

WASHINGTON DULLES INTERNATIONAL AIRPORT  
ENVIRONMENTAL ASSESMENT

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APPENDIX B  
SUPPORT DOCUMENTS

**APPENDIX B**  
**SUPPORT DOCUMENTS**  
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Appendix B  
Section 1

FAA Aviation Policy and Plans (APO) Terminal Area Forecast (TAF)

**APO TERMINAL AREA FORECAST DETAIL REPORT**

IAD														
Year	Scheduled Enplanements			AIRCRAFT OPERATIONS									Based Aircraft	
	AC	Comm.	Total	Itinerant Operations			Local Operations			Total OPS	Total Inst.OPS			
				AC	AT & Comm.	GA	Mil	Total	GA			Mil		Total
<b>REGION:AEA STATE:DC LOCID:IAD</b>														
<b>CITY:WASHINGTON AIRPORT:WASHINGTON DULLES INTERNATIONAL</b>														
1976	1337947	6858	1344805	56974	9761	60879	6333	133947	31601	17968	49569	183516	218861	0
1977	1328301	7456	1335757	56013	8476	74402	5282	144173	35190	10386	45576	189749	236719	0
1978	1520283	6467	1526750	55175	5000	70367	3295	133837	35675	5649	41324	175161	225212	0
1979	1708942	6950	1715892	54814	7869	65209	3248	131140	39824	5232	45056	176196	265447	0
1980	1335614	13571	1349185	38889	8336	65492	3860	116577	45676	7920	53596	170173	259734	69
1981	1063015	10224	1073239	28248	8554	67109	4236	108147	40329	8242	48571	156718	246213	75
1982	1223840	20640	1244480	31374	11049	66430	4011	112864	27277	6701	33978	146842	220180	78
1983	1345607	21930	1367537	38433	15145	65157	4446	123181	26966	8739	35705	158886	231014	78
1984	1601597	29215	1630812	50299	18568	66712	4774	140353	26093	9771	35864	176217	269240	53
1985	2466800	36600	2503400	52401	29293	70385	5767	157846	29460	10360	39820	197666	261524	51
1986	4052679	59837	4112516	106544	54552	70583	6785	238464	28239	4639	32878	271342	342035	51
1987	5057520	87930	5145450	193149	27608	62635	4533	287925	7423	591	8014	295939	384820	51
1988	4516330	39816	4556146	152614	30381	50476	2319	235790	4610	338	4948	240738	440092	26
1989	4845635	31508	4877143	132722	46422	51050	2721	232915	2050	248	2298	235213	512768	51
1990	4804500	307700	5112200	123209	52006	60447	2963	238625	1090	103	1193	239818	485743	53
1991	5030916	388575	5419491	124469	85446	52420	3635	265970	824	213	1037	267007	526989	53
1992	4983088	460253	5443341	108317	116066	54506	7719	286608	462	41	503	287111	529196	53
1993	4581981	691791	5273772	88257	127247	53611	7872	276987	494	2	496	277483	526393	53
1994	4719674	880464	5600138	88969	148050	51548	7110	295677	480	44	524	296201	559232	77
1995	4884230	828807	5713037	89782	164468	49145	7470	310865	292	122	414	311279	583734	55
1996	5271892	771168	6043060	90945	177953	54495	6948	330341	70	28	98	330439	604013	40
1997	5414747	1173256	6588003	88566	188104	60514	6984	344168	16	0	16	344184	620293	40
1998	5834799	1176996	7011795	91908	216939	65953	7428	382228	50	0	50	382278	650510	40
1999	7136700	1687747	8824447	142857	244255	64039	7937	459088	10	0	10	459098	718945	52
2000*	7672064	1835425	9507489	176720	249472	62781	8391	497364	50	0	50	497414	760550	52
2001*	8299481	2026193	10325674	182507	254897	63106	8391	508901	50	0	50	508951	777461	52
2002*	8817411	2187426	11004837	188295	260322	63431	8391	520439	50	0	50	520489	794720	52
2003*	9335342	2348659	11684001	194083	265748	63756	8391	531978	50	0	50	532028	811824	52
2004*	9853272	2509892	12363164	199871	271173	64081	8391	543516	50	0	50	543566	828955	52
2005*	10371203	2671125	13042328	205659	276598	64406	8391	555054	50	0	50	555104	846978	52

**APO TERMINAL AREA FORECAST DETAIL REPORT**

IAD														
Year	Scheduled Enplanements			AIRCRAFT OPERATIONS									Based Aircraft	
	AC	Comm.	Total	AC	Itinerant Operations			Local Operations			Total OPS	Total Inst.OPS		
					AT & Comm.	GA	Mil	Total	GA	Mil				Total
2006*	10889133	2832358	13721491	211446	282024	64731	8391	566592	50	0	50	566642	864952	52
2007*	11407063	2993591	14400654	217234	287449	65056	8391	578130	50	0	50	578180	883208	52
2008*	11924994	3154824	15079818	223022	292874	65381	8391	589668	50	0	50	589718	901322	52
2009*	12442924	3316057	15758981	228810	298300	65706	8391	601207	50	0	50	601257	919257	52
2010*	12960855	3477290	16438145	234598	303725	66031	8391	612745	50	0	50	612795	937049	52
2011*	13478785	3638523	17117308	240385	309150	66356	8391	624282	50	0	50	624332	954918	52

2012*	13996715	3799756	17796471	246173	314576	66681	8391	635821	50	0	50	635871	972924	52
2013*	14514646	3960989	18475635	251961	320001	67006	8391	647359	50	0	50	647409	991067	52
2014*	15032576	4122222	19154798	257749	325426	67331	8391	658897	50	0	50	658947	1009347	52
2015*	15550508	4283456	19833964	263537	330852	67657	8391	670437	50	0	50	670487	1027772	52

Appendix B  
Section 2

Historic Operations and Enplanements at Washington Dulles International Airport

WASHINGTON DULLES INTERNATIONAL AIRPORT  
TOTAL OPERATIONS, PASSENGERS, MAIL AND FREIGHT ACTIVITIES  
CALENDAR YEARS 1962 - 2000

	TOTAL OPS	PASSENGERS			MAIL (000 LBS)			FREIGHT (000 LBS)		
		DOMESTIC	INT'L	TOTAL	DOMESTIC	INT'L	TOTAL	DOMESTIC	INT'L	TOTAL
* 1962	8,016	52,846	0	52,846	637.1	0.0	637.1	961.3	0.0	961.3
* 1963	90,674	640,506	26,053	666,559	5,856.0	584.2	6,440.2	12,706.5	647.2	13,353.7
* 1964	131,726	728,092	54,158	782,250	6,454.1	760.3	7,214.4	14,972.6	1,305.6	16,278.2
* 1965	158,883	920,431	74,018	994,449	8,565.2	850.0	9,415.2	18,628.8	4,725.7	23,354.5
* 1966	181,793	1,078,611	96,114	1,174,725	8,991.5	1,178.3	10,169.8	17,987.2	6,137.8	24,125.0
* 1967	212,153	1,427,471	137,141	1,564,612	17,686.2	1,087.2	18,773.4	18,917.4	7,114.2	26,031.6
* 1968	213,610	1,602,370	171,372	1,773,742	30,425.0	1,135.0	31,560.0	20,486.3	8,355.8	28,842.1
* 1969	224,295	1,928,139	248,063	2,176,202	30,427.4	1,595.8	32,023.2	24,107.0	12,901.6	37,008.6
* 1970	184,226	1,869,194	288,269	2,157,463	27,175.8	2,519.7	29,695.5	23,542.0	15,389.2	38,931.2
* 1971	194,647	1,881,330	363,979	2,245,309	24,335.7	4,486.0	28,821.7	27,197.7	20,381.0	47,578.7
** 1972	208,972	1,992,426	487,174	2,479,600	24,518.8	3,612.0	28,130.8	33,448.3	17,995.1	51,443.4
** 1973	204,048	2,083,104	561,889	2,644,993	26,271.2	4,090.3	30,361.5	39,035.1	19,048.3	58,083.4
** 1974	184,701	2,004,265	552,945	2,557,210	32,577.3	3,665.6	36,242.9	45,223.8	23,446.5	68,670.3
** 1975	177,673	2,000,486	527,921	2,528,407	30,023.6	2,960.2	32,983.8	35,833.8	32,244.3	68,078.1
** 1976	187,720	2,251,090	590,405	2,841,495	27,567.5	2,665.7	30,233.2	36,941.6	30,880.0	67,821.6
** 1977	186,391	2,267,313	600,469	2,867,782	34,120.3	4,120.5	38,240.8	36,579.0	34,125.5	70,704.5
** 1978	177,121	2,518,207	671,747	3,189,954	39,440.0	6,479.7	45,919.7	40,186.8	35,091.2	75,278.0
** 1979	172,974	2,857,578	667,476	3,525,054	41,617.3	6,516.9	48,134.2	38,894.8	33,916.0	72,810.8
** 1980	165,420	2,086,214	538,184	2,624,398	40,442.7	6,945.8	47,388.5	25,786.1	28,951.4	54,737.5
** 1981	155,348	1,888,556	436,029	2,324,585	34,575.1	5,156.5	39,731.6	25,966.3	26,870.0	52,836.3
** 1982	148,964	2,247,602	362,331	2,609,933	31,465.2	2,992.5	34,457.7	34,214.7	23,161.7	57,376.4
** 1983	165,000	2,651,147	368,642	3,019,789	30,390.2	3,665.9	34,056.1	53,987.7	27,010.1	80,997.8
** 1984	174,099	3,136,247	419,524	3,555,771	33,297.2	4,635.0	37,932.2	68,903.5	31,310.1	100,213.6
** 1985	208,333	4,538,446	698,831	5,237,277	40,191.7	7,868.9	48,060.6	66,225.0	39,529.2	105,754.2
** 1986	278,307	8,394,046	737,849	9,131,895	43,727.9	13,160.2	56,888.1	89,173.7	43,470.3	132,644.0
** 1987	289,167	9,980,146	970,065	10,950,211	55,019.0	14,850.8	69,869.8	143,778.7	64,507.2	208,285.9
** 1988	230,973	8,649,910	1,036,727	9,686,637	64,853.5	14,192.4	79,045.9	197,081.5	90,891.7	287,973.2
1989	224,885	9,224,290	1,174,801	10,399,091	68,907.9	17,040.8	85,948.7	176,118.4	83,970.8	260,089.2
1990	242,209	9,042,829	1,395,260	10,438,089	71,625.3	18,052.5	89,677.8	209,538.7	86,353.3	295,892.0
1991	264,579	9,406,407	1,555,921	10,962,328	65,909.5	14,964.7	80,874.2	208,548.4	71,820.0	280,368.4
* 1992	276,666	9,408,027	2,122,802	11,530,829	77,826.2	19,482.3	97,308.5	244,114.7	94,712.4	338,827.1
** 1993	267,837	8,500,717	2,486,474	10,987,191	86,499.6	19,511.1	106,010.7	299,232.8	124,374.8	423,607.6
1994	284,880	8,946,588	2,744,198	11,690,786	84,862.9	18,174.8	103,037.7	341,216.0	165,583.1	506,799.1
1995	308,144	9,652,858	2,790,799	12,443,657	98,624.7	15,706.7	114,331.4	362,174.6	167,189.7	529,364.3
1996	322,969	10,095,340	2,798,688	12,894,028	106,723.8	15,649.6	122,373.4	378,414.7	181,131.3	559,546.0
1997	339,564	10,697,389	3,060,472	13,757,861	108,592.7	18,811.3	127,404.0	416,472.7	228,463.8	644,936.5
1998	382,184	12,444,662	3,301,680	15,746,342	111,338.8	18,492.8	129,831.6	427,881.1	223,939.6	651,820.7
1999	465,915	16,054,958	3,742,371	19,797,329	122,787.5	21,769.6	144,557.1	415,212.2	232,191.9	647,404.1
2000	456,436	15,872,660	4,232,033	20,104,693	114,584.8	22,489.9	137,074.7	416,761.5	292,557.4	709,318.9



Appendix B  
Section 3

7460 Analyses of Proposed ATCT Sites 1, 7 and 8



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

Subject: **ACTION:** Construct ATCT, Site # 1,  
on Dulles Int'l Airport;  
Aeronautical Study 01-AEA-0164-NR;  
Chantilly, Virginia

From: Manager, Airspace Branch, AEA-520

Date: September 11, 2001

Reply to: F. Jordan  
Attn. of: 718-553-4521  
FAX: 718-995-5693

To: Manager, Operations Branch,  
AEA-470

The AEA-470 memorandum dated 05 July 2001 forwarded a study for a future airport traffic control tower on the Dulles International Airport, Chantilly, Virginia. This site, locally referred to as site # 1, is proposed on the center portion of the airport. This site is approximately 2,500 feet on the north side of Runway 12/30 centerline extended, south of the existing control tower.

The study indicates that this proposed structure at 330 feet above ground, 665 feet AMSL would exceed airport obstruction standards, (Horizontal surface). This would be the highest structure in that area. This site will have Instrument impact at any height above 520 feet AMSL. Circling Minima would increase from MDA of 820 feet AMSL to MDA of 980 feet AMSL. The proposed ATCT at any height higher than 463 feet AMSL, or 150 feet above ground, would be an on-airport obstruction. Obstruction lighting, with red lighting, is recommended and should be planned for.

Flight Standards object to this height because of increase to instrument minima. WE have no objections to this project because a controller operational advantage can be gained with this ATCT at this height. We have seen no line-of-sight comment from Airway Facilities. Controller orientation from this site would be essentially the same as the existing situation. This will ease any on-going controller training and adjustment problem, for the relocated controllers. Controllers sun glare issue should be similar. Has tower height and location been checked by hi-ranger, crane, helo, or other device, to evaluate glare issues? Public circularization of this project has been conducted. No objections were received.

This proposal is filed at a site elevation of 335 feet (this is in excess of elevation advertises for this airport at 313 feet, explanation is required). A structure height of 330 feet above ground level (AGL), an overall height of 665 above mean sea

level (AMSL), including all appurtenances, such as antenna or lightning arrestors.

The site coordinates are listed as latitude 38- 56 -20.463, longitude 077 - 26 - 53.903 in approximate NAD 83. After completion an as built survey, to the decimal, should be provided to the Airport Management and the Washington ADO for updating the ALP.

This study was for the permanent structure only; a temporary crane should be studied when height is known. This height would exceed obstruction standards and also exceed instrument minima. Pre coordination with Airport Management and the ADO would be required before erecting a temporary crane. That is, after coordinating with the New York FPO for FDC NOTAMs to revise the instrument minima for the duration of construction.

We have conducted internal distribution to determine if there are any system reasons not to proceed with this site. A public circularization at this height has been conducted. Please note that Aeronautical Study Number 01-AEA-0164-NR has been assigned. Internal distribution will be to Air Traffic, Airway Facilities, Flight Standards, and Airports Divisions including Regional Military Representatives.

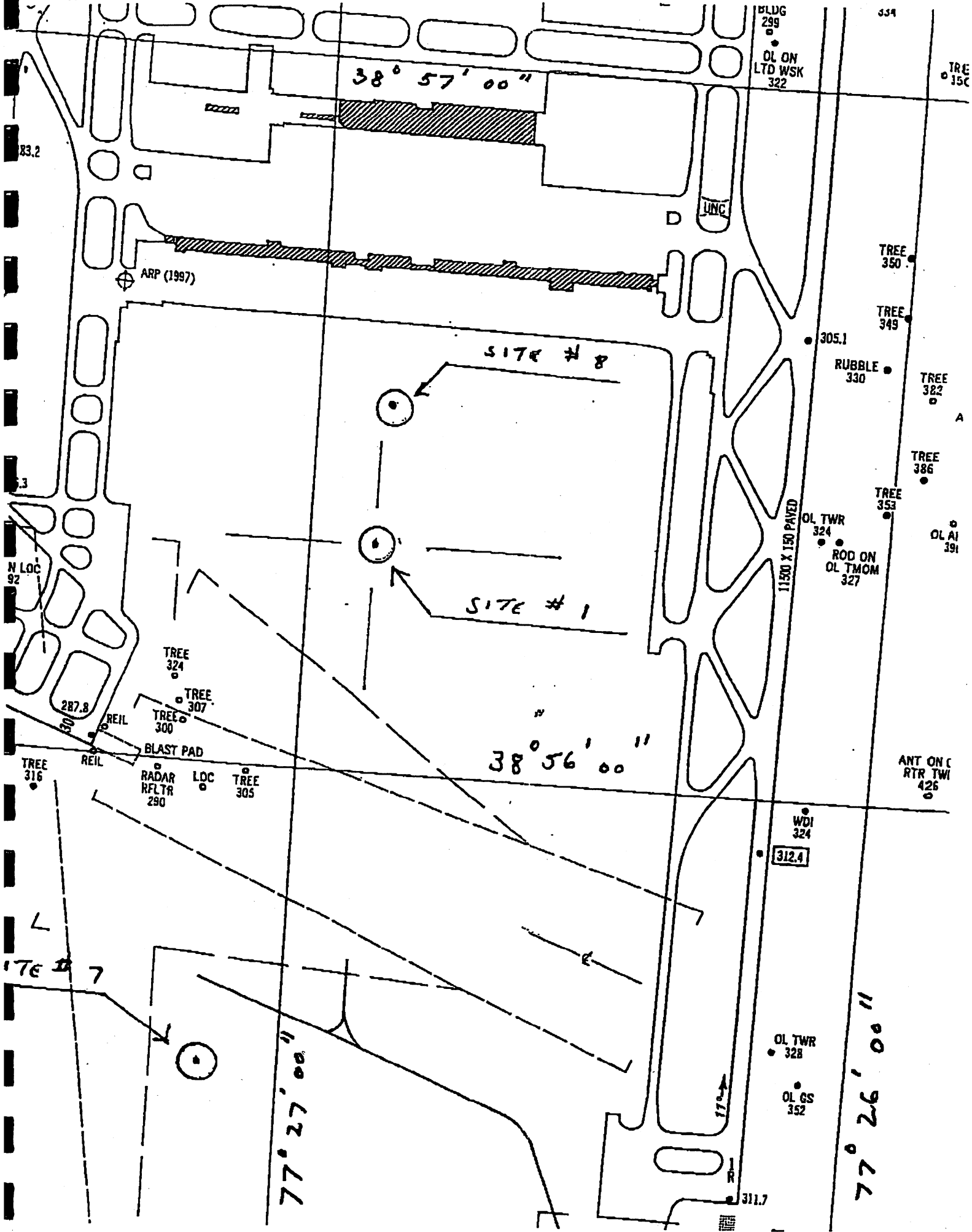


Michael J. Sammartino

cc: AEA-230/470/472/510/530/620; NY FPO; ATA-400; ANI-200/220; IAD (T); DCA AFSS; WASH ADO; WASH FSDO; ZDC, MilReps

File: 6710; AEA-520 DF; 01-AEA-0164-NR  
WP: iadatcf.164.doc

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BLDG 299  
OL ON LTD WSK 322

354

TRE 35C

38° 57' 00"

UNC

ARP (1997)

TREE 350

TREE 349

SITE # 8

RUBBLE 330

TREE 382

TREE 386

TREE 353

OL AI 391

N LOC 92

OL TWR 324

ROD ON OL TMOM 327

SITE # 1

1150 X 150 PAVED

TREE 324

TREE 307

TREE 300

BLAST PAD

RADAR RFLTR 290

LOC

TREE 305

38° 56' 00"

ANT ON C RTR TWI 426

WDI 324

312.4

TREE 316

SITE # 7

(Circular marker)

OL TWR 328

OL GS 352

77° 27' 00"

311.7

77° 26' 00"



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

**Subject:** ACTION: Construct ATCT, site # 7,  
on Dulles Int'l Airport;  
Aeronautical Study 01-AEA-0165-NR;  
Chantilly, Virginia

**From:** Manager, Airspace Branch, AEA-520

**Date:** September 11,, 2001

**Reply to** F. Jordan  
**Attn. of:** 718-553-4521  
FAX: 718-995-5693

**To:** Manager, Operations Branch,  
AEA-470

The AEA-470 memorandum dated 29 June 2001 forwarded a study for a future airport traffic control tower on the Dulles International Airport, Chantilly, Virginia. This site, locally referred to as site # 7, is proposed on the center portion of the airport. This site is approximately 2,185 feet on the south side of Runway 12/30 centerline extended, south of the existing control tower. This is 2,200 feet east of the centerline extended of Runway 01L/19R.

