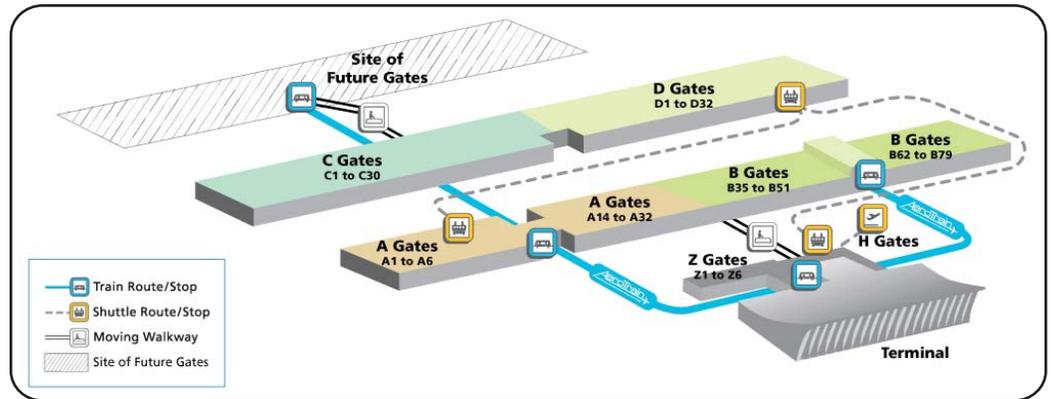




## A New Way to Use Dulles Airport

Washington Dulles International Airport’s automated airport train system—AeroTrain—gives airline passengers a convenient and comfortable train system to travel between the Main Terminal and Midfield Concourses.

The system operates on an underground dual track system, unencumbered by the above-ground traffic from aircraft and other vehicles. Trains carry passengers between the Main Terminal and Concourses A, B, and C.

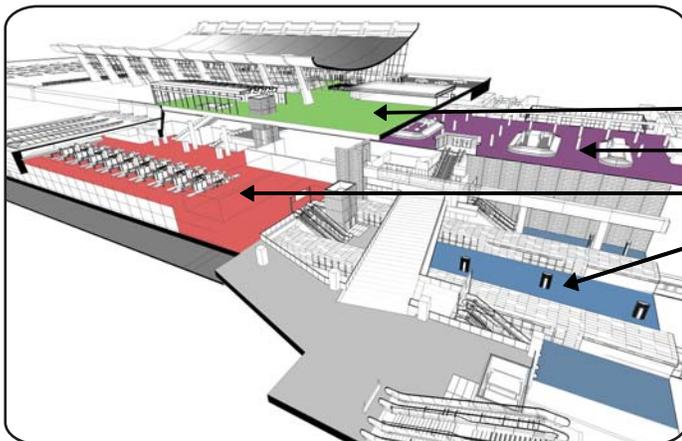


The stations are located at convenient points along the concourses.

### Main Terminal Train Station

The Main Terminal Station is approximately 60 feet below ground, directly adjacent to the Main Terminal on the airfield side of the Terminal, and spans its entire length (approximately 1,600 feet) from west to east.

In order to bring light into the station, an extensive system of skylights maximizes the natural light filtering down to the station platforms. Two of the elevators have been designed as sculptural elements. They serve as glass-enclosed vertical tubes with their appearance mirrored by two similar horizontal forms—the dual glass-enclosed train tubes at the platform level. The extensive use of glass forms and stainless steel throughout the Main Terminal Station brightens the space.



### The Main Terminal has four distinct levels:

- Departures (49,600 square feet)
- Arrivals (49,600 square feet)
- Security Mezzanine (121,700 square feet)
- Train Platform (54,500 square feet).

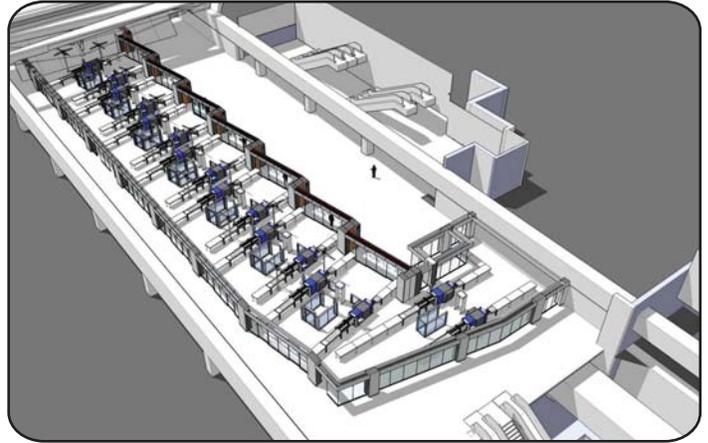
Twenty elevators and 32 escalators move passengers between levels.

## Security Mezzanine

The Security Mezzanine provides critical additional floor space for a new, expanded passenger security screening area. Passengers who do not need to check luggage are able to go directly to the Security Mezzanine from the parking facilities.

## Midfield Concourse Train Stations

The interior finishes for the Stations include metallic tile walls and inclined stainless steel panel ceilings with wood and stainless steel accents. Both direct and indirect lighting illuminate the facilities.



## A Gates

The station was constructed under an existing portion of Concourse B. The A-Gates Station is operating in a center platform configuration. Passengers arrive at and leave the Station from a single platform. It will eventually be expanded into a side/center/side configuration. Several of the former B-Gates were re-designated as A-Gates to reflect their proximity to this station.

## B Gates

The station was constructed concurrent with the addition of 15 new aircraft gates. Because the design for the B-Gates Station has been fully integrated into the expansion of Concourse B, the designers were able to create a facility that allows natural light to filter down into the Station. The B-Gates Station has a side/center/side configuration. Passengers arriving at the B-Gates Station exit onto side platforms, while other passengers are departing the Station via the center platform.

## C Gates

The Station was built under the location for a future permanent Midfield Concourse. It, too, has a side/center/side configuration. In the near term, the AeroTrain Station serves existing Concourse C passengers via a pedestrian connector tunnel. In the long term, this Station will serve the eastern half of a future 44-gate, domestic and international Midfield Concourse directly above the station.