is presumed to conform up to the square foot additions (footprint) of the project as determined by the most limiting pollutant (see Table III–1). The prescribed build-out limits per calendar year apply to all components of the terminal/concourse upgrade project according to the air quality status of the area in which the project is located.” • Paragraph 3, Non-Runway Pavement Work: “... apply to non-runway areas of the airfield where aircraft operate, including taxiways, apron areas, and gate areas.” “The maximum allowable square footage of airfield construction was calculated for each nonattainment and maintenance category... Table III–1 provides the area limits for non-runway airfield construction in nonattainment and maintenance areas.” <p>As previously stated, Kanawha County is currently designated a maintenance area for PM_{2.5}. The presumed to conform limits for PM_{2.5} for proposed terminal/concourse expansion is 1,698,110 square feet and for non-runway airfield pavement work is 26,050,568 square feet.</p> <p>The Proposed Project includes the development of expanded terminal space with an approximate 28,430 square-foot footprint, which is well below the presumed to conform limit of 1,698,110 square feet. For non-runway pavement work, the Proposed Project would include demolition of approximately 163,000 square feet of taxiway pavement; construction of approximately 115,000 square feet of taxiway pavement; and improvements to approximately 30,000 square feet of apron pavement. In total, the Proposed Project would encompass approximately 306,000 square feet of non-runway pavement work, which would be well below the presumed to conform limit of 26,050,568 square feet.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>Qualifying projects under the “presumed to conform action” do not include those that would have the effect of attracting more passengers or otherwise increasing the airport’s ability to accommodate more or different types of aircraft. As noted, the Proposed Project would not affect the aircraft fleet mix or number of operations at the Airport. The Proposed Project is therefore presumed to conform.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>No. The Proposed Project would not result in an increase to landside or airside capacity or increase the number of surface vehicles accessing CRW.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>No. The Proposed Project is listed as an FAA presumed to conform action under General Conformity. Emissions resulting from construction and operation of the Proposed Project would be below the <i>de minimis</i> thresholds.</p> <p>The Proposed Project would not result in changes in aircraft operations that would alter emissions under the Proposed Project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>No. No water resources are located within the Proposed Project Area. Elk Twomile Creek, located approximately 1,600 feet south of the Proposed Project Area, is the nearest water resource.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>No. Construction and operation of the Proposed Project would not result in degradation of water resources at or near the Airport. The Proposed Project would include terminal improvements, the realignment of two taxiways in the vicinity of the terminal complex, and minor improvements to the apron area. During construction, a National Pollutant Discharge Elimination System (NPDES) permit from the West Virginia Department of Environmental Protection (WVDEP) would be required. This permit would include and require the CWWRAA to follow best management practices to protect water quality from stormwater runoff and would ensure that construction of the Proposed Project would not affect stormwater.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