The study indicates that this proposed structure at 280 feet above ground, 560 feet AMSL would exceed airport obstruction standards, (Horizontal surface). This would be the highest structure in that area. This site will have Instrument impact at any height above 520 feet AMSL. Circling Minima would increase from MDA of 820 feet AMSL to MDA of 860 feet AMSL. This site will also interfere with proposed Runway 12/30 departure and approach minima. This site is extremely close to existing missed approach and departure procedures for existing Runway 12 and Runway 19R. Flight Standards objects to this site. The proposed ATCT at any height higher than 463 feet AMSL, or 183 feet above ground, would be an on-airport obstruction. Obstruction lighting, with red lighting, is recommended and should be planned for.

Flight Standards objects to this height because of an increase to instrument minima.. We have concern at this location because of the proximity to the arrival and departures for Runway 12/30 and also proposed Runway 12/30. We have seen no line-of-sight comment from Airway Facilities. Controller orientation from this site would be essentially the same as the existing situation. This will ease any on-going controller training and adjustment problem, for the relocated controllers. Controllers sun glare issue should be similar. Has tower height and location been checked by hi-ranger, crane, helo, or other device, to evaluate glare issues? Public circularization of this project has been conducted. The comment received from the Air Traffic Control Association, Inc. objects because of instrument impact

and proximity to Runway 12/30. They comment that they consider this the least desirable of the three proposed sites.

This proposal is filed at a site elevation of 280 feet, a structure height of 280 feet above ground level (AGL), an overall height of 560 above mean sea level (AMSL), including all appurtenances, such as antenna or lightning arrestors.

The site coordinates are listed as latitude 38- 55 -34.534, longitude 077 - 27 - 08.170 in approximate NAD 83. After completion an as built survey, to the decimal, should be provided to the Airport Management and the Washington ADO for updating the ALP.

This study was for the permanent structure only; a temporary crane should be studied when height is known. This height would exceed obstruction standards and also exceed instrument minima. Pre coordination with Airport Management and the ADO would be required before erecting a temporary crane. That is, after coordinating with the New York FPO for FDC NOTAMs to revise the instrument minima for the duration of construction.

We have conducted internal distribution to determine if there are any system reasons not to proceed with this site. A public circularization at this height has been conducted. Please note that Aeronautical Study Number 01-AEA-0165-NR has been assigned. Internal distribution will be to Air Traffic, Airway Facilities, Flight Standards, and Airports Divisions including Regional Military Representatives.

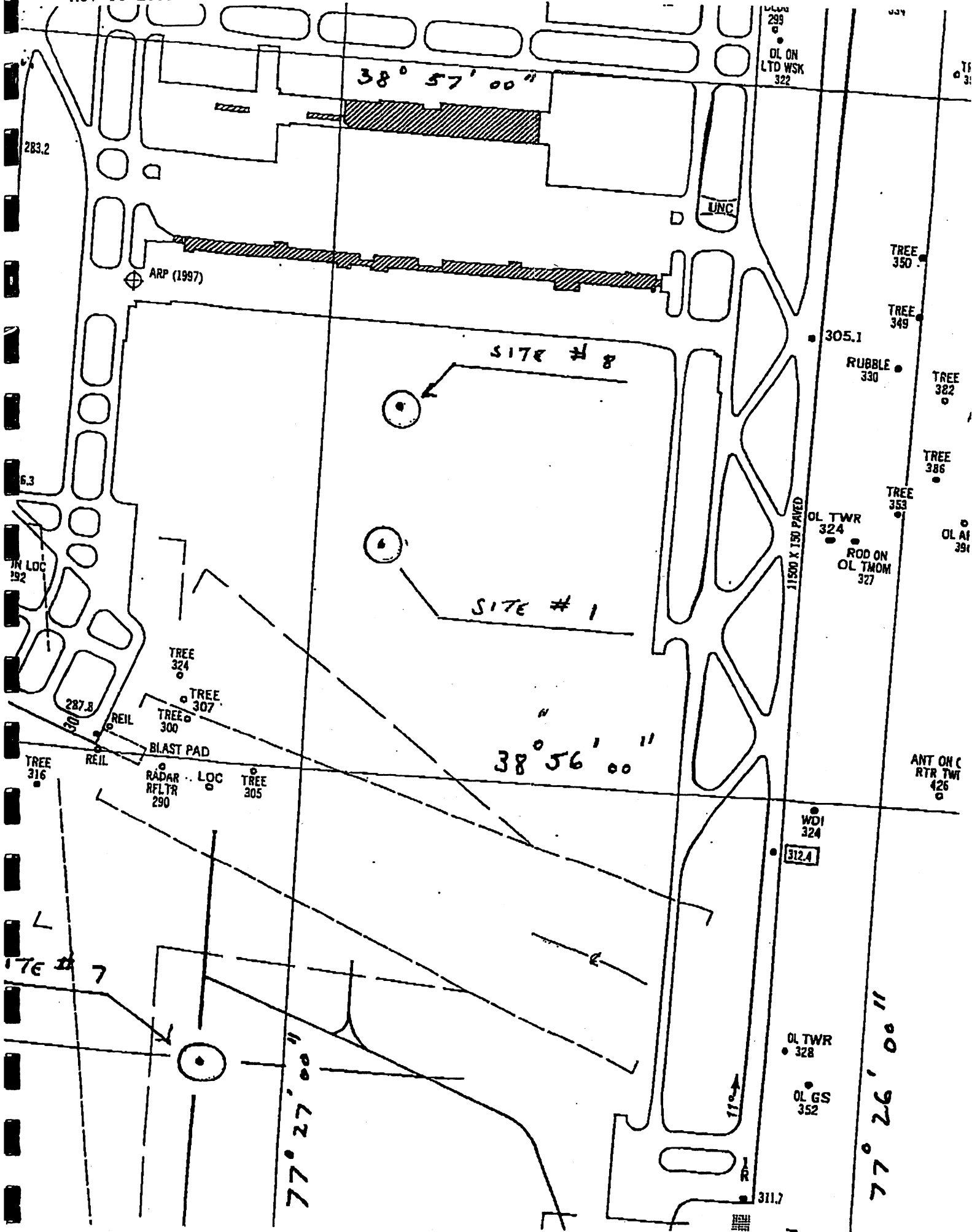
*Michael J. Sammartino*

Michael J. Sammartino

cc: AEA-230/470/472/510/530/620; NY FPO; ATA-400; ANI-200/220; IAD (T); DCA AFSS; WASH ADO; WASH FSDO; ZDC, MilReps

File: 6710; AEA-520 DF; 01-AEA-0165-NR  
WP: iadatcf.165.doc

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:07/24/2001



38° 57' 00"

SITE # 8

SITE # 1

38° 56' 00"

77° 27' 00"

77° 26' 00"

283.2

6.3

287.8

TREE 316

SITE # 7

ARP (1997)

TREE 324

TREE 307

TREE 300

BLAST PAD

RADAR RFLTR 290

LOC

TREE 305

DL ON LTD WSK 322

UNC

TREE 350

TREE 349

305.1

RUBBLE 330

TREE 382

TREE 386

TREE 353

OL TWR 324

ROD ON OL THOM 327

OL AI 391

ANT ON C RTR TWR 426

WDI 324

312.4

OL TWR 328

OL GS 352

311.7



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

**Subject:** ACTION: Construct ATCT, Site # 8,  
on Dulles Int'l Airport;  
Aeronautical Study 01-AEA-0166-NR;  
Chantilly, Virginia

**Date:** September 11, 2001

**From:** Manager, Airspace Branch, AEA-520

**Reply to** F. Jordan  
**Attn. of:** 718-553-4521  
FAX: 718-995-5693

**To:** Manager, Operations Branch,  
AEA-470

The AEA-470 memorandum dated 05 July 2001 forwarded a study for a future airport traffic control tower on the Dulles International Airport, Chantilly, Virginia. This site, locally referred to as site # 8, is proposed on the center portion of the airport. This site is approximately 3,700 feet on the north side of Runway 12/30 centerline extended, south of the existing control tower.

The study indicates that this proposed structure at 330 feet above ground, 665 feet AMSL would exceed airport obstruction standards, (Horizontal surface). This would be the highest structure in that area. This site will have Instrument impact at any height above 520 feet AMSL. Circling Minima would increase from MDA of 820 feet AMSL to MDA of 980 feet AMSL. The proposed ATCT at any height higher than 463 feet AMSL, or 183 feet above ground, would be an on-airport obstruction. Obstruction lighting, with red lighting, is recommended and should be planned for.

Flight Standards objects to this height because of impact to instrument minima. Air Traffic has no objections to this project because a controller operational advantage can be gained with this proposed ATCT at this height. We have seen no line-of-sight comment from Airway Facilities. Controller orientation from this site would be essentially the same as the existing situation. This will ease any on-going controller training and adjustment problem, for the relocated controllers. Controllers sun glare issue should be similar. Has tower height and location been checked by hi-ranger, crane, helo, or other device, to evaluate glare issues? Public circularization of this project has been conducted. No objections were received.

This proposal is filed at a site elevation of 335 feet (this is in excess of elevation advertised for this airport at 313 feet, explanation is required). A structure height of 330 feet above ground level (AGL), an overall height of 665 above mean sea



level (AMSL), including all appurtenances, such as antenna or lightning arrestors.

The site coordinates are listed as latitude 38- 56 -32.018, longitude 077 - 26 - 52.556 in approximate NAD 83. After completion an as built survey, to the decimal, should be provided to the Airport Management and the Washington ADO for updating the ALP. Explanation of ground elevation difference is requested.

This study was for the permanent structure only; a temporary crane should be studied when height is known. This height would exceed obstruction standards and also exceed instrument minima. Pre coordination with Airport Management and the ADO would be required before erecting a temporary crane. That is, after coordinating with the New York FPO for FDC NOTAMs to revise the instrument minima for the duration of construction.

We have conducted internal distribution to determine if there are any system reasons not to proceed with this site. A public circularization at this height is being prepared. Please note that Aeronautical Study Number 01-AEA-0166-NR has been assigned. Internal distribution will be to Air Traffic, Airway Facilities, Flight Standards, and Airports Divisions including Regional Military Representatives.

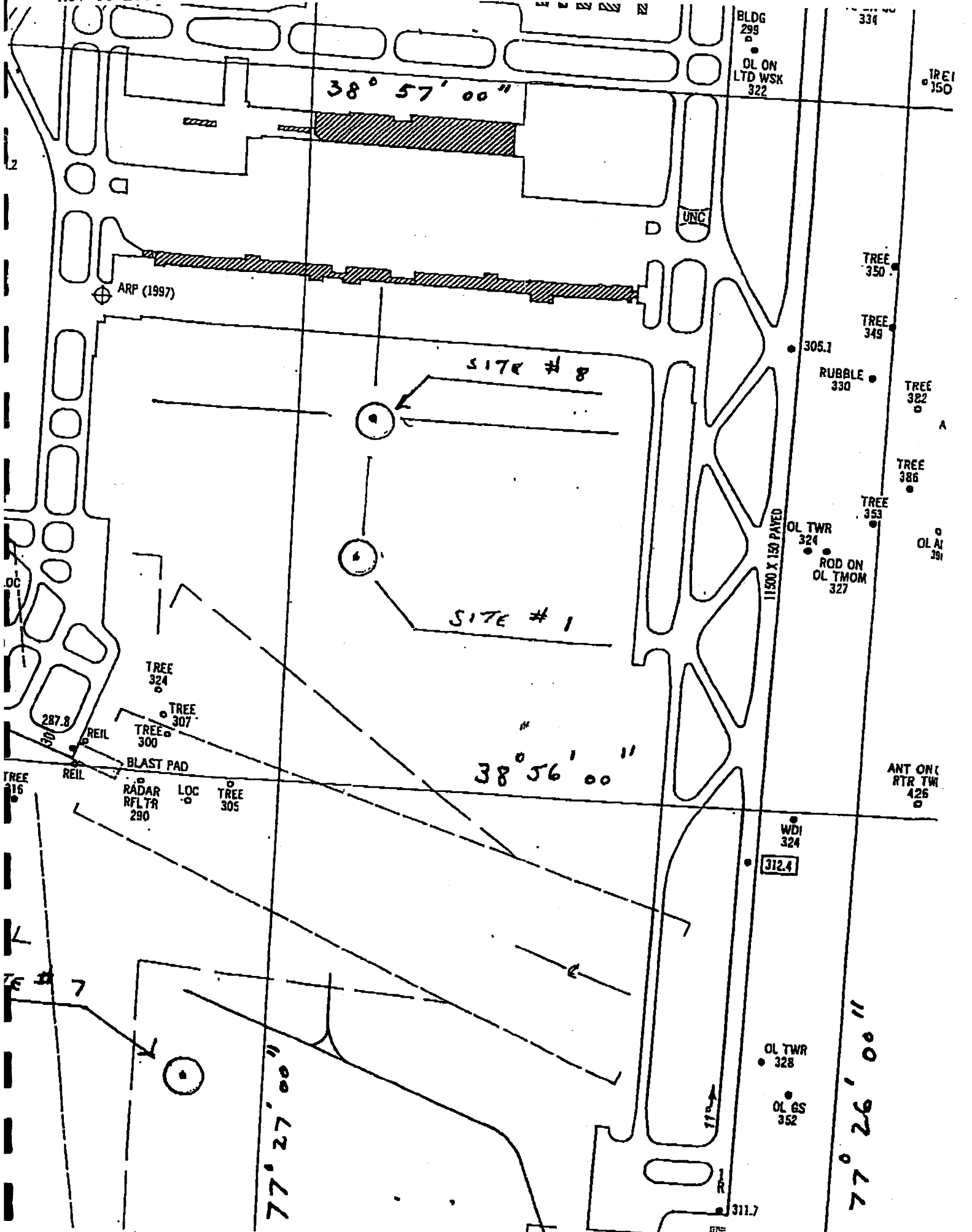


Michael J. Sammartino

cc: AEA-230/470/472/510/530/620; NY FPO; ATA-400; ANI-200/220; IAD (T); DCA AFSS; WASH ADO; WASH FSDO; ZDC, MilReps

File: 6710; AEA-520 DF; 01-AEA-0166-NR  
WP: iadatcf.166.doc

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Appendix B  
Section 4

Programmatic Memorandum of Agreement Among The Advisory Council on Historic Preservation, The Virginia State Historic Preservation Officer and The Federal Aviation Administration, Metropolitan Washington Airports

PROGRAMMATIC MEMORANDUM OF AGREEMENT  
AMONG THE ADVISORY COUNCIL ON  
HISTORIC PRESERVATION, THE VIRGINIA STATE  
HISTORIC PRESERVATION OFFICER AND THE  
FEDERAL AVIATION ADMINISTRATION,  
METROPOLITAN WASHINGTON AIRPORTS

WHEREAS, the Federal Aviation Administration, Metropolitan Washington Airports ("MWA"), currently owns and operates Washington National Airport ("National Airport") and Washington Dulles International Airport ("Dulles Airport");

WHEREAS, control over National and Dulles Airports will be transferred shortly to the Metropolitan Washington Airports Authority, a public body corporate and politic, authorized by the Metropolitan Washington Airports Act of 1986 (P.L. 99-591) and created by the statutory enactments of the Commonwealth of Virginia and the District of Columbia for the purpose, inter alia, of financing and redeveloping capital improvements at both airports;

WHEREAS, upon the date of transfer, the Metropolitan Washington Airports Authority will assume the responsibility for carrying out this Programmatic Agreement pursuant to Section 6005(d)(6) of the Metropolitan Washington Airports Act of 1986;

WHEREAS, the long-term lease of National and Dulles Airports to Metropolitan Washington Airports Authority is an undertaking which is considered under section 106 of the National Historic Preservation Act (16 USC § 470f), and its implementing regulations in 36 CFR § 800.9, to have an adverse effect on properties eligible for the National Register of Historic Places that are located on the airports; and

NOW, THEREFORE, MWA, the Virginia State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) agree that adherence to the following shall constitute compliance with Section 106.

