

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

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

Summary

An Environmental Assessment (EA) was completed in 2019, and a FONSI was issued on September 16, 2019 for the following proposed General Aviation (GA) development projects at CRW.

- Demolition of three structures (Matheson Building, Hangar 1 and Hangar 2);
- Construction of a 27,000 square foot (sf) ground distribution facility and vehicular parking;
- Construction of an aviation school including;
 - Two (2) 12,000 sf hangars;
 - One (1) 10,000 sf aviation flight operations/class room building;
 - Ramp space
 - Vehicular parking
 - An area identified for future expansion;
- 3,000 sf customs building;
- 4-bay garage with a new line office;
- 1,400 sf two-story addition to the GA terminal;
- Vehicular parking to accommodate the customs building and GA terminal;
- Expansion of the GA apron deicing pad;
- Taxiway B rehabilitation; and
- Perimeter fence to separate the general public from the secure areas.

Following the 2019 EA, a written re-evaluation was prepared for a revised layout of Taxiway B in 2020, which included several new access Taxiways between Taxiway B, Taxiway C, and the GA Apron. Some of the projects from the 2019 EA have been constructed as proposed while others have not. CRW conducted an updated needs assessment and identified the need for new or replacement facilities within the GA area that were not previously identified. These needs, subject to this Supplemental EA, are associated with GA hangar space, the aviation school, and CRW maintenance facilities.

Project Description

This Proposed North GA Area Development Project consists of the construction of new GA and community use facilities on the north side of Taxiway B, expansion of the Marshall University Flight School, and relocation of the airport's Snow Removal Equipment (SRE) and Command Center. The Proposed North GA Area Development Project consist of the following elements:

- Construction of approximately 31,000 sf of new aircraft hangar space, including three connected box hangars and two aircraft storage hangars to accommodate aircraft that are currently on a waiting list for hangar space;
- Construction of an approximately 11,000 sf corporate hangar;
- Construction of a new Aerospace Economic Development Center (AEDC) with hangar space, multi-use conference and office space;

- Construction of an approximately 302,000 sf apron to provide more efficient parking for GA aircraft with flex space that could also be used for military aircraft parking;
- Conversion of Taxiways C and B to internal apron taxilanes and infill of grass areas (fillets) to increase ramp space;
- Construction of public parking areas adjacent to the GA hangars, AEDC, and corporate hangar;
- Installation of apron lighting; and
- Installation of stormwater facilities and utilities.

The existing Marshall University Flight School was constructed in 2020 and currently consists of an approximately 10,000 sf administration building and adjacent surface vehicle parking lot and a 12,000 sf hangar and apron space. This project would consist of the following elements:

- Expansion of the existing administration building;
- Construction of a 12,000 sf Marshall University Hangar Expansion;
- Construction of new surface vehicle parking; and
- Installation of lighting and utilities.

The maintenance facility would be relocated and combined with other uses to create a new SRE and Command Center on the southeast side of the airfield. The SRE and Command Center Relocation would include the following elements:

- Site work within the approximately 135,000 sf site (3.1 acres).
- Construction of an approximately 35,000 sf SRE and Command Center building with equipment wash bays, storage area, office area, conference room, public access area, and break room space for maintenance staff;
- Construction of an approximately 104,000 sf paved area for equipment storage;
- Relocation of two above-ground fuel tanks at the existing maintenance structure to the new site as part of a new fuel farm to provide diesel and gasoline storage;
- Construction of an underground stormwater facility to control the increased amount of runoff due to the increase of impervious area with the project designed to release water back into the existing stormwater system at a controlled rate; and
- Construction of a new underground oil/water separator that would then connect to the underground stormwater system.

Purpose and Need

The purpose of this project is to provide suitable facilities at CRW for airport users in a way that would be consistent with the Airport's long-term plans and meet existing and future demands. The purposes of the proposed project are to:

- Provide suitable hangar and apron space to meet the demand for general aviation and corporate aircraft users;
- Provide suitable space for the operation of the Marshall University Flight School;
- Provide facilities for equipment staging and storage for winter operations and snow removal; and
- Diversify occupants in the GA area to create additional revenue sources to help the airport diversify revenue and achieve financial stability and independence.

The Airport's Authority has a responsibility to ensure that CRW maintains adequate facilities to serve the transportation and aeronautical needs of its users. The following needs have been identified:

- Insufficient GA Hangar space;
- Insufficient space for the Marshall University Flight School;
- Aging and insufficient space for Snow Removal Equipment; and
- Need for alternative and sustainable revenue sources.