YES NO

<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>No. The Proposed Project would not increase the amount or rate of stormwater runoff. The Proposed Project would demolish existing taxiway pavement and construct new taxiway pavement, resulting in an overall net reduction of impervious surfaces in the area by approximately 46,000 square feet.</p> <p>The Proposed Project would tie into the existing underground municipal storm system via downspouts, sewer line extensions, and trench drains at multiple connection points within the Proposed Project Area. Runoff from the Proposed Project Area would not exceed the capacity of the existing stormwater drainage systems. The Proposed Project would not change activities that could affect stormwater runoff. Therefore, operation of the Airport under the Proposed Project would not affect the amount or rate of stormwater runoff or water quality.</p> <p>The CWVRAA would include contractual requirements and would monitor construction activities to ensure that the construction contractor conforms to the requirements of the NPDES permit and construction best management practices to minimize the potential for construction-related stormwater pollution.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>No. Construction and operation of the Proposed Project would adhere to federal, state, and local requirements to meet water quality standards.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>Yes. An NPDES permit and Groundwater Protection Plan from the WVDEP would be required.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a Proposed Project.</p> <p>No. The Proposed Project is not anticipated to be controversial on environmental grounds; there is no anticipated organized opposition to the project. The Proposed Project Area is encompassed entirely within Airport property and is surrounded by other aviation-related uses. Further, the Proposed Project is not anticipated to directly, indirectly, or cumulatively create a significant impact on the human environment. The Proposed Project would be constructed in full conformance with all federal, state, and local laws.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>No. The Proposed Project would not result in any change to the land use designation of the Airport or the proposed project areas. The Proposed Project is consistent with local plans, goals, policy, zoning, and local land use controls.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>No. The Proposed Project would be consistent with existing land uses and would be compatible with surrounding land uses.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>No. Implementation of the Proposed Project would not result in an appreciable difference in light emissions from existing conditions in the terminal area at the Airport. As such, no impacts are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>No. The visual character of the Proposed Project Area would be altered; however, the implementation of the Proposed Project would be consistent with the existing visual character of the Airport and the Proposed Project Area and would not substantially alter existing views.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Hazardous Materials</p>	<p>YES</p>	<p>NO</p>
<p>Does the project involve or affect hazardous materials?</p> <p>Yes. Construction of the Proposed Project would involve the use of hazardous substances typical of the construction industry. The potential to encounter previously unknown contaminated soil and groundwater exists; as such, contaminated soil, groundwater, and hazardous materials would be handled in accordance with applicable federal, state, and local regulations and disposed of at privately operated, WVDEP-approved facilities. The closest WVDEP-approved facilities to the Airport are Crystal Clean located in Charleston approximately 0.5 miles from the Airport, and Clean Harbors Environmental Services, located in Cross Lanes, West Virginia, approximately 15 miles northwest of the Airport. As identified in a 2023 Phase I Environmental Site Assessment (ESA), the existing terminal facility may contain asbestos-containing materials, lead-based paints, and electrical components containing polychlorinated biphenyls (PCBs). The CWVRAA would ensure that any hazardous materials encountered during construction or demolition would be properly managed, transported and disposed of according to all applicable federal, state, and local regulations. The development and finalization of the 2023 Phase 1 ESA is ongoing.</p> <p>Operation of the Proposed Project would be consistent with existing conditions and would not produce an appreciably different quantity or type of solid waste that would exceed local capacity.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>Yes. As noted above, a Phase I ESA conducted for the terminal noted the potential for asbestos-containing materials, lead-based paints, and electrical components containing PCBs. No active or inactive cleanup sites were identified within the Proposed Project Area and all hazardous substances associated with maintenance and cleanup activities of the terminal facility are stored in adherence with applicable standards.</p> <p>The potential to encounter contaminated soil during demolition of the facility exists, although no known hazardous materials contamination exists within the area proposed for demolition. CRW would ensure that its construction contractor adheres to applicable standards during construction and that excavated soil would be tested for contamination; contaminated soils would be handled in accordance with applicable federal, state, and local laws, and disposed of in an appropriate off-site facility.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>No. The Proposed Project would not involve land acquisition.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>Yes. Hazardous substances (i.e., fuel, waste oil, solvents, paint, and other hydrocarbon-based products) would be used during construction in quantities that are typical in the construction industry. The Airport Authority would require the contractor to store, label, and dispose of hazardous substances in accordance with federal, state, and local regulations. The construction contractor would also be required to conform to NPDES measures. Operation of the Proposed Project would be consistent with existing conditions and would not produce an appreciably different quantity or type of solid waste that would exceed local capacity.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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5-2 .b (14) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>Yes. Two public meetings for the Proposed Project were held in Charleston, West Virginia on July 9, 2024. Notifications for the public meetings were made in local newspapers as well as via the following website (www.yeagerairporteis.com). Notifications and materials from this meeting, as well as public comments received, are included in Attachment E. There are no other environmental impacts that would trigger special purpose laws or associated formal public notices.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>No. The Proposed Project would not result in indirect, secondary, or induced impacts. The Proposed Project would not increase the Airport’s capacity or result in a significant change to aircraft operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>No. Cumulative impacts generally comprise the combined impacts on the environment of the Proposed Project and other known past, present, or reasonably foreseeable actions, including connected actions and projects with independent utility. The Proposed Project, due to its size, construction schedule, and nature as an in-kind replacement of an existing facility, is not anticipated to directly, indirectly, or cumulatively create a significant impact on the human or natural environment. The Proposed Project would be constructed in full compliance with all federal, state, and local laws and regulations. These include those for contaminated soil, groundwater, hazardous materials, and water resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

The following permits would be required for construction and operation of the Proposed Project:

- FAA Form 7460-1, Notice of Proposed Construction or Alteration (FAA)
- A National Pollution Discharge Elimination System (NPDES) Permit for Stormwater Runoff from the West Virginia Department of Environmental Protection

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

There would be no mitigation measures needed for the Proposed Project to qualify for a CATEX. However, as a condition of CATEX approval, the Airport would apply for and obtain a NPDES permit and implement and install erosion and sediment control measures, as required by the NPDES permit, to reduce sediment laden runoff from the construction areas. Additionally, the Airport would adhere to:

- FAA AC 150/5370-2F, Operational Safety on Airports During Construction; and Construction BMPs and FAA Advisory Circular 150/5370-10G, Standards for Specifying Construction of Airport

Preparer Information

Point of Contact: Allison Ducar		
Address: Ricondo & Associates, Inc., 421 King Street, Suite 400		
City: Alexandria	State: VA	Zip Code: 22314
Phone: (703) 879-7423	Email Address: aducar@ricondo.com	