### Stipulations

MWA will ensure that the following conditions are carried out:

1. Historic Property Plan: A Plan for the identification and treatment of significant historic, architectural, archeological and cultural resources (hereinafter referred to as "the Plan") will be developed and implemented for the portions of National and Dulles Airports that contain properties that meet the National Register criteria listed in 36 CFR Part 60. The plan will also define the consideration to be given to activities in areas adjacent to properties meeting the National Register criteria that will affect the National Register eligible properties. The Plan will be developed by MWA in consultation with the Council and SHPO. Work carried out in accordance with the Plan will require no further review by the Council or the SHPO. The Plan will include identification and treatment of historic resources as follows:

a. Identification: MWA will arrange to have National and Dulles Airports surveyed by a team of qualified person(s) for the purpose of identifying all properties that meet the eligibility criteria of the National Register for Historic Places ("National Register"). The survey will include structure of historic, architectural (both exterior and interior) and cultural significance, significant landscaping, open

spaces and archeological resources. Where necessary, the survey shall also include a description and delineation of the boundaries or scope of these properties. The survey will be conducted by or under the supervision of persons who meet the requirements set forth in Attachment 1 to this Agreement. A copy of the survey report shall be provided to the SHPO for review as provided in § 4(c) of this Agreement. If there is any disagreement with a determination of eligibility, the procedures set forth in § 4 (e) of this Agreement will be followed.

b. Treatment: With the assistance of qualified persons meeting the standards set forth in Appendix 1, MWA will establish and implement standards and procedures for the treatment of all identified properties. These standards and procedures will be developed in consultation with the SHPO and the Council and may include, but are not limited to, the following:

i. Protecting, preserving and maintaining in place, where appropriate, identified properties as part of the airport management practices;

ii. Rehabilitation in accordance with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings ("Standards");

iii. Stabilization and continued maintenance;

iv. Where appropriate, archeological data recovery and provisions for permanent curation of specimens, field notes, photographs, negatives, and processed data at an appropriately equipped institution that meets the standards set forth in "Archeological and Historic Preservation: Secretary of the Interior's Standards and Guidelines" (48 FR 44716 et seq.) and that makes this data available to other parties for research or other appropriate purposes;

v. A process for considering reasonable alternatives to undertakings that would have an adverse effect on resources;

vi. A procedure to be followed if, after meeting all the responsibilities for identification of properties, MWA finds, or is notified after an undertaking has begun, that the undertaking will affect a previously unidentified National Register eligible property.

c. Airport Master Plans: Based upon the survey, MWA will, in consultation with the SHPO, determine if any National Register eligible properties will be affected by the National Airport Master Plan that is presently being developed. The Master Plan will take these properties into account. Also, based upon the survey, MWA will, in consultation with the SHPO, determine which, if any, of the Dulles Airport properties identified in the survey as meeting the National Register criteria (hereinafter referred to as "identified properties") will be affected by the Dulles Airport Master Plan. Upon completion of the Historic Property Plan, MWA will amend the Dulles Airport Master Plan to include the Historic Property Plan.

2. Plan Standards: MWA will ensure that the Plan is consistent with the following guidelines and standards:

a. \*The Archeological Survey: Methods and Uses (DOI, 1978; GPO Stock No. 024-016-00091-9).

b. \*Preservation Planning in Context (ACHP).

c. \*Archeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines, 48 FR 44716 et. seq., September 29, 1983.

d. \*The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings (Revised 1983).

e. \*The standards of the Historic American Buildings Survey (HABS) for recording architectural, historical, and engineering properties, as determined in consultation with HABS, National Park Service, Department of the Interior.

3. Treatment of Properties Pending Completion of the Plan:

a. Prior to the completion and implementation of the Plan all projects that may affect National Register eligible property will be handled in accordance with 36 CFR Part 800 with respect to review by the SHPO and the Advisory Council. However, the following undertakings will have no effect on the properties and will require no review by the SHPO or the Council:

i. The following infra-structure improvements and other ground-disturbing activities (e.g., sidewalks, street lights, street and drainage improvements, and utility installations) will require no review prior to construction.

1. Maintenance, repair, replacement in place of paving or line painting of roads, driveways, runways, ramps, taxiways and parking areas.

2. Maintenance, repair, replacement in place of sidewalks, curbs and fencing.

3. Maintenance, repair, replacement in place, or new installation of street lights, traffic signals, and traffic signs.



4. Maintenance, repair, replacement in place or upgrading of existing utility and mechanical systems that does not alter the visual appearance or structure of the building.

5. Maintenance, repair, or replacement in place of existing drainage systems.

6. Maintenance, repair, replacement in place or new additions of interior signs which are consistent with existing signs.

ii. Replacement in-kind, i.e., matching the configuration, material, size, detail, color, and construction of the historic fabric or landscaping.

4. Schedule for Development of Survey Report and Plan:

a. By July 1, 1987, MWA will forward a draft scope of work for the Historic Property Plan (including the survey) to the SHPO and the Council for concurrent review. The SHPO and the Council shall have 30 calendar days to comment upon the draft.

MWA shall have 30 calendar days after receipt of comments to complete the scope of work.

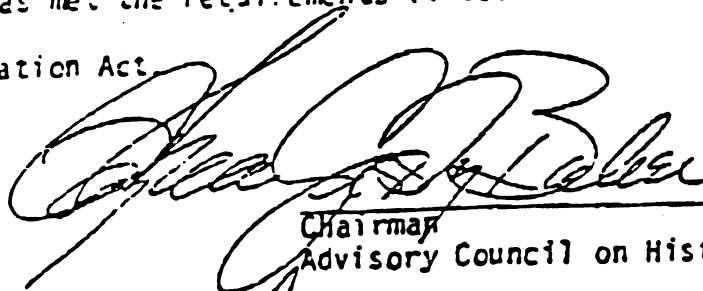
b. By December 1, 1987, MWA will award the contract for the Historic Property Plan based upon the final scope of work.

c. By March 1, 1988, a draft of the survey report will be forwarded to the SHPO for review. The SHPO shall have 30 calendar days to comment upon the draft. A final survey report will be completed by MWA within 30 calendar days following receipt of the comments, and submitted to the SHPO for approval. If no notice of approval or disapproval is received from the SHPO within 30 calendar days from the date the report is received by it, the report shall be deemed to have been accepted.

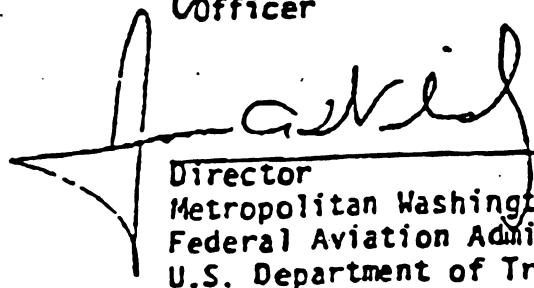
d. By July 1, 1988, a draft of the Historic Property Plan will be forwarded to the SHPO and the Council for concurrent review. The SHPO and the Council shall have 30 calendar days in which to comment upon the draft. A final Historic Property Plan shall be completed by MWA within 90 calendar days following receipt of the comments. The final plan shall go into effect when all parties have signed it.

e. MWA will consult with the SHPO and the Council in an effort to resolve any negative comments received from them on the scope of work, the survey or the Plan. In the event of a disagreement on a determination of eligibility, MWA will forward documentation to the Keeper of the National Register for a determination of eligibility.

5. Signatures: Execution of this Memorandum of Agreement evidences that MWA has afforded the Council and the SHPO an opportunity to comment on the continued operation, maintenance and development of the airports and the effects of these activities on properties eligible for inclusion in the National Register and that the U.S. Department of Transportation has met the requirements of section 106 of the National Historic Preservation Act.

  
Chairman  
Advisory Council on Historic Preservation  
Date 29 July 87

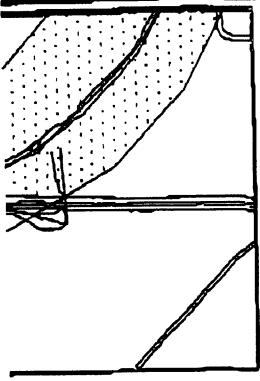
  
Virginia State Historic Preservation  
Officer  
Date 6/1/87

  
Director  
Metropolitan Washington Airports  
Federal Aviation Administration  
U.S. Department of Transportation  
Date 5/29/87

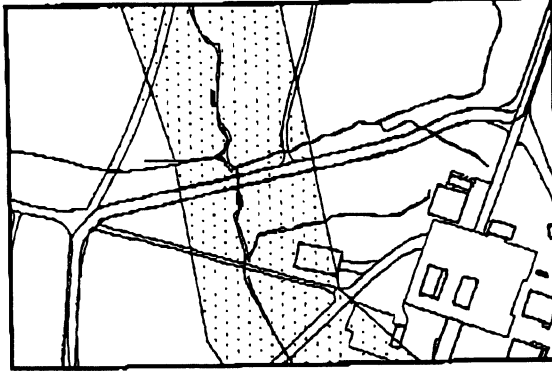
Appendix B  
Section 5

Coastal Management Zone Maps and Legislation

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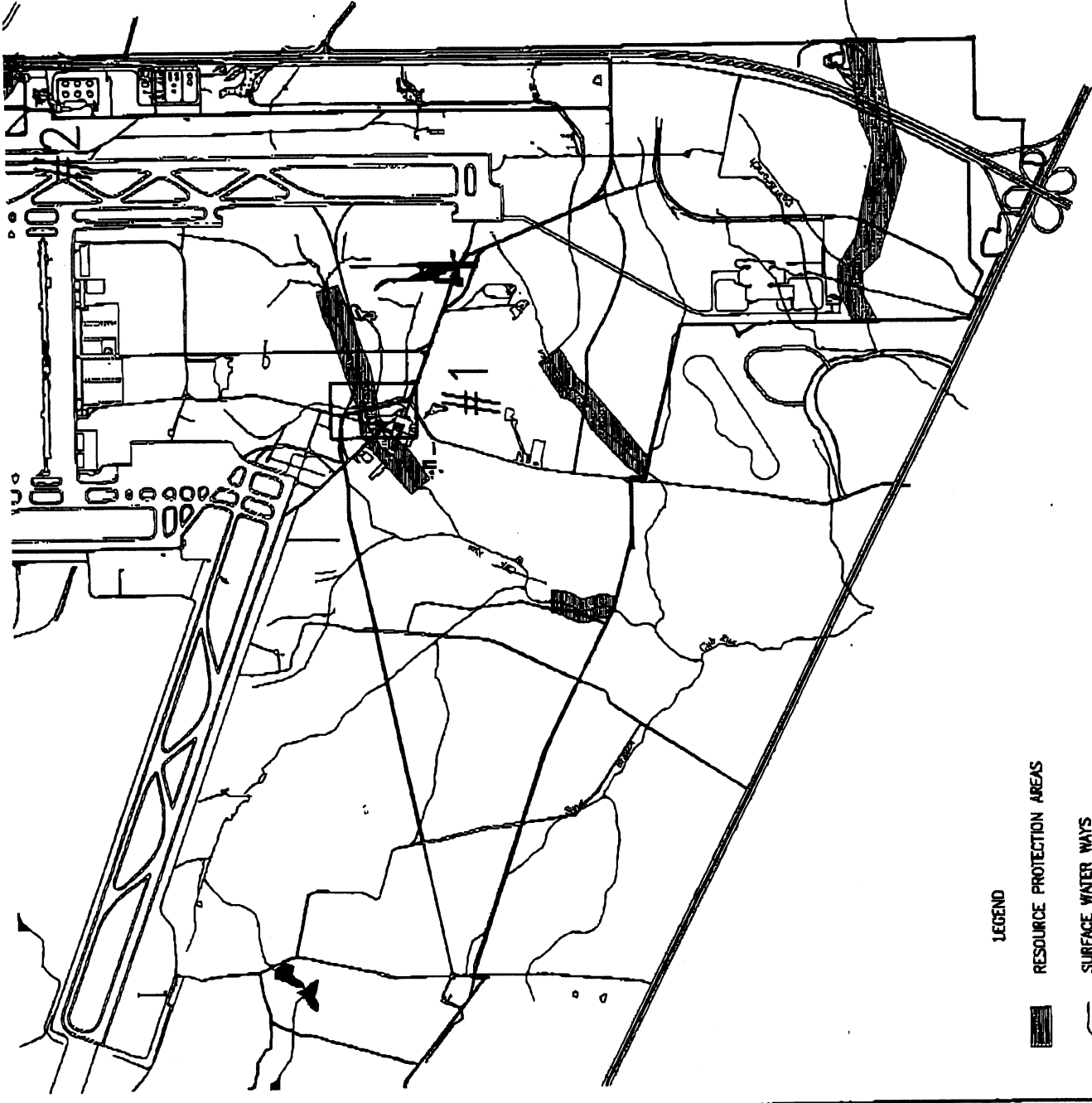


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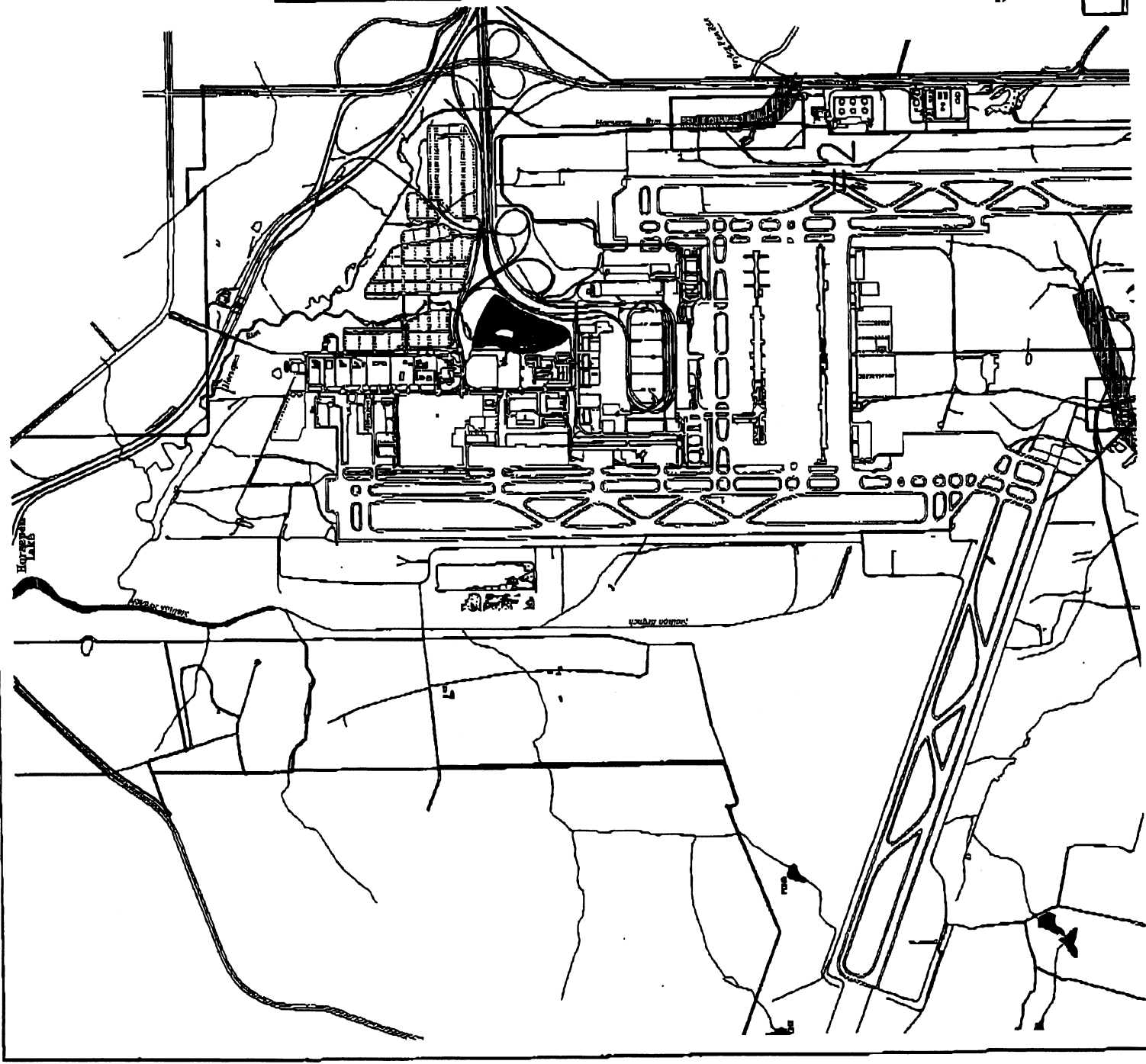
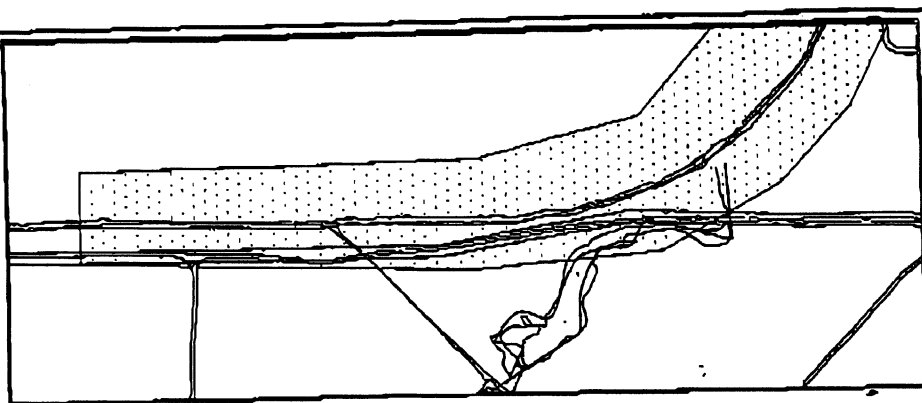
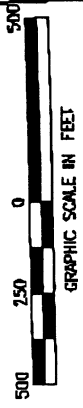


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- LEGEND
-  RESOURCE PROTECTION AREAS
  -  SURFACE WATER WAYS
  -  NORTH CONSTRUCTION ACCESS ROAD

SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY

#2



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## **CHAPTER 118. Chesapeake Bay Preservation Ordinance.**

### Article 1. General Provisions and Definitions.

- [Sec. 118-1-1. Title.](#)
- [Sec. 11-8-1-2. Authority.](#)
- [Sec. 118-1-3. Enactment.](#)
- [Sec. 118-1-4. Findings.](#)
- [Sec. 118-1-5. Purpose and intent.](#)
- [Sec. 118-1-6. Definitions.](#)
- [Sec. 118-1-7. Areas of applicability.](#)
- [Sec. 118-1-8. Administration.](#)
- [Sec. 118-1-9. Chesapeake Bay Preservation Area boundaries.](#)
- [Sec. 118-1-10. Severability.](#)
- [Sec. 118-1-11. Conflicts.](#)