Proposed Federal Action

The Airport's Authority is preparing an airport layout plan (ALP) update that includes the proposed development described above. The Federal Aviation Administration (FAA) has determined that ALP approval is required for several elements of the proposed development including the proposed GA box hangars, corporate hangar, GA apron, and Marshall University Flight School hangar and apron. The FAA has determined that the proposed SRE and Command Center would have no material impact on aircraft operations, at, to, or from the Airport; would not affect the safety of people and property on the ground adjacent to the Airport as a result of aircraft operations; and would not have an adverse effect on the value of prior Federal investments to a significant extent. However, the FAA has approval authority for any projects funded through the Airport Improvement Program (AIP), any other FAA-administered grant in aid program, and passenger facility charges (PFC). FAA funding and/or use of PFCs are anticipated for this project. Issuing a FONSI does not constitute a commitment by the FAA to provide federal financial assistance for these development actions.

Alternatives

One (1) alternative to the Proposed Action as described above, and the No Action Alternative, were considered.

Alternative #1:

This alternative proposes to develop the area west of the runway. The area that is suitable for development could not accommodate all of the proposed facilities and therefore did not meet the need to provide suitable area for the proposed development. In addition, the area was below the runway elevation and additional earthwork would be required to allow for the development of the alternative, which was determined cost prohibitive. Alternative 1 was re-evaluated in this Supplemental EA and still found not to meet the need of the current Proposed Action.

Alternative #2 (No Action Alternative):

The No Action Alternative does not meet the stated purpose and need for the proposed action. This alternative would not provide the airport with the flexibility for future growth and expansion; however, the No Action Alternative was carried forward for analysis as required by regulation.

Discussion

The Supplemental Short Environmental Assessment Form addresses the effect of the Proposed Action on the quality of the human and natural environment and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the document.

Air Quality

CRW is located in the Kanawha Valley Intrastate Air Quality Control Region. Kanawha County is designated as a maintenance area for the 2006 National Ambient Air Quality Standards (NAAQS) particulate matter PM_{2.5} criteria pollutant. The county is in attainment for all other criteria pollutants according to the Environmental Protection Agency (EPA).

Air pollutant emissions from construction activities were evaluated and estimated to be below the *de minimis* levels for each criteria pollutant. Therefore, the Proposed Action conforms to the State Implementation Plan (SIP) and the Clean Air Act and would not create any new violation of the NAAQS, delay the attainment of any NAAQS, nor increase the frequency or severity of any existing violations of the NAAQS.

The Proposed Action would not cause un-forecasted growth in aircraft activity nor would it cause a change in fleet mix or a permanent change in runway use patterns, taxi time, or airfield delay at CRW. The proposed facilities would accommodate existing general aviation currently on a waitlist for a hangar and Flight School aircraft that are already operating or will be operating in 2023 at CRW. Under the Proposed Action, the GA ramp would operate more efficiently and reduce or eliminate emissions from taxiing or towing aircraft around each other and in and out of ramp parking positions. As a result, no adverse impact on local or regional air quality is anticipated due to construction and operation of the Proposed Action. The No Action Alternative would not cause any changes to aircraft operations or construction emissions.

Biological Resources

The U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) website identified the thirteen (13) candidate, threatened, and endangered species that may be affected by the Proposed Action. These species include the Gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), Northern Long-eared bat (NLEB) (*Myotis septentrionalis*), Diamond Darter (*Crystallaria cincotta*), Clubshell (*Pleurobema calva*), Fanshell (*Cyprogenia stegaria*), Northern Riffleshell (*Epioblasma torulosa rangiana*), Pink Mucket (*Lampsilis abrupta*), Sheepsnose Mussel (*Plethobasus cyphus*), Snuffbox Mussel (*Epioblasma triquetra*), Specatclecase (*Cumberlandia monodonta*), Tubercled Blossom (*Epioblasma torulosa torulosa*), and the Monarch Butterfly (*Danaus plexippus*).

The GA development area is confined to approximately 12.2 acres of paved surfaces and previously disturbed and maintained grass fill within the airfield. The project area does not contain features that would support any of the listed species. No tree removal is anticipated as part of the Proposed Action. There are no high-quality streams or aquatic features within the Proposed Action site that would provide habitat for protected fish or mussel species. Stormwater run-off from the Proposed Action site feeds into Elk-Two Mile Creek, a tributary of the Elk River, which is located adjacent to CRW. This tributary has habitat for several listed aquatic species. There are no critical habitats for federally listed species present in the area of the Proposed Action according to the IPaC database. Coordination with the US Fish and Wildlife Service (USFWS) resulted in technical assistance letters concurring that the project would not have any long-term or permanent loss of unlisted plants or wildlife or adversely affect federally listed endangered or threatened species. There will be no significant impacts to biological resources from implementation of the Proposed Action compared to the No Action Alternative. Best management practices (BMPs) such as soil erosion and runoff controls would be employed during construction to protect downslope water resources.