Signature:  Date: August 12, 2024

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Dominique Ranieri, C.M., Airport Director and CEO		
Address: 100 Airport Road, Suite 175		
City: Charleston	State: WV	Zip Code: 25311
Phone Number: (304) 344-8033	Email Address: dominique@yeagerairport.com	
Additional Name(s): Andrew Gunnoe, C.M., AICP, Chief Development Officer and Assistant Director	Additional Email Address(es): andrew@yeagerairport.com	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature:  Date: August 12, 2024

FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

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

Project Title:

CRW Terminal Improvement Project

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies: **5-6.4.e, 5-6.4.h, and 5-6.4.v**)
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Susan Stafford
Responsible FAA Official

Title: Environmental Protection Specialist

Signature:  _____ Date: 8/13/2024

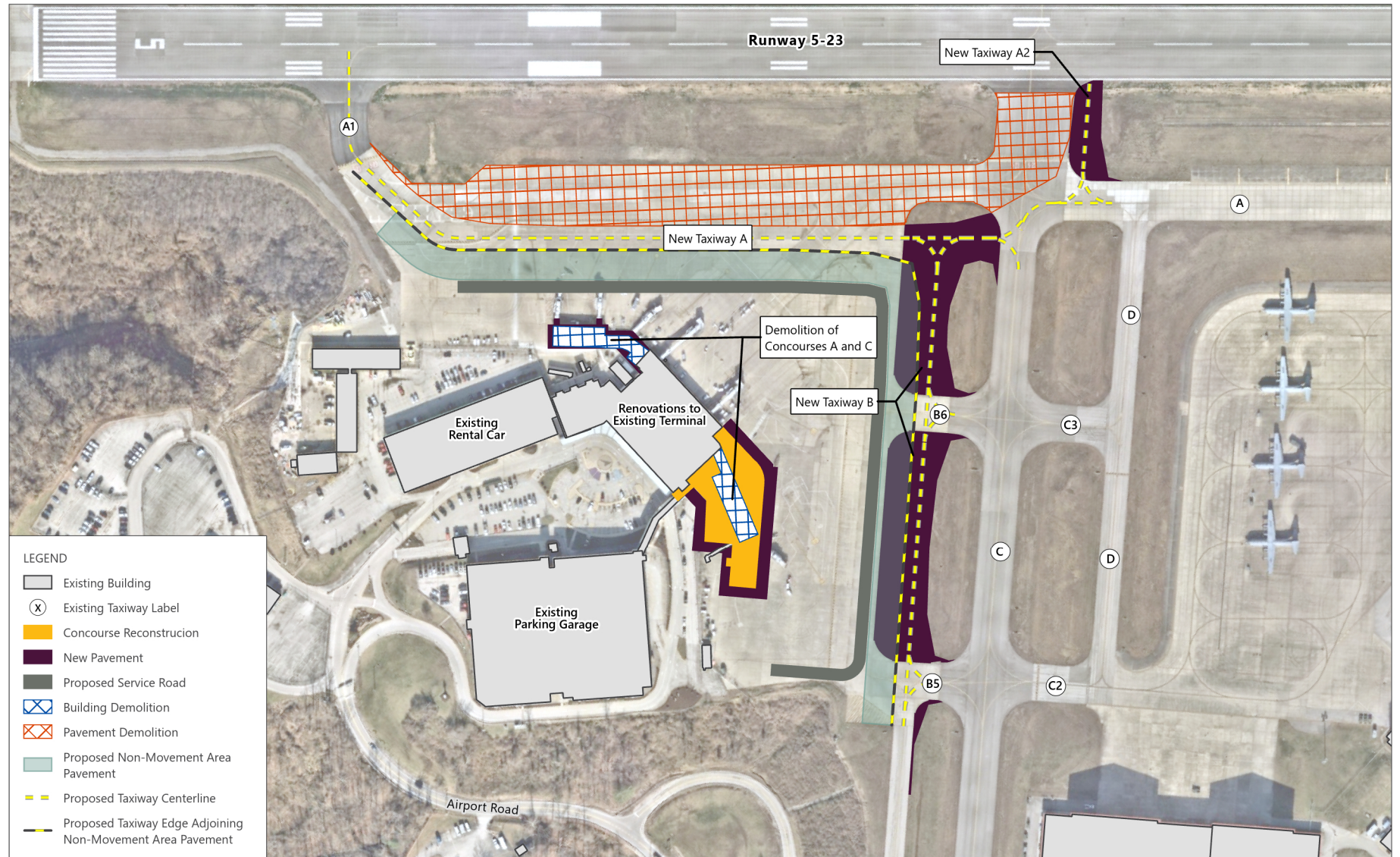


SOURCES: Nearmap, March 2023 (aerial photography – for visual reference only, may not be to scale); Central West Virginia Regional Airport Authority, 2020 (Airport property boundary, runway); Ricondo & Associates, Inc., July 2024 (proposed project area).