### Article 2. Allowed Uses, Development and Redevelopment.

- [Sec. 118-2-1. Allowed uses, development and redevelopment in Resource Protection Areas.](#)
- [Sec. 118-2-2. Allowed uses, development and redevelopment in Resource Management Areas.](#)
- [Sec. 118-2-3. Use regulations.](#)
- [Sec. 118-2-4. Exceptions.](#)

### Article 3. Land Use and Development Performance Criteria.

- [Sec. 118-3-1. Purpose and intent.](#)
- [Sec. 118-3-2. General performance criteria for Resource Management Areas and Resource Protection Areas.](#)
- [Sec. 118-3-3. Additional performance criteria for Resource Protection Areas.](#)

### Article 4. Water Quality Impact Assessments.

- [Sec. 118-4-1. Purpose and intent.](#)
- [Sec. 118-4-2. Applicability.](#)
- [Sec. 118-4-3. Water Quality Impact Assessment components.](#)
- [Sec. 118-4-4. Submission and review requirements for Water Quality Impact Assessments.](#)
- [Sec. 118-4-5. Evaluation procedures for Water Quality Impact Assessments.](#)

### Article 5. Administrative Waivers and Exemptions.

- [Sec. 118-5-1. Waivers for existing structures and uses.](#)
- [Sec. 118-5-2. Public utilities, railroads, and facilities exemptions.](#)
- [Sec. 118-5-3. Additional exemptions.](#)

### Article 6. Exceptions.

- [Sec. 118-6-1. Granting of exceptions.](#)
- [Sec. 118-6-2. Exceptions for loss of buildable area in a Resource Protection Area.](#)
- [Sec. 118-6-3. Exceptions for water quality improvement facilities or measures.](#)
- [Sec. 118-6-4. Exceptions to modify the buffer area width for agricultural lands.](#)
- [Sec. 118-6-5. Resource Protection Area exceptions.](#)
- [Sec. 118-6-6. Factors for consideration in evaluating Resource Protection Area exceptions requests.](#)
- [Sec. 118-6-7. Exceptions to waive Resource Management Area performance criteria.](#)
- [Sec. 118-6-8. Minor additions.](#)
- [Sec. 118-6-9. Exceptions for approved and pending plans of development.](#)

### Article 7. Appeals.

- [Sec. 118-7-1. Procedures.<sup>1</sup>](#)

### Article 8. Violations and Penalties.

- [Section 118-8-1. General provisions.](#)
- [Section 118-8-2. Criminal violations and penalties.](#)
- [Section 118-8-3. Civil penalties.](#)

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## **Section 118-5-2. Public utilities, railroads, and facilities exemptions.**

The following activities shall be exempt from the provisions of this Chapter to the extent that they are allowed by the Zoning Ordinance and are not prohibited by any other ordinance or law:

(a) The construction, installation, operation and maintenance of electric, gas, and telephone transmission lines, railroads, and public roads and their appurtenant structures in accordance with the Erosion and Sediment Control Law (*Code of Virginia*, Section 10.1-560 et seq.) and with Chapter 104 of the Fairfax County Code.

(b) The construction, installation, and maintenance of water lines, storm or sanitary sewer lines including pumping stations, local gas lines, and appurtenant structures subject to the following, as determined by the Director:

- (1) To the degree possible, the location of such utilities and facilities shall be outside RPAs;
- (2) No more land shall be disturbed than is necessary to provide for the desired utility installation;
- (3) All such construction, installation, and maintenance of such utilities and facilities shall be in compliance with all applicable state and federal permits and designed and conducted in a manner that protects water quality; and
- (4) Any land disturbance exceeding an area of twenty-five hundred (2,500) square feet shall comply with Chapter 104 of the Fairfax County Code. (16-93-118.)

Appendix B  
Section 6

Land Use Compatibility Guidelines



6/14/99

1050.1D CHG 4  
Attachment 2

\*

Table 1 describes compatible land use information for several land uses as a function of DNL values. The ranges of DNL values in Table 1 reflect the statistical variability for the responses of large groups of people to noise. Any particular DNL level might not, therefore, accurately assess an individual's perception of an actual noise environment. Compatible or noncompatible land use is determined by comparing the predicted or measured DNL values at a site to the values listed in Table 1.

\*

TABLE 1—LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

<u>Land Use</u>	<u>Yearly day-night average sound level (L<sub>dn</sub>) in decibels</u>					
	<u>Below 65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>	<u>80-85</u>	<u>Over 85</u>
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2) <sup>a</sup>	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parenthesis refer to notes.

\*

\*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

KEY TO TABLE 1

SLUCM = Standard Land Use Coding Manual.

Y (YES) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.

NOTES FOR TABLE 1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

c. Analysis of Significant Impacts. When the noise analysis (see Noise paragraph) indicates that a significant noise impact will occur over noise sensitive areas within the DNL 65 dB contour, the analysis should include a discussion of the noise impact on those areas. Any

\*

Appendix B  
Section 7

Metropolitan Washington Airports Authority (MWAA) Web Site Describing the  
Proposed ATCT



METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY

## Additional Dulles Development Projects

### Air Traffic Control Tower



#### Customer Benefit:

The travelers and airline employees who use Dulles International Airport will benefit from the state of the art equipment and tower facility.

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#### Project Description:

Dramatic changes in the aviation industry over the last thirty years have required airports to ensure that their facilities meet the needs of modern aircraft and air traffic control procedures. The existing Air Traffic Control Tower, part of the original 1960's construction of the airport, will be replaced in accordance with modern air traffic control requirements and enhance coordination of aircraft movement on the additional future runways and taxiways at the airport.

The current tower includes the Terminal Radar Approach Control (TRACON) rooms that will be relocated to a new site in Vint Hill, Virginia

This tower replacement project includes studies to determine the requirements, needs and location of a new Air Traffic Control Tower. The studies are based on construction of a 325-foot high tower in the vicinity the south end of the airfield. A lower 250 foot section is estimated to be 3 feet x 34 feet and the upper level approximately 60 feet x 60 feet. A ground level building of approximately 11,300 square feet is also included. Design and construction are contingent on findings of an environmental assessment. The project includes site development, utilities, roads, support buildings and communication support. This project will be closely coordinated with the Federal Aviation Administration.

**Cost Estimate:** \$42 million

Appendix B  
Section 8

Conditional Determination of No Adverse Effect on Historic Resources



# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

W. Tayloe Murphy, Jr.  
Secretary of Natural Resources

Kathleen S. Kilpatrick  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2381  
TDD: (804) 367-2386  
[www.dhr.state.va.us](http://www.dhr.state.va.us)

December 11, 2002

Mr. H. Henry Ward  
Parsons Management Consultants  
45045 Aviation Drive, Suite 300  
Dulles, Virginia 20166-7528

Re: New ATCT at Dulles International Airport  
Washington Dulles International Airport  
DHR File # 1990-0460

Dear Mr. Ward:

We have received the additional information provided in your e-mail of December 6, 2002, regarding the above referenced project. We apologize for any confusion that our October 18, 2002, letter may have caused. Enclosed please find our concurrence statement regarding your determination of a No Adverse Effect with the conditions articulated in the aforementioned document.

If you have any questions about the Section 106 review process or our comments, please call me at (804) 367-2323.

Sincerely,

Marc Holma, Architectural Historian  
Division of Resource Services and Review

Administrative Svcs.  
10 Courthouse Avenue  
Petersburg, VA 23803  
Tel: (804) 863-1686  
Fax: (804) 862-6196

Petersburg Office  
19-B Bollingbrook Street  
Petersburg, VA 23803  
Tel: (804) 863-1620  
Fax: (804) 863-1627

Portsmouth Office  
612 Court Street, 3<sup>rd</sup> Floor  
Portsmouth, VA 23704  
Tel: (757) 396-6709  
Fax: (757) 396-6712

Roanoke Office  
1030 Penmar Avenue, SE  
Roanoke, VA 24013  
Tel: (540) 857-7585  
Fax: (540) 857-7588

Winchester Office  
107 N. Kent Street, Suite 203  
Winchester, VA 22601  
Tel: (540) 722-3427  
Fax: (540) 722-7535

## STATEMENT OF CONCURRENCE

As a certified representative of the Virginia State Historic Preservation Officer, I have reviewed the attached project documentation for the new Airport Traffic Control Tower, Washington Dulles International Airport, and concur with terms of the Conditional Determination of No Adverse Effect outlined below. Successful implementation of these conditions will demonstrate the Authority's compliance with the terms of the 1987 Programmatic Memorandum of Agreement (as regards the Section 106 of the National Historic Preservation Act (36 CRF Part 800) and Section 4(f) of the Department of Transportation Act (23 U.S.C. 138). By my signature, the Metropolitan Washington Airports Authority is authorized to proceed with project in accordance with the following conditions:

### **1.0 ARCHAEOLOGICAL IMPACTS**

As all of the anticipated ground disturbance activities associated with this project will be limited to the midfield area, between the two existing runways, there should be no potential for the disturbance of significant or intact archaeological resources. In the development of the final design for the new facility, should additional areas of disturbance be identified, the Authority shall conduct an appropriate archaeological assessment, and provide the VASHPO and ACHP with the results.

### **2.0 NEW ATCT LOCATION**

As part of the on-going development of the new ATCT facility, the Authority (and FAA) conducted an alternative ATCT sites analysis. Although the analysis primarily focused on operation and safety issues, it also took into consideration the potential effect of the new facility on the contributing historic properties and architectural character of the Dulles Airport Historic District. The results of this analysis will be presented to the staff of the VASHPO and ACHP for their review, comment and concurrence.

### **3.0 POTENTIAL VISUAL IMPACTS**

Given the required height of the new ATCT, a visual analysis was conducted in order to assess the potential visual impacts of the new facilities from a number of locations within the Historic District (as well as from the two nearest off-airport Historic Properties). The results of this analysis will be presented to the staffs of the VASHPO and ACHP for their review and comment.

### **4.0 NEW ATCT DESIGN**

Although a decision was made to utilize a variation on a standard FAA tower design, care was taken to assure that scale and architectural treatment of the facility took into consideration the architectural character of the adjacent Dulles Airport Historic District.



## STATEMENT OF CONCURRENCE

Page 2

Summary design documentation for the new ATCT will be made available to the VASHPO and ACHP for their review and comment. Should the final design include significant new design elements (with the potential to have additional unanticipated effects), the Authority shall enter into additional agency consultation to assess these effects.

### 5.0 POTENTIAL IMPACTS TO THE ORIGINAL ATCT

The activation of the new ATCT will result in the relocation of FAA air traffic operations from the existing ATCT. As this facility is a significant contributing element to the Main Terminal complex and the surrounding Historic District, special care will be taken to consider all potential effect.

### 5.1 PROTECTION AND MAINTENANCE

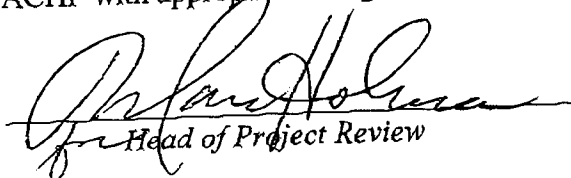
Despite the relocation of FAA operations from the original ATCT, special care will be taken to avoid or minimize impacts to the historic fabric and historic character of the facility. The Authority shall continue to protect and maintain the facility while it is unoccupied.

### 5.2 IDENTIFICATION OF NEW FUNCTION

During the consideration of new operation functions for the original ATCT, potential effect to the historic fabric and character of the facility shall be taken into account. When a potential new function is identified, the Authority shall consult with the VASHPO and ACHP to assess all potential effect and develop appropriate mitigation measure (if necessary).

### 5.3 AIRPORT SURFACE DETECTION EQUIPMENT

As the removal of the existing ASDE-3 equipment will require the removal of the current radome, it should be possible to complete the intended replacement of a non-operational radome to match the scale and appearance of the original hemispheric dome. The Authority will work with the FAA to develop a plan to accomplish this replacement, and will provide the VASHPO and the ACHP with appropriate design documents for review and comment.

  
Head of Project Review

11 DEC 02  
Date

1990-0460  
VASHPO/DHR Project No.

SEP 19 2002

Ms. Lilly Richards  
State Historic Preservation Office  
Division of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221

RE: New Airport Traffic Control Tower  
Washington Dulles International Airport  
Fairfax and Loudoun Counties

Dear Ms. Richards:

As part of continuing efforts to upgrade and expand facilities at Washington Dulles International Airport, the Metropolitan Washington Airports Authority (Authority) is currently developing a significant new Dulles Development Program (designated as *d2* Program). One major element of the *d2* Program is the design and construction of a new Airport Traffic Control Tower (ATCT) in the airport midfield area (Figure 1).

The Federal Aviation Administration (FAA) has determined that the new ATCT facility is required in order to accommodate growing air traffic levels and construction of future runways. The tower and base building will be located approximately one mile south of the existing Dulles tower at the site of a future Tier 3 Midfield Concourse. In order to assess the potential effect of this project on National Register eligible Dulles Airport Historic District, the Authority has entered into consultation with the Virginia State Historic Preservation Officer (VASHPO), and the Advisory Council on Historic Preservation (ACHP). This project is also the subject of an ongoing Environmental Assessment, in compliance with the requirements of the National Environmental Policy Act.

## **1.0 INTRODUCTION**

This consultation is being carried out in accordance with the terms of a 1987 Programmatic Memorandum of Agreement between the United States Department of Transportation, the VASHPO, and the ACHP. In addition, this analysis of potential effects also addresses the environmental assessment requirements related to Historic Architectural, Archaeological and Cultural Resources, under the National Environmental Policy Act (including the applicable provisions of the National Historic Preservation Act of 1966 (as amended) and Section 4(f) of the Department of Transportation Act).

Although this submittal serves to initiate formal agency review and comment on this project, it actually represents the continuation of an ongoing consultation process. The new Airport Traffic Control Tower has been the subject of presentations to VASHPO/ACHP staff at a project review meeting on November 20, 2001. During these presentations the Authority outlined the requirement for the new tower and the process used to select the site and the facility design. In general terms, the review agency staffs made positive comments on the project, and the Authority's efforts to avoid potential effects on the airport's historic properties.

Specific questions were raised related to the following issues: 1) the process used to select the preferred site location, 2) potential impacts to previously unidentified archaeological resources, 3) a visual analysis to assess the visual impacts of the preferred tower location/design, 4) the development of the final tower design, and 5) an assessment of the potential effects of the relocation of Airport Traffic Control operations from the existing Tower (a contributing element to the historic Main Terminal and the surrounding Dulles Historic District). During the design development process, all of these issues have been taken into account, and the Authority has concluded that the proposed new Airport Traffic Control Tower does not have the potential to result in any unanticipated Adverse Effects on the Dulles Airport Historic District. Therefore, the potential effects of all the elements this project could be successfully addressed through the terms of a Conditional Determination of No Adverse Effect outlined in this letter.

## **2.0 PROGRAM OVERVIEW**

The new ATCT is required to accommodate growing air traffic levels and construction of future runways. The tower and base building will be located approximately one (1) mile south of the existing Dulles tower at a future Tier 3 Concourse. This area is outside (but adjacent to) the boundaries of Historic District (Figure 2). The tower, measured from ground floor to finish floor of the cab, will be 300 feet in height. The facility is a variation on a FAA standard design.

The tower will be connected to the base building on two (2) levels, and to the future Tier 3 Concourse by a one-story connecting link. The overall height of the tower from first floor to the highest point is approximately 325 feet. The base building, located south of the tower, is a two-story steel framed structure primarily used as administrative and utility support for the tower. A service yard is located to the east of the base building.

### **3.0 LOCATION SELECTION**

During the development of the Environmental Assessment documentation, a total of nine alternative ATCT sites were considered (Figure 2-1). An alternatives analysis was undertaken to consider the technical suitability of each location, and assess potential environmental impacts. Although this analysis focused on operational and safety issues, it also took into account potential impacts on the contributing properties and historic architectural character of the surrounding historic district. Although none of the alternative sites would have a direct effect on any eligible historic property, sites in closer proximity to the Main Terminal (Site 3, 8 & 9) were considered to have a greater visual impact. In particular, Site 9 (located next to Dulles Lake), was seen as having a significant impact on the visual surroundings of the Main Terminal complex. Sites on the periphery of the airport (4, 5, 6 & 7), would have lesser visual effects to the historic district, but were considered to have a greater impact to surrounding communities.

Site 2 (adjacent to future Tier 4) is further from the historic terminal; however, operational considerations resulted in a facility sited on east end of the concourse. This resulted in a location at odds with the airports strong geometric symmetry, which is a significant characteristic of the airport's built environment. In addition, because of its proximity to the east boundary of the airport, this location had the potential to have a greater visual impact to the nearby Sully Plantation.

In the end, Site 1 (adjacent to future Tier 3) was determined as the best alternative as it fulfilled all technical requirements and minimized environmental impacts. From a historic preservation standpoint this location has the following positive characteristics: 1) this location had previous undergone a Phase I (A) evaluation (as part of the Tier 2 and Related Facilities project) and was found to have no potential for significant or intact archaeological resources, 2) the Tier 3 location was far enough south of the Main Terminal complex to limit visual impacts, and 3) this location would allow the tower to built close to (but not directly on) the North-South axis of the airport. As a future underground People Mover Station is to be built down the central axis of the airport, it was structurally infeasible to construct the tower directly on this alignment.

#### **4.0 ARCHAEOLOGICAL IMPACTS**

The new Airport Traffic Control Tower project will result in construction related soil disturbance in a limited area in the midfield between the two existing North-South runways. Given the fact that his portion of the airport was subjected to an extraordinary level of construction disturbance during the development of the airport, it is not anticipated that any archaeological resources remain intact. A Phase I (A) assessment of land-use records demonstrating the intensity of this disturbance was presented in the consultation documents for the Tier 2 and Related Facilities projects. Staff representatives of the VASHPO concurred in this finding.

#### **5.0 VISUAL ANALYSIS**

As part of the environmental analysis, the FAA consultant conducted a computer-generated simulation of the visual impact of the proposed ATCT from a variety of locations (Key Map: Figure 3:11 / Viewpoints (Figures 3:12 - 18). Given the required height of the tower (over 300'), it was assumed that the new facility would be visible from many locations on the airport; however, it was considered important that the facility not visually overshadow the original ATCT.