Hazardous Materials, Solid Waste, and Pollution Prevention

Typical hazardous materials may be present within the existing maintenance facility and GA area including asbestos, lead, and PCBs. No petroleum storage tanks or spills have been reported within the Proposed Action site. The existing maintenance facility has two above-ground storage tanks (ASTs), one used for diesel fuel and one used for gasoline storage. Construction of the

Proposed Action would not produce hazardous materials or increase the requirements for storage or use of hazardous materials beyond those materials used for normal construction activities. Fuel usage would increase temporarily during construction to power construction vehicles. The storage, use, transportation, and disposal of hazardous materials and other regulated substances is governed by federal, state, and local regulations. These regulations, combined with existing technologies and work practices developed to properly manage these substances, substantially reduce the risks of causing environmental contamination from the construction and operation of the Proposed Action. Two ASTs containing diesel fuel and gasoline would be relocated from the existing maintenance facility to the proposed new SRE and Command Center. Relocation of these ASTs would be conducted in accordance with all applicable laws and regulations, including rules governing the permanent closure of a regulated AST promulgated in West Virginia State Rule Title 47 Series 63.

It is anticipated that additional solid waste would be generated during construction of the proposed facilities. It is expected that the amount of solid waste generated by the Proposed Action would not exceed local waste hauling or disposal capacity. All solid waste would be removed from CRW by Waste Management and be disposed of at the Charleston Landfill located approximately four miles from CRW. Pollution prevention methods, such as minimization and recycling, would be implemented to the extent practical during construction and operation to reduce solid waste streams.

The Proposed Action would not be expected to generate unmanageable hazardous waste or an unmanageable amount of solid waste nor is it expected to adversely affect human health; therefore, the Proposed Action is not expected to result in significant impacts from hazardous materials or solid waste when compared to the No Action Alternative.

Historic, Architectural, Archeological, and Cultural Resources

No resources that are eligible for listing in the National Register of Historic Places have been identified within the area of potential effects for the proposed undertaking. The project area was previously coordinated with the West Virginia State Historic Preservation Officer (WVSHPO) for aeronautical development. Based on this consultation, the WVSHPO concurred that no architectural or archaeological historic properties will be affected by the proposed undertaking; therefore, the proposed undertaking will not have a significant impact on historic properties when compared to the No Action Alternative.

Noise and Noise-Compatible Land Use

Noise levels during construction of the Proposed Action would be limited to construction time periods. Typical construction equipment, including dump trucks, bulldozers, front loaders, pavers and backhoes would be used at the site. It is expected that construction would occur during the daytime (8 a.m. to 5 p.m.). The planned haul route would be State Route 114 to Airport Road to Eagle Mountain Road to avoid residential areas. The terrain and wooded areas between the Proposed Action site and the nearest residential area would serve as a buffer to attenuate noise from construction equipment.

The Proposed Action would accommodate existing aircraft that are currently parked on the ramp areas at CRW or scheduled to be delivered in 2023. The Proposed Action would not cause unforecasted growth in aircraft activity nor would it cause a change in fleet mix or a change in

runway use patterns, taxi time, or airfield delay; therefore, no significant noise impacts would occur in comparison to the No Action Alternative.

Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks

Construction of the Proposed Action would result in a temporary increase in surface traffic due to construction vehicles. Construction traffic is estimated to include approximately 95 construction worker vehicle trips per day and 45 material delivery trucks per day during peak construction activity. Construction is expected to occur from 2023 to 2024. Construction traffic would avoid residential areas and is not expected to cause any level-of-service impacts on local roadways. Construction would occur over a two-year period and would include vehicles coming and going on a daily basis if the vehicle is not parked onsite. No significant surface vehicle traffic impacts would occur compared to the No Action Alternative.

The Proposed Action would not cause the relocation of existing residences. No off-airport businesses would be displaced. The Proposed Action would not cause the demand for public services to exceed local capacity nor would it cause a decrease in the local tax base. It does have the potential to benefit the local economy with local jobs through temporary construction-based employment. No additional operational job creation and operational traffic would be associated with the additional hangar demand, as the aircraft are currently located at CRW and on a waiting list for the space or already scheduled to be delivered in 2023.