EXHIBIT 1



PROPOSED PROJECT AREA

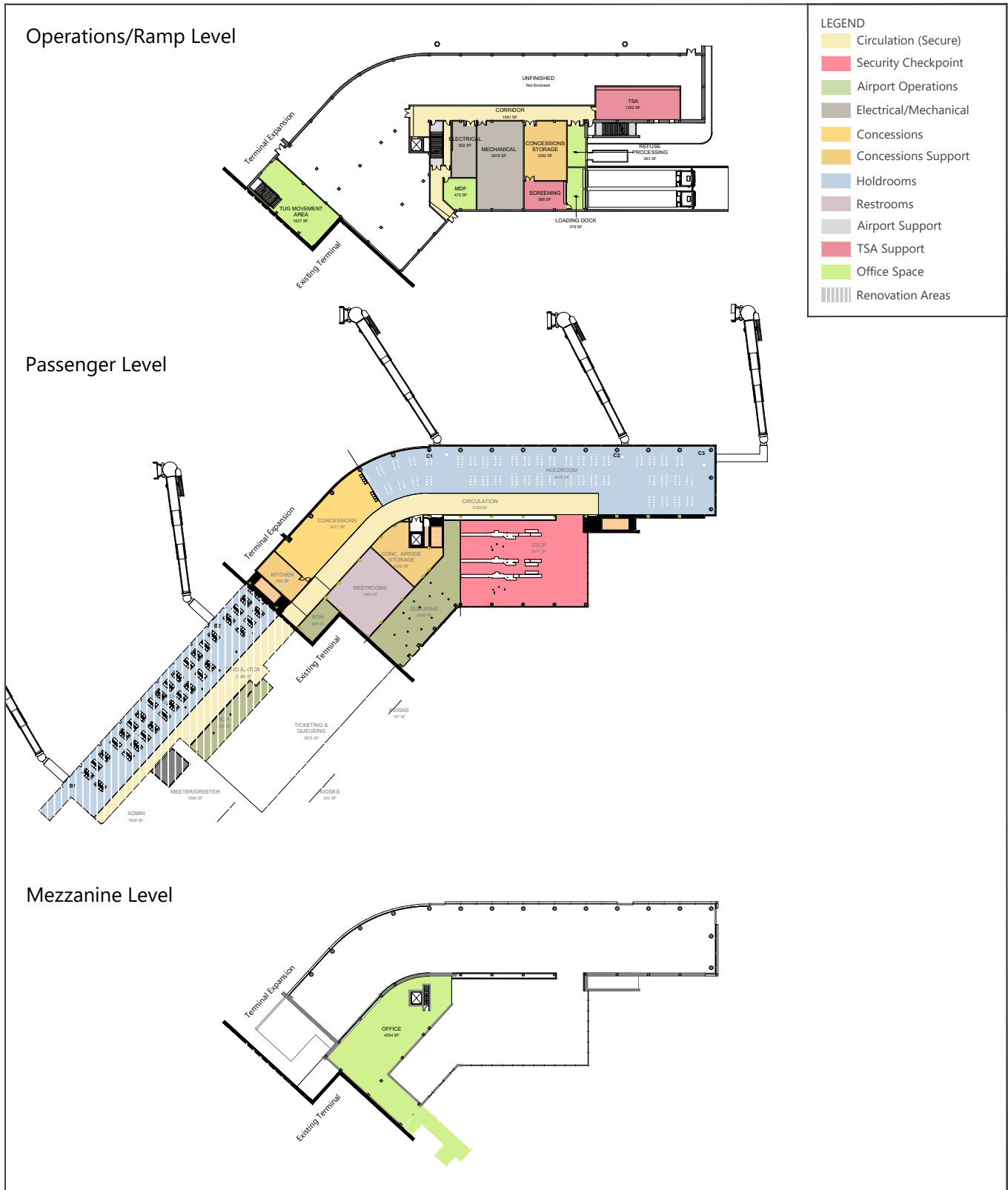


SOURCES: Nearmap, March 2023 (aerial photography – for visual reference only, may not be to scale); Central West Virginia Regional Airport Authority (CVRAA), 2020 (Airport property boundary, runway); CVRAA, 2022 (proposed project components); CVRAA, July 2024 (proposed project components); Ricondo & Associates, Inc., July 2024 (proposed project area).

EXHIBIT 2



PROPOSED PROJECT OVERVIEW



SOURCE: Central West Virginia Regional Airport Authority, July 2024.

EXHIBIT 3



PROPOSED TERMINAL FLOORPLANS