The selected viewing points track the passenger approach experience, as vehicles travel along the Airport Access Highway and enter the terminal forecourt at Saarinen Circle. This visual sequence was an intentional part of the Saarinen's airport design and special care was taken to assess the potential impact of the proposed tower from various viewpoints. In addition, viewpoints from the new North Parking Structure and the Main Terminal were included.

Additional viewpoints from the Frying Pan Spring Meeting House and Sully Plantation were developed in order to assess possible impacts to the closest off-airport historic properties. Sully Plantation lies directly to the southeast of the airport property along Route 28, while the Frying Pan Spring Meeting House is located well to the east of the airport.

The results of the visual analysis demonstrated that the proposed tower will not be visible from the outer viewpoints along the Access Highway (Sites 1-4). The new tower would come into view as approaching vehicles pass under the airport underpass and begin the approach into Saarinen Circle (Sites 5-6). At these locations, the proposed tower will be visible as a narrow shaft, situated to the left of the existing tower. Although clearly visible, the simple vertical design and significant separation (well over 1 mile) will diminish the visual impact of the new tower in contrast to the bold geometry of the original tower in the foreground.

Once vehicles enter Saarinen Circle, the Main Terminal will visually screen any view of the new tower, until the tower becomes visible “over the shoulder”, as one moves past the terminal and begins to exit the airport (Site 10). This is the location where the proposed new tower will be most visible; however, as the predominate visual orientation is in the opposite direction, the impact on the public views of the Main Terminal complex will be relatively minor. Once again, the simple vertical structure of the tower and the neutral color palette will serve to reduce its visual prominence.

The visual analysis also included a simulation of the view from the interior of the Main Terminal south onto the midfield (Site 11). From this location, the majority of the tower (and the entire base building) would be screened by the proposed Tier 2 Concourse. The upper tower and cab are visible, but given the fact that they are approximately a mile from this vantage point, they will clearly be perceived as being in the distant background.

Another viewpoint analyzed was a location in the new North Parking Structure (Site 7). Although this is not technically a “historically sensitive” location, this view was included in order to provide a comprehensive assessment the total impact of the new facility. As expected, this elevated vantage point offers a view of the ATCT cab and upper tower above the roof of the Main Terminal. However, as the view from (Site 11), the visual impact is reduced by the screening of most of the shaft of the tower and the significant visual distance.

The simulation of the view of the proposed tower from the Frying Pan Meeting House (Site 12) clearly shows that the new facility will not be visible. The second off-airport view considered, (Site 13 – Sully Plantation), indicates that the tower will be virtually obscured by topographic features and vegetation. The computer simulation shows that only the extreme tip of the tower cab will be visible above the trees. Given the significant separation (over 8,000 feet), the actual visual impact should be negligible and the tower soon should be completely obscured by the natural growth of existing screening vegetation.

In conclusion, the tower simulation study provides a detailed analysis of the potential visual impact of the proposed tower. Although the tower will be visible from a number of locations on the airport, both the selection of the distant Tier 3 location and the simple tower design serve to successfully ameliorate the visual impact to the airport and its surroundings.

## **6.0 ATCT DESIGN**

The design of the tower is an adaptation of an FAA Standard Design and is intended to be perceived as a background structure compared to the Main Terminal and existing tower. The structure will be a cast-in-place concrete shaft with architectural pre-cast concrete panels above the 18<sup>th</sup> floor where the shaft flares out (Figure 4). The Sub-junction 1 (Floor 22) and Junction Level (Floor 23) will be clad in a metal panel system and insulated glazing. The Cable Access Level (Floor 24) will be a sloped standing seam metal roof. The Cab Floor (Floor 25) will be an FAA Standard 850 SF cab. The penthouse will be designed to accommodate a future Airport Surveillance Detection Equipment (ASDE) Radar System.

Although a variant of a basic FAA design, the compatibility of the new facility with the architectural character of the airport was taken into account. Although the structure does not make any explicit reference to the other Saarinen buildings, the simple geometric form and use of compatible exterior materials (neutral concrete and grey metal panels) was seen to be architecturally appropriate.

The two-story base building (Figure 5) continues the use of these materials, and its low rectangular form, flat roof, grey metal panels and horizontal window bands follow the same basic architectural pattern expressed in the Tier 1 Concourse buildings (previously reviewed and approved by the VASHPO/ACHP). As the construction of the tower and base building will occur before the eventual construction of the Tier 3 concourse, both the tower and base building will be visible from the north. However, given the distance from the Main Terminal and the visual screening of the intervening Tier 2 buildings, the visual impact will be negligible.

## **7.0 POTENTIAL EFFECTS TO ORIGINAL ATCT**

With the activation of the new ATCT, the FAA plans to discontinue air traffic control functions in the original tower and relocate their staff and critical equipment to the new facility. Despite this change in function, the original historic tower will be left essentially intact. It is anticipated that there will be minimal alterations to the interior or exterior fabric of the tower or the cab, with the exception of the required relocation of the existing Airport Surface Detection Equipment radome (which will be discussed below). It should be noted that continual technical upgrades to the tower's equipment by the FAA (over 40 years of operations), already would have resulted in the replacement of much its other original equipment.

As the original tower is decommissioned, the Authority will conduct operation studies to identify potential new functions for the facility. Special care will be taken to consider the potential effect of any new function on the original fabric and historic character of the structure. The proposed Conditional Determination of No Adverse Effect contains provisions for continued agency consultation to access potential Adverse Effects that might result from these new functions.

During the period the original tower is not in use, the Authority will make provisions for the ongoing protection and maintenance of the facility to assure the continued integrity of its historic fabric and character. When a new function of the facility is identified, appropriate maintenance provisions of the towers historic fabric will be included in the facility's Operations & Maintenance program.

## **8.0 AIRPORT SURFACE DETECTION EQUIPMENT RADOME**

In 1993, the FAA proposed the replacement of the then existing ASDE-2 system with the technically more advanced ASDE-3 system. This technical upgrade would require the removal of the existing semi-spherical "tea-cup" radome on the top of the tower with a significantly smaller current elliptical unit. The ASDE-2 unit was not the original radar apparatus installed on the tower when the airport opened in 1962. Originally, the tower was outfitted with a larger hemispherical dome, which had been included in the original Saarinen design for the facility.

Although the replacement of the ASDE-2 did not result in removal of an original (and therefore historic) element of the original tower, the installation of the new smaller ASDE-3 was seen as step away from the goal of reestablishing the scale and form of the original dome. As a result, the staffs of the VASHPO and ACHP determined that the installation of the ASDE-3 would constitute an effect upon a contribution element of the National Register eligible historic property.

In order to provide for the mitigation of this effect, the FAA, VASHPO and ACHP entered into a 1993 Memorandum of Agreement (MOA). The intent of this agreement was to make provisions for the eventual replacement of a spherical dome matching the scale and appearance of the original unit, when it became technically and operationally feasible to accomplish this goal.



With the relocation of the ASDE-3 equipment to the new ATCT, the technical impediments to the replacement of the original dome will have been removed. Therefore, the proposed Conditional Determination of No Adverse Effect includes a provision that the Authority (in concert with the FAA) will make arrangements to design, construct and install a replacement dome to match the original 1962 unit. Pursuant to the terms of the 1993 MOA, the plans for this installation will be provided to both the VASHPO and the ACHP for review and comment.

## **9.0 CONDITIONAL DETERMINATION OF NO ADVERSE EFFECT**

As outlined in the previous sections, the Authority has conducted a detailed analysis of the potential effects of the new Airport Traffic Control Tower on archeological and historic resources of Dulles Airport. Although it is clear that such a significant program must have some impacts upon the airport's built environment, the Authority has concluded that historic preservation planning and agency consultation has assured that these impacts will not result in additional Adverse Effects. In order to summarize the basis for this determination and formalize the provisions for continued agency consultation, the Authority proposes that the execution of a Conditional Determination of No Adverse Effect, with the conditions enumerated below.

### **9.1 PROPOSED CONDITIONS**

Pursuant to this "Conditional Determination of No Adverse Effect," the Authority will assure that the design and construction of the project described herein will be carried out in accordance with the following conditions:

#### **9.1.1 ARCHAEOLOGICAL IMPACTS**

As all of the anticipated ground disturbance activities associated with this project will be limited to the midfield area, between the two existing runways, there should be no potential for the disturbance of significant or intact archaeological resources. In the development of the final design for the new facility, should additional areas of disturbance be identified, the Authority shall conduct an appropriate assessment, and provide the VASHPO/ACHP with the results.

### **9.1.2 NEW ATCT LOCATION**

As part of the on-going development of the new ATCT facility, the Authority (and FAA) conducted an alternative ATCT sites analysis. Although the analysis primarily focused on operational and safety issues, it also took into consideration the potential effect of the new facility on the contributing historic properties and architectural character of the Dulles Airport Historic District. The results of this analysis shall be presented to the staff of the VASHPO and ACHP for their review, comment and concurrence.

### **9.1.3 POTENTIAL VISUAL IMPACTS**

Given the required height of the new ATCT, a visual analysis was conducted in order to access the potential visual impacts of the new facilities from a number of locations within the Historic District (as well as from the two nearest off-airport Historic Properties). The results of this analysis will be presented to the staffs of the VASHPO and ACHP for their review and comment.

### **9.1.4 NEW ATCT DESIGN**

Although a decision was made to utilize a variation on a standard FAA tower design, care was taken to assure that scale and architectural treatment of the facility took into consideration the architectural character of the Dulles Airport Historic District. Summary design documents for the new ATCT will be made available to the VASHPO/ACHP for their review and comment. Should the final design include significant new design elements (with additional unanticipated effects), the Authority shall enter into agency consultation to assess these effects.

### **9.1.5 POTENTIAL IMPACTS TO THE ORIGINAL ATCT**

The activation of the new ATCT will result in the relocation of FAA air traffic operations from the existing ATCT. As this facility is a significant contributing element to the Main Terminal complex and the surrounding historic district, special care will be taken to consider all potential effect.

### **9.1.6 PROTECTION AND MAINTENANCE**

Despite the relocation of FAA operations from the original ATCT, special care will be taken to avoid or minimize impacts to the historic fabric and historic character of the facility. The Authority shall continue to protect and maintain the facility while it is unoccupied.

## **91.7 NEW FUNCTION**

During the consideration of new operational functions for the original ATCT, potential effect to the historic fabric and character of the facility shall be taken into account. When a potential new function is identified, the Authority shall consult with the VASHPO and ACHP to access all potential effect and develop appropriate mitigation measures (if necessary).

## **91.8 AIRPORT SURFACE DETECTION EQUIPMENT**

As the relocation of the existing ASDE-3 equipment will require the removal of the current radome, it will be possible to complete the intended installation of a non-operational radome to match the scale and appearance of the original hemispheric dome. The Authority shall work with the FAA to develop a plan to accomplish this replacement, and will provide the VASHPO and the ACHP with appropriate design documents for review and comment.

## **10.0 CONCLUSION**

The Authority hopes that previous project presentations and the project descriptions provided here, been adequate to demonstrate that the historic preservation considerations of this project have been taken into account.

As a result of a careful assessment of all of the components of new Airport Traffic Control Tower, the Authority is confident that the adequate provisions are in place to assure that there will be No Adverse Effect on the historic properties of the Dulles Historic District.

We further hope that you concur with our determination, and will provide your concurrence that these projects can proceed, in accordance with the proposed conditions. In order to facilitate your prompt review and approval of this proposed project, we have included a concurrence/signature line at the bottom of this letter.

If the enclosed project documentation and Conditional Determination of No Adverse Effect meet with the approval of your review staff, please feel free to indicate your concurrence and return a copy of the last two pages of the letter to the Authority.

L. Richards, VASHPO/DHR  
New Airport Traffic Control Tower  
Washington Dulles International Airport  
Page 11

My staff and I would be pleased to provide you with any additional information or documentation. Feel free to contact Richard Turner, at (703) 417-8185, if he can be of any assistance. Thank you once again for your help in assisting the Authority in its continuing efforts to preserve the historic resources the Metropolitan Washington Airports.

Sincerely,

Original Signed By  
Frank D. Holly, Jr.

Frank D. Holly Jr.  
Vice President for Engineering

cc: Mr. Marc Holma, Virginia Division of Historic Resources (w/enclosures)  
Ms. Martha Catlin, Advisory Council on Historic Preservation (w/enclosures)

Enclosures

FDH:d1m

MA-34IRA Whiteley:d1m:20292:9/3/2002 (pc:g/design/34I/letters/NEWATCT3)

Cc: MA-34I w/ enclosures, 34, 30, 31, PMC(Henry Ward, Nathaniel Baker w/enclosures), ½(Blue), 30(pink), file(grid)

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## **STATEMENT OF CONCURRENCE**

As a certified representative of the Virginia State Historic Preservation Officer, I have reviewed the attached project documentation for the new Airport Traffic Control Tower, Washington Dulles International Airport, and concur with terms of the Conditional Determination of No Adverse Effect outlined below. Successful implementation of these conditions will demonstrate the Authority's compliance with the terms of the 1987 Programmatic Memorandum of Agreement (as regards the Section 106 of the National Historic Preservation Act (36 CRF Part 800) and Section 4(f) of the Department of Transportation Act (23 U.S.C. 138). By my signature, the Metropolitan Washington Airports Authority is authorized to proceed with project in accordance with the following conditions:

### **1.0 ARCHAEOLOGICAL IMPACTS**

As all of the anticipated ground disturbance activities associated with this project will be limited to the midfield area, between the two existing runways, there should be no potential for the disturbance of significant or intact archaeological resources. In the development of the final design for the new facility, should additional areas of disturbance be identified, the Authority shall conduct an appropriate archaeological assessment, and provide the VASHPO and ACHP with the results.

### **2.0 NEW ATCT LOCATION**

As part of the on-going development of the new ATCT facility, the Authority (and FAA) conducted an alternative ATCT sites analysis. Although the analysis primarily focused on operation and safety issues, it also took into consideration the potential effect of the new facility on the contributing historic properties and architectural character of the Dulles Airport Historic District. The results of this analysis will be presented to the staff of the VASHPO and ACHP for their review, comment and concurrence.

### **3.0 POTENTIAL VISUAL IMPACTS**

Given the required height of the new ATCT, a visual analysis was conducted in order to assess the potential visual impacts of the new facilities from a number of locations within the Historic District (as well as from the two nearest off-airport Historic Properties). The results of this analysis will be presented to the staffs of the VASHPO and ACHP for their review and comment.

### **4.0 NEW ATCT DESIGN**

Although a decision was made to utilize a variation on a standard FAA tower design, care was taken to assure that scale and architectural treatment of the facility took into consideration the architectural character of the adjacent Dulles Airport Historic District.

**STATEMENT OF CONCURRENCE**

Page 2

Summary design documentation for the new ATCT will be made available to the VASHPO and ACHP for their review and comment. Should the final design include significant new design elements (with the potential to have additional unanticipated effects), the Authority shall enter into additional agency consultation to assess these effects.

**5.0 POTENTIAL IMPACTS TO THE ORIGINAL ATCT**

The activation of the new ATCT will result in the relocation of FAA air traffic operations from the existing ATCT. As this facility is a significant contributing element to the Main Terminal complex and the surrounding Historic District, special care will be taken to consider all potential effect.

**5.1 PROTECTION AND MAINTENANCE**

Despite the relocation of FAA operations from the original ATCT, special care will be taken to avoid or minimize impacts to the historic fabric and historic character of the facility. The Authority shall continue to protect and maintain the facility while it is unoccupied.

**5.2 IDENTIFICATION OF NEW FUNCTION**

During the consideration of new operation functions for the original ATCT, potential effect to the historic fabric and character of the facility shall be taken into account. When a potential new function is identified, the Authority shall consult with the VASHPO and ACHP to assess all potential effect and develop appropriate mitigation measure (if necessary).

**5.3 AIRPORT SURFACE DETECTION EQUIPMENT**

As the removal of the existing ASDE-3 equipment will require the removal of the current radome, it should be possible to complete the intended replacement of a non-operational radome to match the scale and appearance of the original hemispheric dome. The Authority will work with the FAA to develop a plan to accomplish this replacement, and will provide the VASHPO and the ACHP with appropriate design documents for review and comment.