The Proposed Action would occur on Airport property and would not impact any minority or low-income residential areas; therefore, no significant impacts would be disproportionately borne by minority or low-income populations. Furthermore, no unique circumstances have been identified that would cause disproportionate impacts to minority or low-income populations; therefore, no significant environmental justice impacts would occur as a result of the Proposed Action compared to the No Action Alternative.

No significant impacts have been identified that would cause a unique or disproportionate impact to children. The construction sites would be fenced off to prevent access to the site. Haul routes would avoid routing equipment near parks, schools, daycare facilities or play equipment; therefore, no significant impacts to children’s environmental health or safety would occur as a result of the Proposed Action when compared to the No Action Alternative.

Water Resources

Wetlands

The Proposed Action would occur on paved surfaces and previously disturbed and maintained grass airfield that does not contain any jurisdictional streams or wetlands. The 2019 EA identified two palustrine emergent wetlands within the project area Wetland W1 was originally identified to be impacted by the Ground Distribution Center; however, that facility was not constructed and therefore Wetland W1 was not impacted. Wetland W2 was identified to be impacted by the Flight School vehicle parking and was ultimately impacted; therefore, this wetland is no longer present. Wetland W1 would be avoided and not impacted by the proposed SRE and Command Center. Therefore, no impact to wetlands would be incurred by the Proposed Action in comparison to the No Action Alternative.

Surface Waters

Surface waters surrounding the Proposed Action site are the Elk River, located to the north and west of CRW, and Elk Two-Mile Creek, located south of CRW. The 2019 EA identified one ephemeral stream adjacent the project area, which was located outside the limits of disturbance for the development and was not impacted. This ephemeral stream is also located outside the limits of disturbance for the Proposed Action and therefore would not be impacted.

The Proposed Action would increase the amount of impervious surface area by approximately 450,000 square feet to construct new buildings and apron pavement. The increase in impervious surface area would generate additional stormwater runoff. The Proposed Action would be subject to National Pollutant Discharge Elimination System (NPDES) Permit requirements. It is expected that all NPDES permit requirements would be met which would prevent significant impacts to water quality. Stormwater and runoff from construction would be collected by the existing stormwater detention facilities at CRW. The West Virginia Division of Environmental Protection (WVDEP) general stormwater permit guidelines for a NPDES permit require that if post discharge is greater than five cubic square feet and is greater than pre-drainage discharge for a one year 24-hour storm event, the applicant is required to reduce the discharge to be within 10 percent of the existing condition. It is anticipated that storm inlets will be installed and connected into existing storm systems that are already in place to control any new stormwater runoff. Therefore, no significant adverse impact to water quality would occur as a result of the Proposed Action when compared to the No Action Alternative.

Other Impact Categories

Additional categories addressed in the EA include, but are not limited to, climate, coastal resources, DOT Section 4(f) resources, farmlands, land use, natural resources and energy supply, visual effects including light emissions, floodplains, groundwater, and wild and scenic rivers. It is the FAA's finding that the Proposed Action will not have any significant effects on any of the above noted categories.

Mitigation Measures/Conditions of Approval

The FAA is conditioning approval of the Proposed Action upon implementation of the measures outlined below.

Temporary impacts from construction should be mitigated by the Sponsor's adherence to applicable BMPs specified in FAA AC 150/5370-10, *Standards for Specifying Construction of Airports*, Item P-156, "Temporary Air and Water Pollution, Soil Erosion, and Siltation Control."

Coordination and compliance with the NPDES Construction Stormwater General Permit.

Compliance with applicable federal, state, and local regulations regarding closure and relocation of the existing ASTs to the new SRE and Command Center

All required permits and approvals for the Proposed Action must be obtained prior to construction.

Public Involvement

A public notice was published in Charleston Gazette-Mail on October 28, 2022. Copies of the draft EA were made available for the public to review at the CRW administrative offices, 100

Airport Road, Charleston, WV 25311 and online at <https://yeagerairport.com/business-at-crw/>. The thirty (30) day review period ended on November 28, 2022. No comments were received during the review period.

Conclusion and Approval

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

Recommended:  12/21/2022
Susan Stafford _____ Date
Environmental Specialist, Beckley AFO

Approved: **MATTHEW DIGIULIAN** Digitally signed by MATTHEW DIGIULIAN
Date: 2022.12.21 07:38:22 -05'00'

Matthew DiGiulian _____ Date
Manager, Beckley AFO

Disapproved: _____
Matthew DiGiulian _____ Date
Manager, Beckley AFO