



**Central West Virginia Regional Airport Authority**

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Notice of Public Comment on Passenger Facility Charges

August 20, 2020

The Central West Virginia Regional Airport Authority (CWVRAA) is posting this public notice as part of the Passenger Facility Charge process under 14 CFR §158.24.

The Airport proposes a PFC level of \$4.50 with a total estimated PFC revenue of \$10,325,000 (including interest charges). The estimated charge effective date is December 1, 2020, the estimated charge expiration date is November 30, 2050.

The projects being considered, and a detailed description and justification of each project is attached to this notice.

The public has until Monday, September 21, 2020 to comment on the proposed projects. Questions or comments regarding the proposed PFC projects can be sent to Airport Director Nick Keller at [nick@yeagerairport.com](mailto:nick@yeagerairport.com).

Sincerely,

YEAGER AIRPORT  
West Virginia's Gateway

Nick Keller  
Airport Director

Project Title	Project Amount	Estimated Financing Costs	Detailed Project Description	Project Justification	Project Type	PFC Objective
Taxiway Bravo Rehabilitation and Construction	\$ 2,650,000.00	\$ 1,987,500.00	This project will include a design of taxiway rehabilitation and construction for sections of taxiway bravo and adding a new taxiway stub between B3 and Taxiway Charlie.	Currently, the primary access to the Airport's General Aviation Area is Taxiway C, a 75' wide taxiway that follows the alignment of old Runway 15-33. However, Taxiway C is located very close to the new Eagle Mountain Road Extension, which severely limits the developable land in the General Aviation Area. Taxiway B, which connects to Taxiway C at Taxiway B4, just outside of the General Aviation Area, is located in the approximate middle of the Area and, as a result, can be utilized to service both the current General Aviation Area, and the new development area between Taxiway B and Eagle Mountain Road. Taxiway B, however, is only 50' in width and the geometry cannot accommodate the larger aircraft that may utilize the GA Area. This project will include modifying the geometry to meet Aircraft Group III Modified criteria. In addition, a new access to the General Aviation Apron will be added on the north side and the existing access points will be widened. Additionally, a new primary access taxiway, Taxiway B2, will be constructed to connect Taxiway B with Taxiway C as a result of the new Marshall School of Aviation Construction. A new taxiway stub will also be added between Taxiway B3 and Taxiway Charlie.	Concurrent	Enhancing Capacity
Improve Drainage and Repair Slip Behind Maintenance Building, Runway 23 Slip Repair Design, Carpenter Slip Cost Overruns, and Airport Road Slip	\$ 1,250,000.00	\$ 937,500.00	Design drainage improvement and repair the slip and drainage issues on the hillside behind maintenance building, main apron, and glycol storage tanks, design slip repair for Runway 23, complete remaining Carpenter Slip repairs after spending all the funding from AIP-67, and completing repairs to the Airport Road slip.	<p>Late in 2019, a small landslide occurred behind the Maintenance Building at the Airport. Since that time, the landslide has expanded to a length of 80' to 100' and is approximately 30' in height. The landslide is very close to the main power lines running from Keystone Drive to the Airport and is very close to the edge of the primary access road to the Maintenance Area. In addition, there are a number of utilities at the top of the slope that could be damaged if the landslide continues to grow. The primary focus of the project is to stabilize the slope by constructing a soil-nail wall and shotcreting the face to hold back the fill material. To accomplish this, a contractor will need to access the toe of the landslide and will remove some of the loose material to reach solid ground. The soil-nail wall will be built from the top down and new drainage piping will be installed both along the edge of the pavement around the Maintenance Area and at the top of the slope to prevent the slope from becoming saturated. New security fencing meeting the current FAA criteria will also be installed at the top of the slope, replacing the 5' and 6' high fencing that currently exists in that location.</p> <p>Another slip has developed along the fill slope between Runway 5-23 and Barlow Drive a road located between the fill slope of the Airport and the Elk River. The slip has developed approximately halfway up the fill slope, which is well over 200' high in this area. The slip has grown in size over the past several months and is in danger of impacting a major electrical transmission line the provides service from Charleston to the Mink Shoals area. There are electric poles located on both sides of the slip, but, at this time, the slip hasn't reached the poles. Due to the extremely remote location, it is unknown what is causing the slip and the extent to which the repair would need to be completed. The design will include completion of geotechnical drilling in the area of the slip, and an investigation as to what may be causing the slip. That information will lead to the development of a geotechnical design to stabilize the slope and, particularly, to ensure that the slip does not expand to reach the electrical transmission line or the associated poles.</p> <p>The Carpenter Slip occurred along the north side of Runway 5-23 at the approximate midpoint of the runway and affected the Runway Safety Area (RSA). The Slip continued to increase in size and, ultimately, reduced the width of the RSA by at least 10' and as much as 25'. An H-Pile Retaining Wall was designed as the repair for the Slip, but, due to the location within the Runway Safety Area, the Wall could not be constructed while the runway was open, so all work was to be completed between the hours of midnight and 5:30 am, with the runway closed after the last commercial flight arrived. However, the location of the Pile Wall and the noise created by the nighttime pile driving created major issues with the neighbors within 2 miles of the work area, which caused the work to be shut down. The pile driving was completed during short periods between commercial flights, primarily on weekends and over the Christmas and New Year's Holiday. While this address the noise complaint issues, it also drove up the cost dramatically. Additionally, due to extremely wet weather during the Spring months, again construction had to be shut down to allow the work area to dry out. Again, this has caused a cost increase associated with the project. While some of these costs are Federally-eligible, the allowable grant amendment with the FAA is 15% above the original FAA Grant Amount and it is likely that there will not be enough funding available to cover the additional costs.</p>	Concurrent	Preserve Safety