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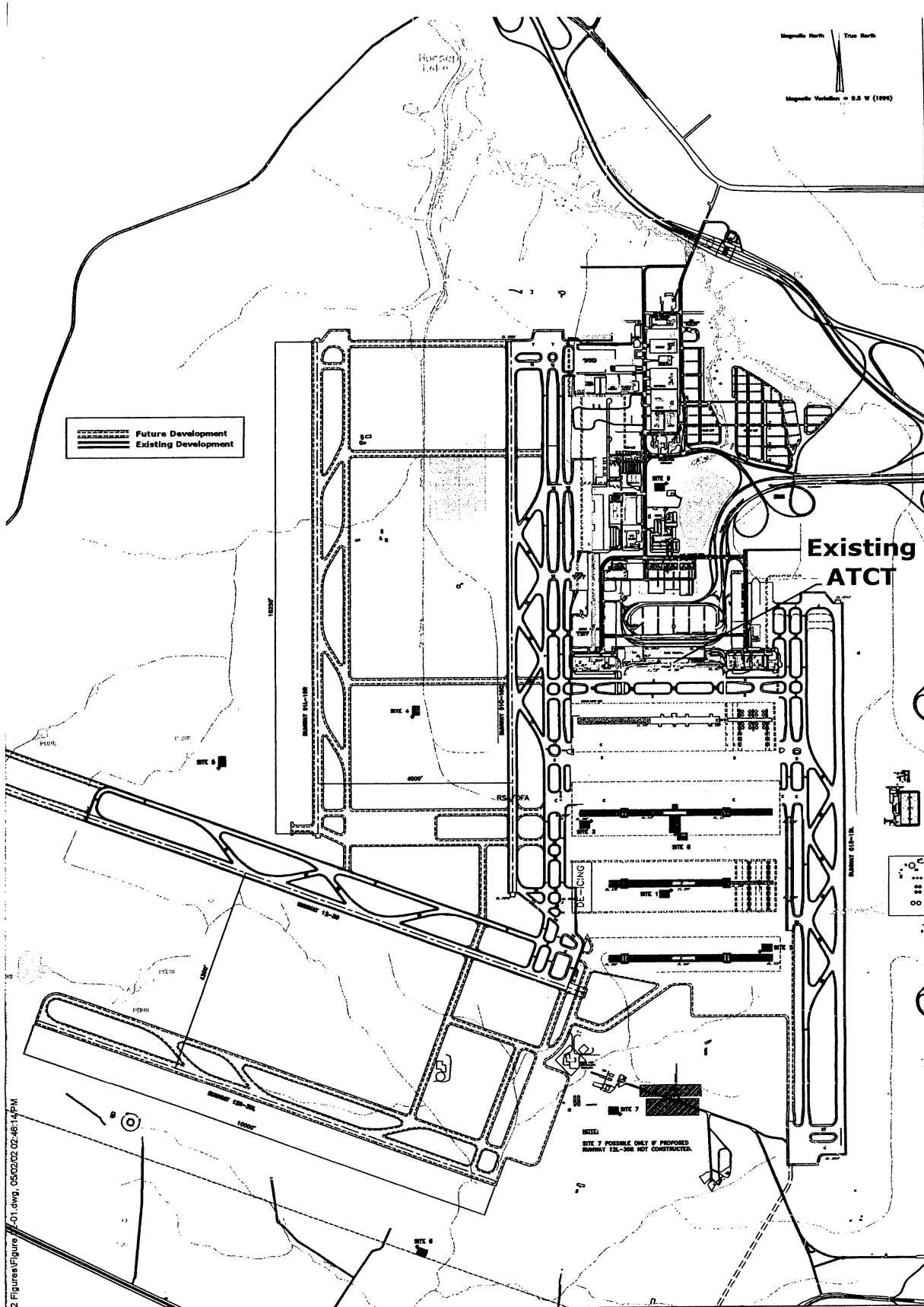
*Head of Project Review*

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*Date*

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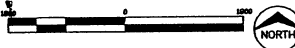
*VASHPO/DHR Project No.*



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**WASHINGTON DULLES INTERNATIONAL AIRPORT**  
 AIRPORT TRAFFIC CONTROL TOWER SITING STUDY  
 PRELIMINARY IDENTIFICATION AND ANALYSIS OF POTENTIAL SITES FOR NEW ATCT



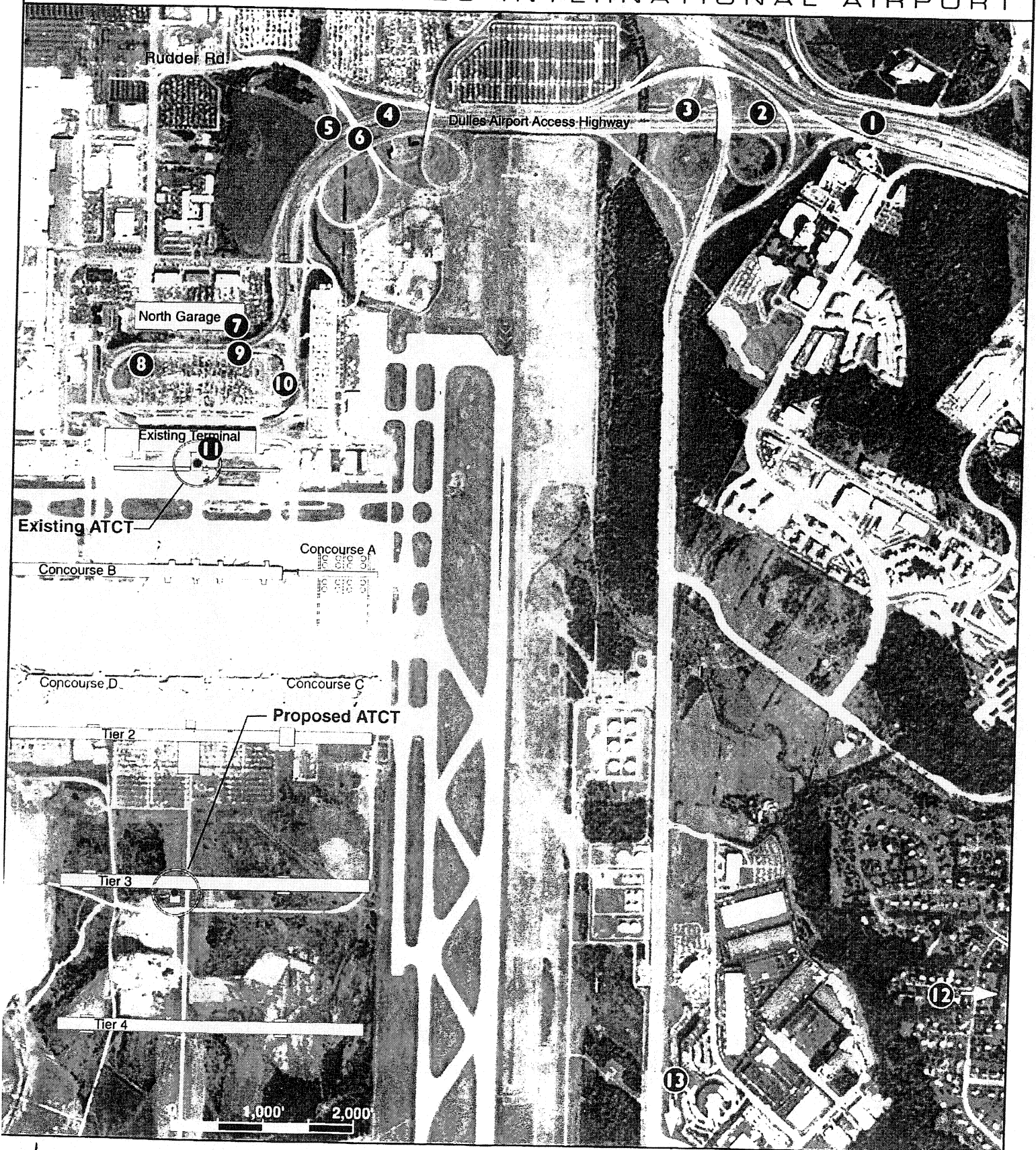
DECEMBER 07, 2001  
**FIGURE 2-1**

**Figure 3-11**

Visual Impact Analysis of Proposed ATCT with Respect to Viewscapes of the Saarinen Terminal Complex Approaches

**Location of Analysis Viewpoints**

WASHINGTON DULLES INTERNATIONAL AIRPORT



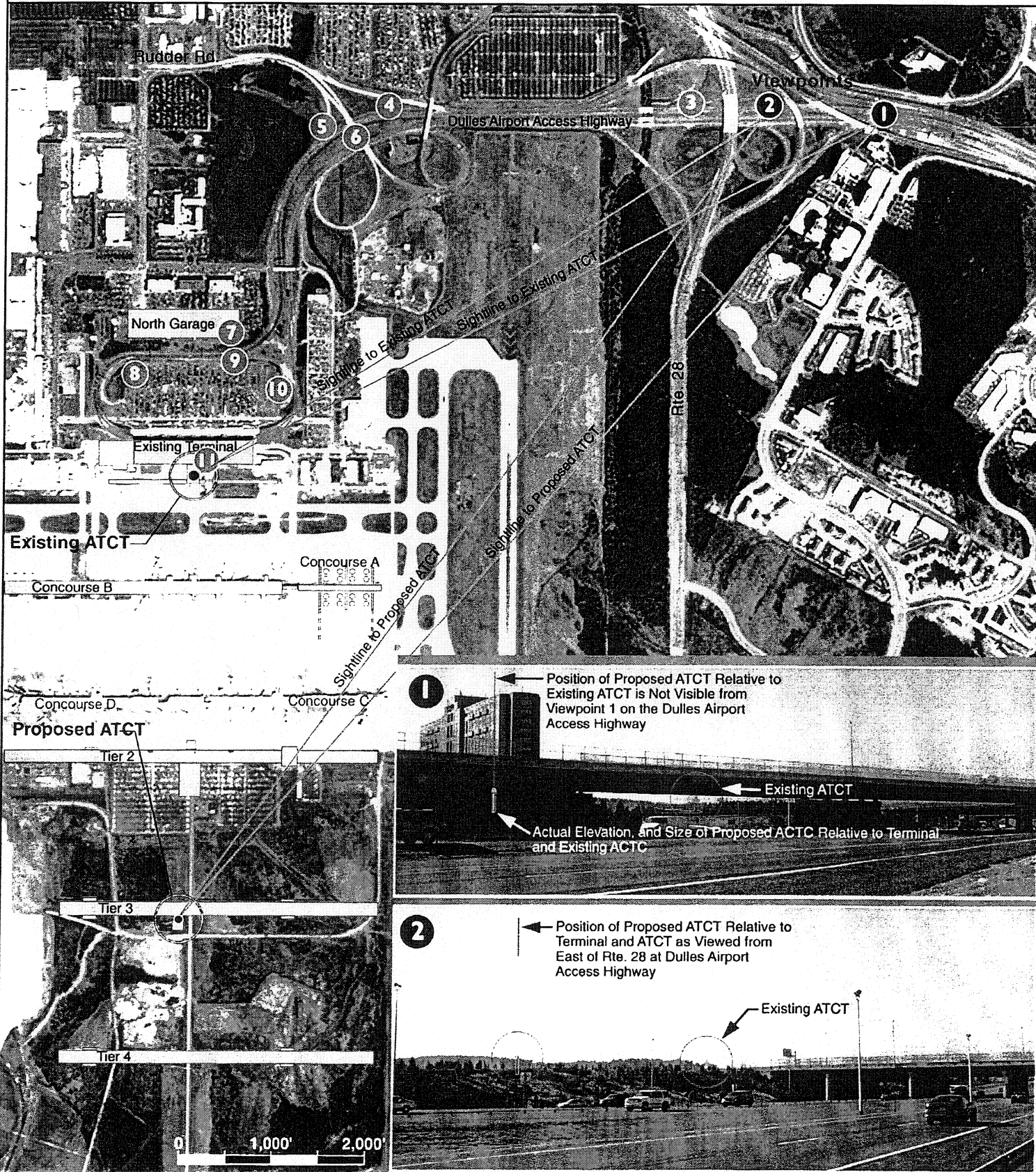


**Figure 3-12**

Visual Impact Analysis of Proposed ATCT Facility with Respect to Viewscapes from Points East of Rte. 28 on the Dulles Airport Access Highway

**Viewpoints 1 and 2**

WASHINGTON DULLES INTERNATIONAL AIRPORT

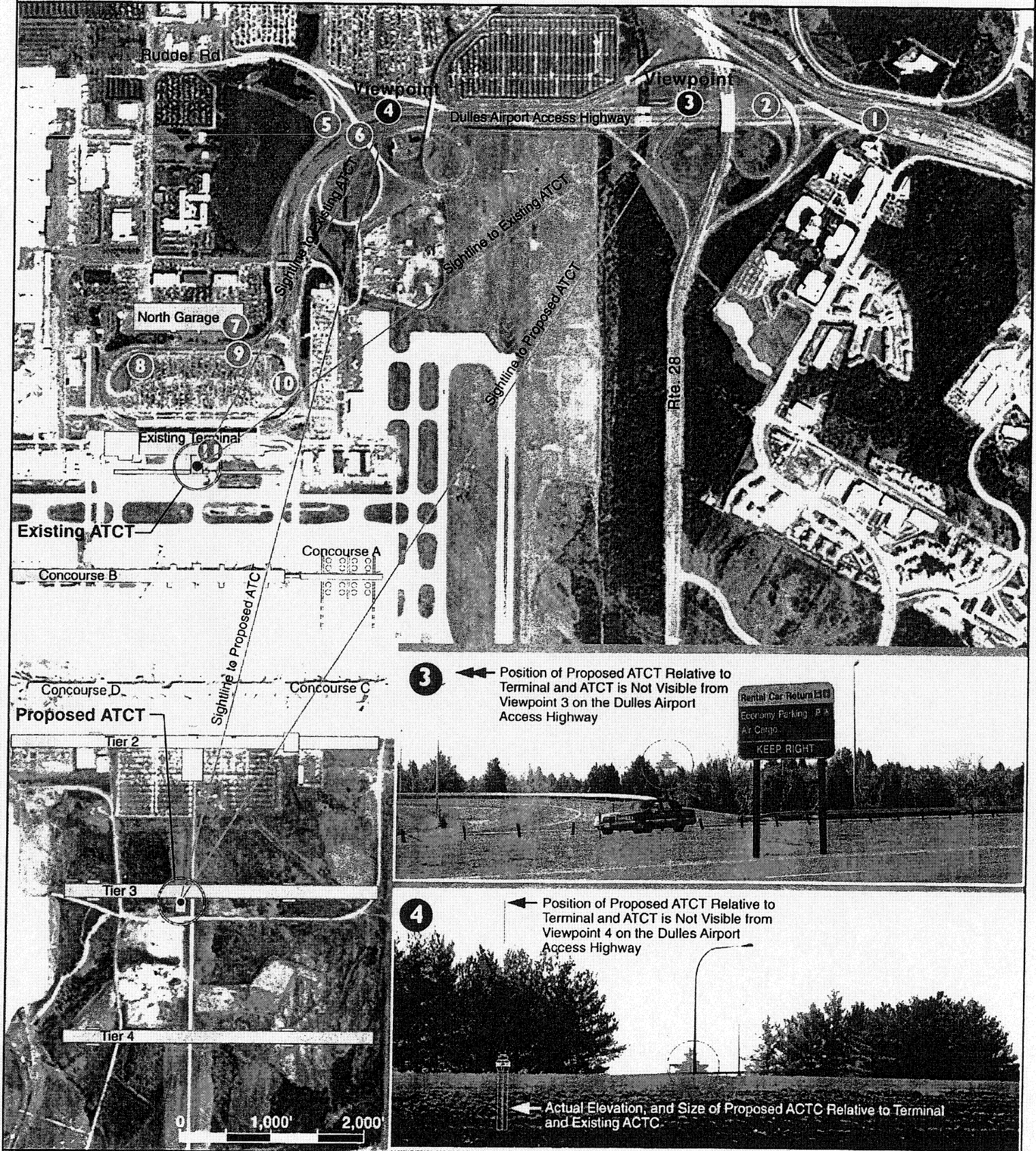


**Figure 3-13**

Visual Impact Analysis of Proposed ATCT Facility with Respect to Viewscapes from Points East of Rudder Rd. on the Dulles Airport Access Highway

**Viewpoints 3 and 4**

WASHINGTON DULLES INTERNATIONAL AIRPORT



**3** ← Position of Proposed ATCT Relative to Terminal and ATCT is Not Visible from Viewpoint 3 on the Dulles Airport Access Highway

**4** ← Position of Proposed ATCT Relative to Terminal and ATCT is Not Visible from Viewpoint 4 on the Dulles Airport Access Highway

← Actual Elevation, and Size of Proposed ATCT Relative to Terminal and Existing ATCT

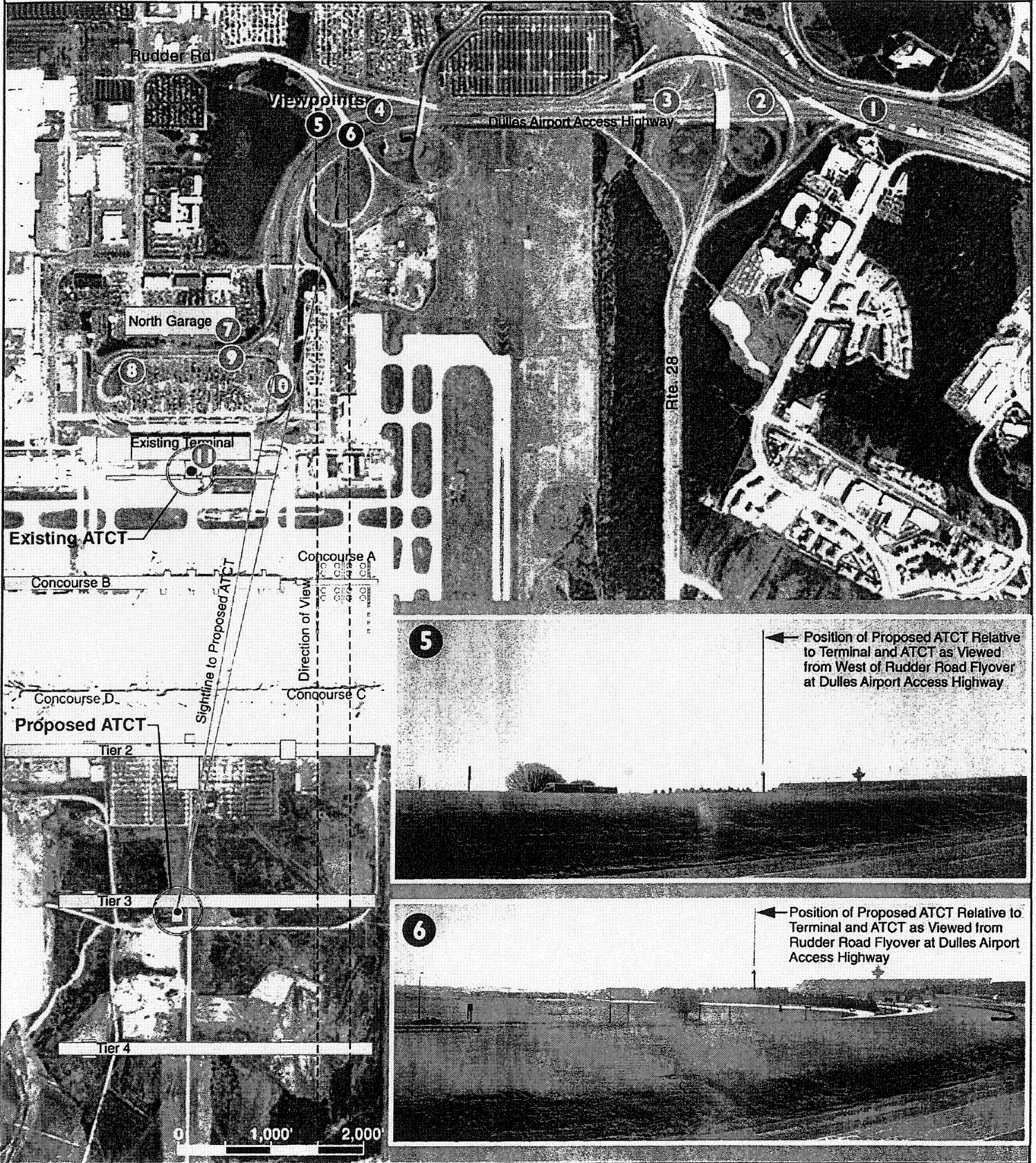


**Figure 3-14**

Visual Impact Analysis of Proposed ACTC Facility with Respect to Viewscapes from Rudder Rd. interchange with Dulles Airport Access Highway

