



RESOLUTION NO. 15-7

Amending the Master Plan for Washington Dulles International Airport

WHEREAS, The Master Plan Washington Dulles International Airport (Dulles International) includes an Airport Layout Plan, which is a set of drawings that show the near-, intermediate- and long-term facilities for the Airport;

WHEREAS, An Airport Layout Plan is to be submitted to the Federal Aviation Administration (FAA) for approval and is required by the FAA to be kept up to date and current;

WHEREAS, In November 2005, the Board of Directors approved the Airports Authority's acquisition of approximately 830 acres of land located between the western boundary of Dulles International Airport and Route 606;

WHEREAS, Approximately 414 of these acres were to be purchased to provide land which was needed for a new north-south runway at Dulles International and for a buffer area between the new runway and the Airport's western boundary;

WHEREAS, These approximately 414 acres of land were later added to the Master Plan and Airport Layout Plan for Dulles International;

WHEREAS, The remaining approximately 416 acres of land that were approved for purchase in November 2005, which are located to the west of the acres then purchased for the new north-south runway, were not added to the Dulles International Master Plan or Airport Layout Plan, pending future analysis of the appropriate use of the land; and

WHEREAS, The FAA has recently recommended that the Airports Authority add these approximately 416 acres of land to the Airport Layout Plan for Dulles International, and staff has agreed with that recommendation;

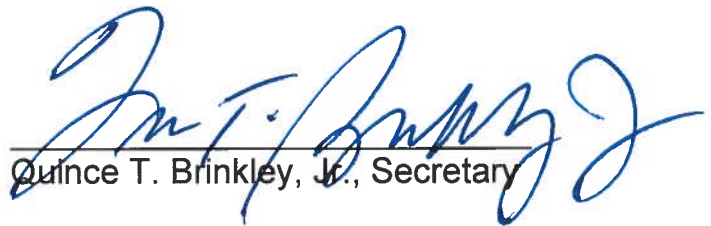
WHEREAS, At the March 18, 2015, meeting of the Strategic Development Committee, staff recommended that the Dulles International Master Plan and Airport Layout Plan be amended to formally incorporate these approximately 416 acres of land into the Dulles International Airport Layout Plan and to designate this area as "Non-Aviation Commercial" and, in addition, to change the

designation of land immediately west of Runway 1L/19R from "Airport Buffer Zone" to 'Reserved for Aviation Development"; and

WHEREAS, The Board has determined that it is in the interests of the Airports Authority to amend the Dulles International Master Plan and Airport Layout Plan in the manner recommended by staff; now, therefore, be it

RESOLVED, That amendments to the Dulles International Master Plan and Airport Layout Plan area that have been recommended by staff are hereby approved.

Adopted March 18, 2015



Quince T. Brinkley, Jr., Secretary