		<p>Once work on the Drainage Channel Construction between Airport Road and Keystone Drive was completed, the weather turned extremely wet in the Charleston Area. Upstream of the Drainage Channel Construction a bulge appeared in the steep slope indicating that a slip was about to occur. This slip caused a fairly large amount of material to move down the slope toward Keystone Drive, but the entire hillside did not give way. To address the water issue that we believe created the slip, the West Virginia Department of Highways constructed a shotcrete soil nail wall along the downhill side of Airport Road to stabilize the Road, shoulder and guiderail. Additionally, the Airport removed all trees from the hillside below the Slip to try to remove some of the load, and a small wall was constructed at the bottom of the hill along Keystone Drive to help stabilize the Slip. It appears that, at this time, the slip is stable, but additional improvements are required to remove and repair a bulge in the northern drainage channel and to stabilize that area. This work will be eligible for FAA funding under the current grant, but, similar to the Carpenter Slip Cost Overruns, it is likely that there will not be enough funding available to cover the additional costs within the 15% allowable FAA Grant Amendment. Also, ultimately, there will need to be a long-term repair of this slip that will require removing the existing slip material and reconstructing the slope at a flatter grade.</p>	<p>Concurrent</p>	<p>Enhancing Capacity</p>
<p>Construct a United State Customs Facility</p>	<p>\$ 2,000,000.00</p>	<p>Construct a United States Customs inspection station at the General Aviation area.</p>	<p>Currently, our sole U.S. Customs officer has a small office in the main terminal. In order to maintain U.S. Customs at CWMVRAA we need to build a separate building to allow the agency to provide their services effectively and with the proper equipment needed. This new building will be built to the specifications of U.S. Customs and will allow incoming international travelers to be processed, searched, and interviewed in a safe manner away from the public. In order to construct the new building, the FBO's line shack and two hangars had to be demolished. The line shack will be relocated to this new building. These funds will be supplemented with state funding and will only be used towards the FAA eligible portions of the project.</p>	
<p>Total</p>	<p>\$ 4,425,000.00</p>			