**Viewpoints 5 and 6**

WASHINGTON DULLES INTERNATIONAL AIRPORT



5

← Position of Proposed ATCT Relative to Terminal and ATCT as Viewed from West of Rudder Road Flyover at Dulles Airport Access Highway

6

← Position of Proposed ATCT Relative to Terminal and ATCT as Viewed from Rudder Road Flyover at Dulles Airport Access Highway

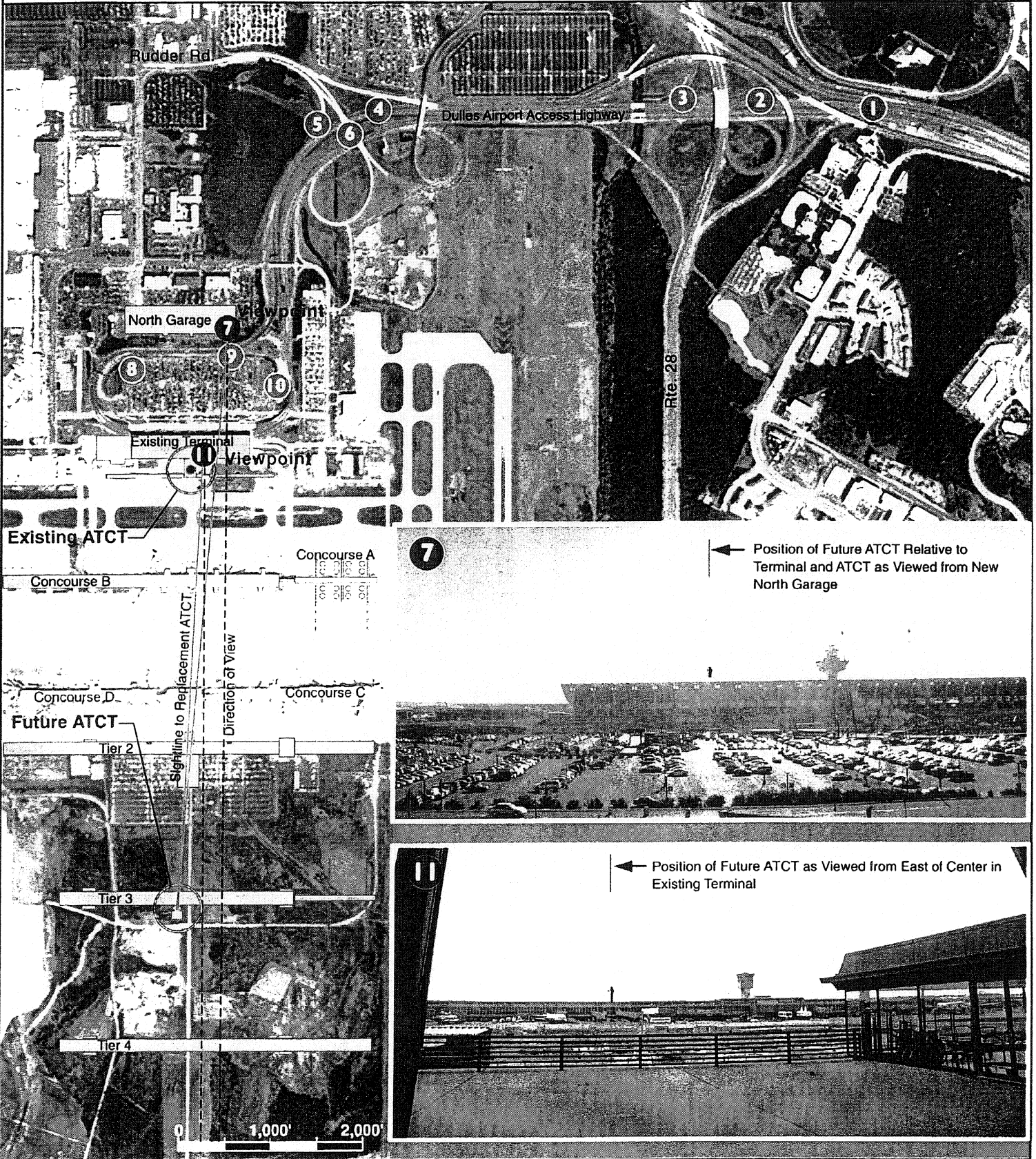


**Figure 3-15**

Visual Impact Analysis of Proposed ATCT with Respect to Viewscapes from New North Garage and from Interior of Existing Terminal

**Viewpoints 7 and 11 (Terminal and North Garage)**

WASHINGTON DULLES INTERNATIONAL AIRPORT

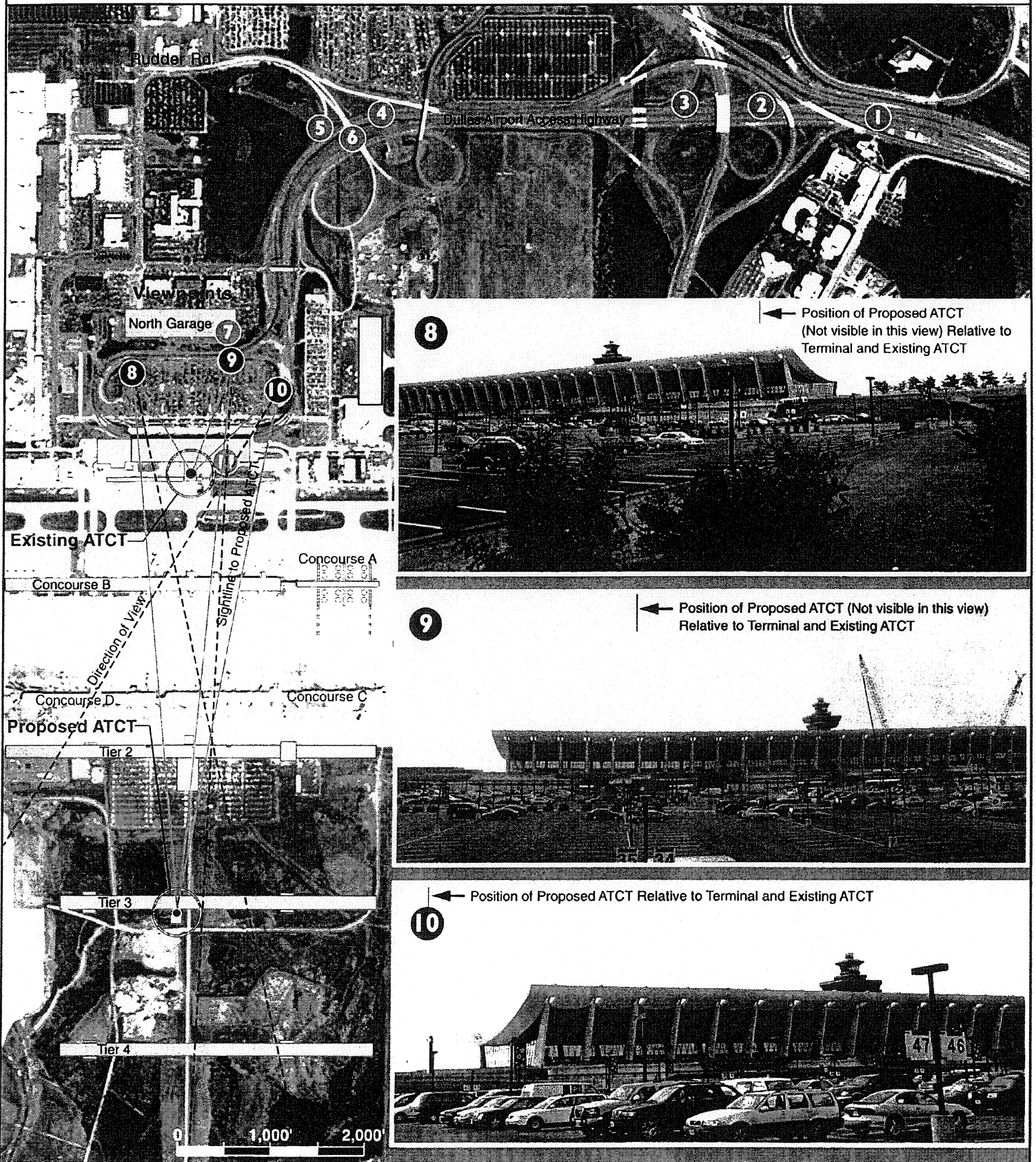


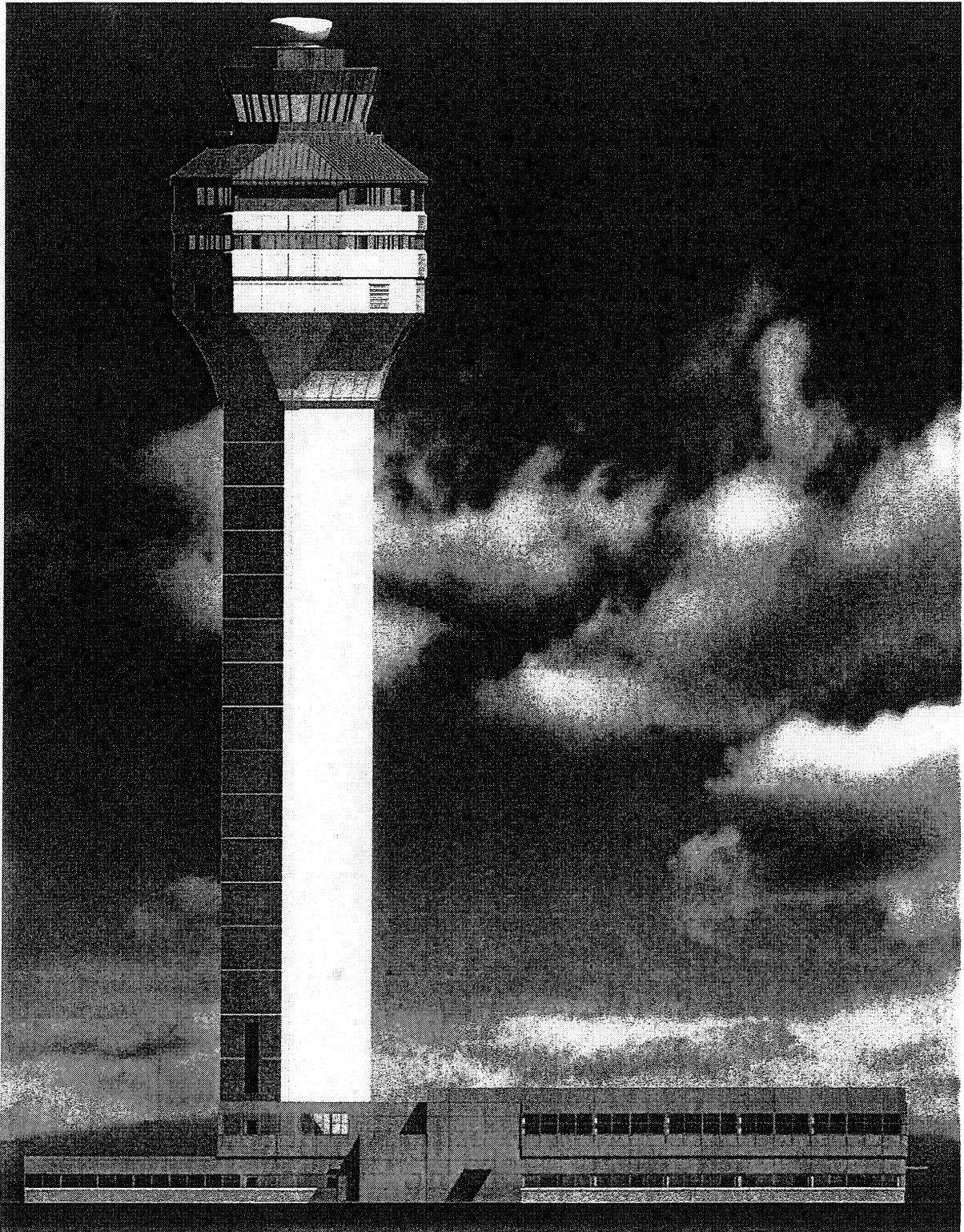
**Figure 3-16**

Visual Impact Analysis of Proposed ATCT Facility with Respect to Viewscapes of the Saarinen Terminal Approaches

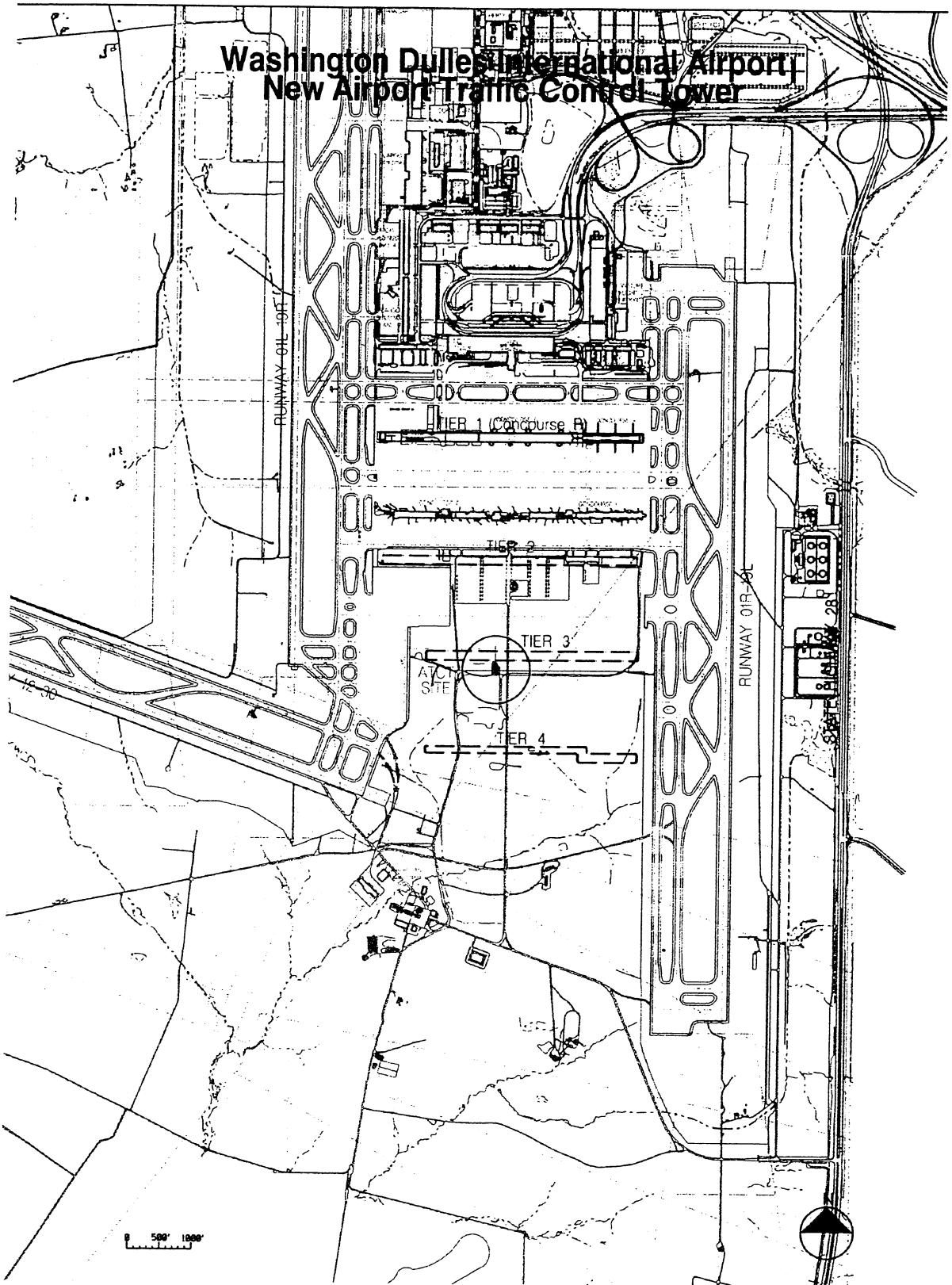
**Viewpoints 8, 9, and 10**

WASHINGTON DULLES INTERNATIONAL AIRPORT

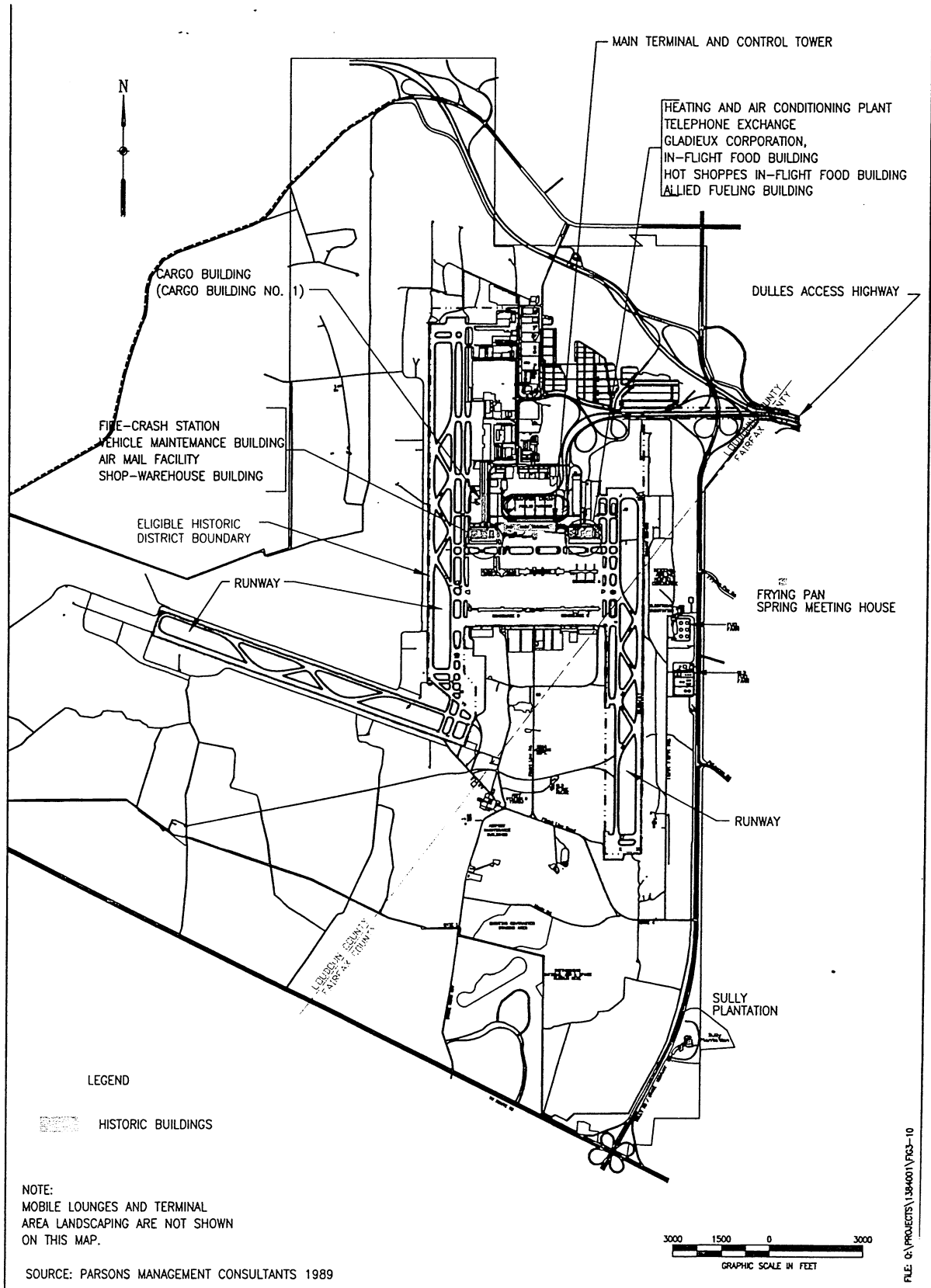




**FIGURE 5: PROPOSED ATCT - RENDERING 2  
(VIEW FROM SOUTH)**



**FIGURE 1: LOCATION MAP (PROPOSED NEW ATCT)**



FILE: G:\PROJECTS\1384001\FR3-10

TIER 2 AND RELATED PROJECTS ENVIRONMENTAL ASSESSMENT WASHINGTON DULLES INTERNATIONAL AIRPORT LOUDOUN & FAIRFAX COUNTIES, VIRGINIA	HISTORIC STRUCTURES AND STRUCTURES THAT MEET NATIONAL REGISTER CRITERIA WITHIN REGION OF INFLUENCE	DRAWN BY WCM	DATE 9-26-01	PROJECT NO. 13840.01
		CHECKED BY -	SCALE AS SHOWN	FIGURE 3-11

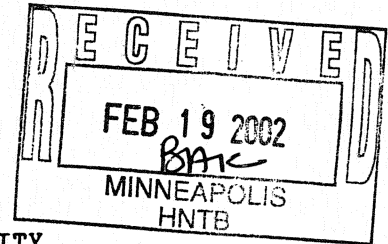
**FIGURE 2 - DULLES AIRPORT HISTORIC DISTRICT**



Appendix B  
Section 9

Memorandum of Understanding By and Between the National Capital Planning  
Commission and The Metropolitan Washington Airports Authority

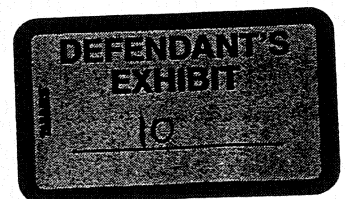
MEMORANDUM OF UNDERSTANDING  
BY AND BETWEEN THE  
NATIONAL CAPITAL PLANNING COMMISSION  
AND THE  
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



This Memorandum of Understanding (MOU) is for the purpose of setting forth the agreement between the National Capital Planning Commission (hereinafter called the Commission) and the Metropolitan Washington Airports Authority (hereinafter called the Authority) regarding the provision of advisory planning services by the Commission to the Authority in its planning for Washington Dulles International Airport (hereinafter called Dulles) and for Washington National Airport (hereinafter called National).

WHEREAS, the Metropolitan Washington Airports Act of 1986 (P.L. 99-591) authorized the transfer of operating responsibility, under a long-term lease of Dulles and National, to an independent airport authority created by the Commonwealth of Virginia and the District of Columbia in order to achieve local control, management, operation, and development of these airports.

WHEREAS, the Authority was created to take over operating responsibilities from the Federal Aviation Administration and, on March 2, 1987, the Authority and the Secretary of the U. S. Department of Transportation did execute a 50-year renewable lease for Dulles and National.



WHEREAS, on June 7, 1987, the Authority did take over and is now operating Dulles and National, including access highways and other related facilities.

WHEREAS, Section 6009(d) of P.L. 99-591 provides that the Authority shall consult with the Commission before undertaking any major alterations to the exterior of the main terminal at Dulles and before undertaking development that would alter the skyline of National when viewed from the opposing shoreline on the Potomac River or from the George Washington Memorial Parkway.

WHEREAS, the Authority and the Commission recognize that: (1) given the special landmark and symbolic character of the main terminal at Dulles, alterations to the exterior of the terminal or new construction that would significantly impact views of the main terminal should be carefully assessed with respect to their potential aesthetic or visual impact on this important building; (2) the visual character and quality of the Dulles Access Road and the related approaches to the main terminal which serve as a major scenic gateway for tourists and visitors to the Nation's Capital should be protected from adverse adjacent development, and (3) given the strategic and highly visible location of National on the Potomac River adjacent to the Monumental Core of the Nation's Capital, views from the Monumental Core as well as the views from the George Washington Memorial Parkway need special protection. A map indicating the boundaries of the Monumental Core is attached.

WHEREAS, the Authority recognizes the Commission's interest, as the central planning agency for the Federal Government in the National Capital, in establishing a process for reviewing the Authority's plans under Section 6009(d) and determining what, if any, impact those plans may have on Federal activities or interests in the National Capital, including, but not limited to (1) existing and proposed Federal on-site activities at Dulles and National - such as the U. S. Custom service, the U. S. Postal Service and the possible future Dulles Wing of the National Air and Space Museum, and (2) existing federal lands - such as the Sterling Radio Laboratory (National Bureau of Standards) adjacent to Dulles and Gravelly Point, the Roaches Run Wildlife Refuge, the George Washington Memorial Parkway, Daingerfield Island and the Sailing Marina (National Park Service) adjacent to National.

WHEREAS, the Commission, as the central planning agency for the Federal Government in the National Capital, has had years of experience in reviewing and commenting on the master plans and projects plans for both Dulles and National, and the Authority desires to utilize this experience in an advisory capacity to complement its own planning and help facilitate part of its decision-making.

WHEREAS, the Authority and the Commission desire to establish an effective working relationship and to coordinate their respective planning activities and concerns:

NOW, THEREFORE, while it is recognized that the Authority is not a Federal entity, it is agreed that:

1. The Commission will continue to monitor development proposals, including rezonings and site plan applications, in areas adjacent to or within the immediate vicinity of that portion of the Dulles Access Road between the eastern boundary of the airport property at the Fairfax County/Loudoun County line and a point approximately 1,200 feet east of that line where major views of the Tower and the Main Terminal building are available and submit its comments and recommendations to the Authority on those proposals which might adversely impact these views.

2. The Authority will submit to the Commission and within (45) days, the Commission will review and comment to the Authority on the following plans after consultations with other affected Federal agencies:

a. Proposed revisions to the master plan for Dulles, with available related technical studies including available aircraft noise impact studies;

b. Proposed revisions to the master plan for National, with available related technical studies including available aircraft noise impact studies,

c. Preliminary site and building plans for construction projects at Dulles which would alter the exterior or significantly impact views of the terminal building, and at National for projects which would alter the skyline of National when viewed from the opposing shoreline on the Potomac River or from the G. W. Parkway.

d. Final site and building plans for construction projects at Dulles and National (as described in "c" above) only in any of the following circumstances:

(1) if there has been a change in the preliminary plans, or  
(2) if the Commission requests to see the final plans at the time of its review of the preliminary plans, because of their potential impact on the Dulles Terminal, or the National skyline.

3. The Commission, in conjunction with the Authority, will review and, where necessary, revise its Federal Civil Air Facilities policies in the Federal Facilities element of the Comprehensive Plan for the National Capital and the related Implementation Proposals in order to: (1) make them more consistent with the Metropolitan Washington Airports Act of 1986; and (2) to provide an up-to-date policy framework for the Commission's review of master plans for Dulles and National.

4. The Authority will review and evaluate the Commission's comments and recommendations prior to adopting or approving any plan reviewed by the Commission. It will consider ways to minimize and ameliorate significant adverse impacts its proposed actions might have on Federal activities and interests (as identified by the Commission). The Authority will advise the Commission of the result of its considerations.

5. Eighteen months after the execution of this Memorandum of Understanding, the General Manager of the Authority and the Executive Director of the Commission will jointly review the MOU and advise the Authority and the Commission how effective it has been for guiding relations between the two organizations and what, if any, modifications may be needed.

6. The Commission and the Authority intend this Memorandum of Understanding to facilitate a better mutual understanding of the Authority's plans and their relationships to Federal activities and interests in the National Capital Region. It is not intended to confer any substantive rights or obligations on the parties beyond those established by law or to confer any rights on persons or entities not a party to this agreement.

This agreement may be modified at any time by the mutual agreement of the Authority and the Commission.

WHEREFOR, we have set our hands and seals this 2nd day of November 1988.

Metropolitan Washington Airports Authority

by Linwood Holton

Chairman

National Capital Planning Commission

by [Signature]

Chairman

Appendix B  
Section 10

National Capital Planning Commission Project Documentation



DEC -4 2002

Ms. Patricia E. Gallagher  
Executive Director  
National Capital Planning Commission  
401 9<sup>th</sup> Street, N.W., Suite 500  
Washington, DC 20576

Dear Ms. Gallagher:

In accordance with the Memorandum of Understanding between the National Capital Planning Commission and the Metropolitan Washington Airports Authority dated November 2, 1988, we are submitting project documentation for the New Airport Traffic Control Tower (ATCT) project at Washington Dulles International Airport for review and comment at the January 2003 meeting of the National Capital Planning Commission. To facilitate the review of this project, the following materials are submitted:

1. Project Report;
2. Select project drawings including site plans, renderings, and digital photographs of key views of the proposed ATCT;
3. Draft Environmental Assessment; and
4. Diskette with digital files for graphics provided in #2 above.

The location and design of this project has been coordinated with the Virginia State Historic Preservation Office, which is currently in the process of completing their review.

If you have any questions or require additional information, please contact Richard A. Whiteley, AIA Project Manager, at (703) 572-0292. We would be pleased to meet with your staff to discuss this project at their convenience.

Sincerely,

ORIGINAL SIGNED BY:  
RICHARD CULLERTON

Frank D. Holly, Jr.  
Vice President for Engineering

Enclosures

FDH:dlm

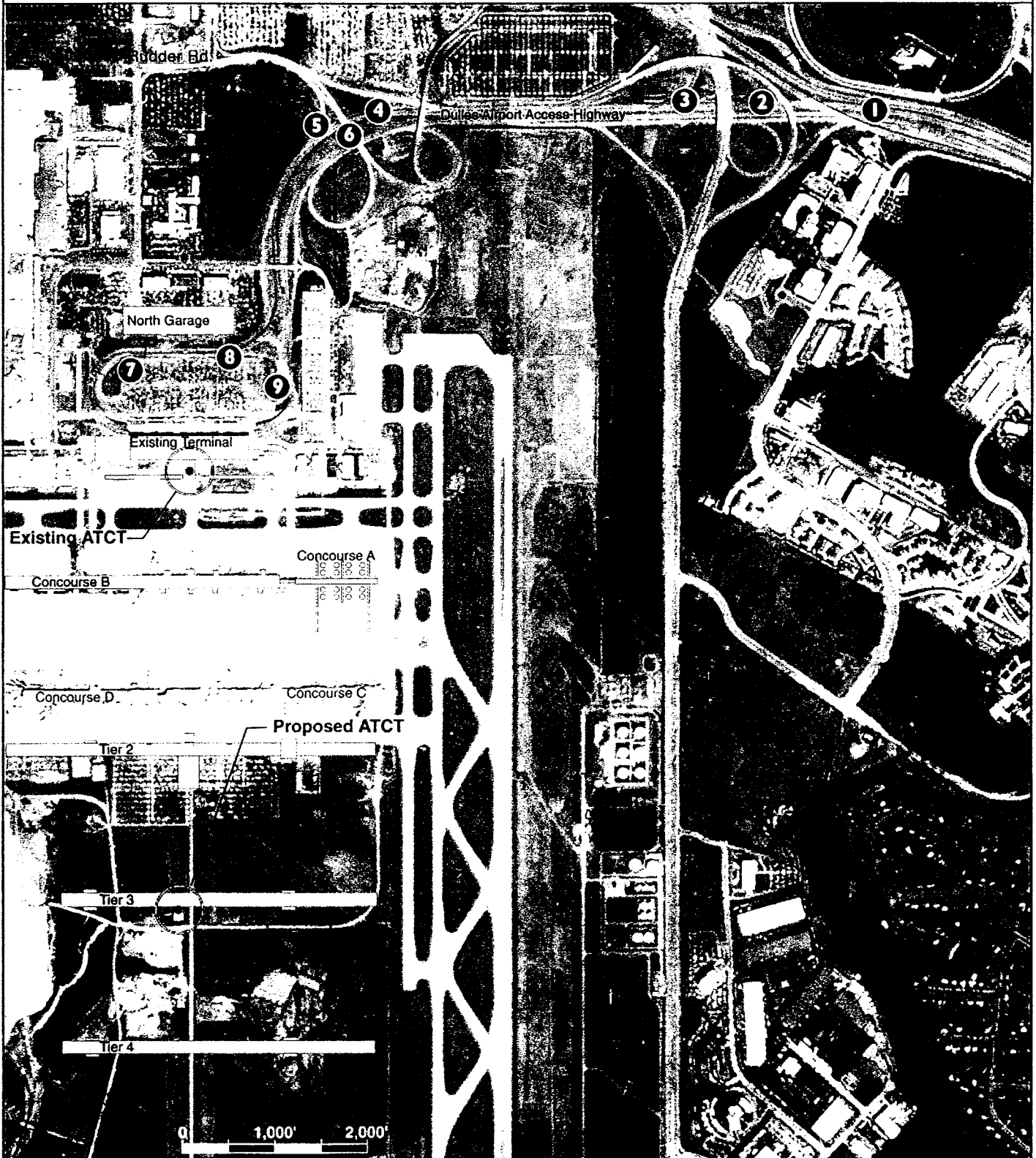
MA-34:DAJones:dlm:8184:4/3/93 (pc:/g/design/34I/letters/NCPC Leter-redline)  
cc: MA-34I, ½(blue), 30(pink), file(grid); C. Baummer, MA-32; N. Baker, PMC-DE  
doc.control:RC18

# PROPOSED ATCT FACILITY

Visual Impact Analysis of Proposed ATCT with Respect to Viewscapes of the Saarinen Terminal Complex Approaches

## Location of Analysis Viewpoints

### WASHINGTON DULLES INTERNATIONAL AIRPORT



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

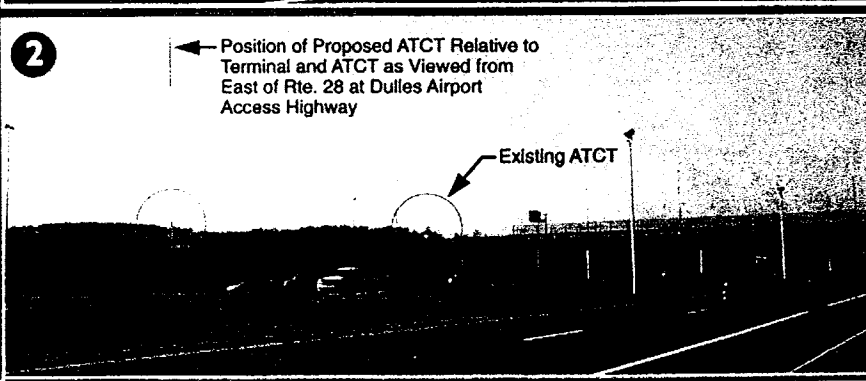
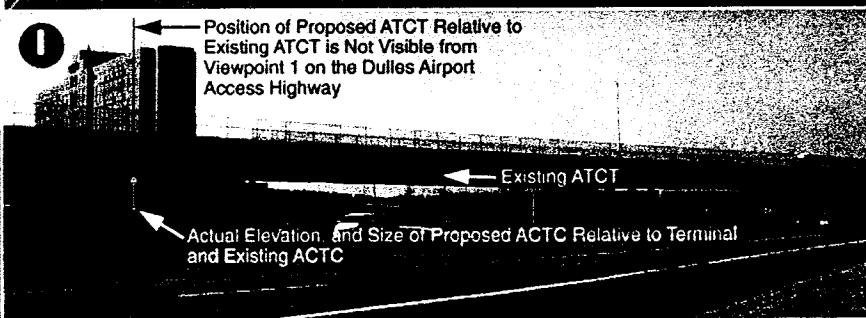
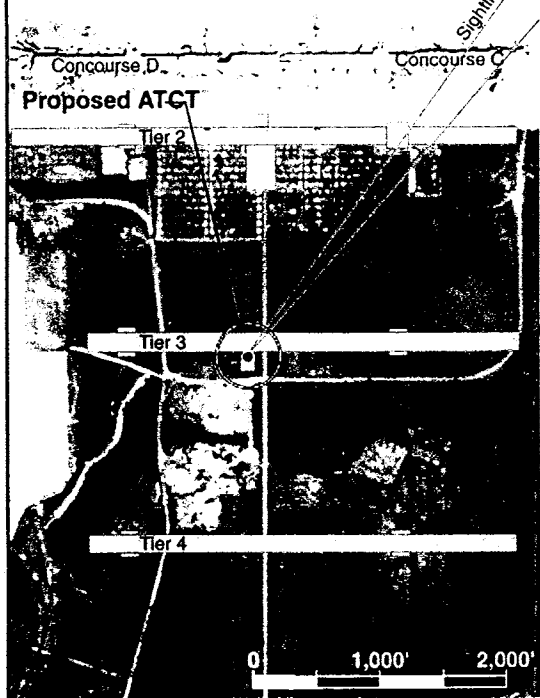
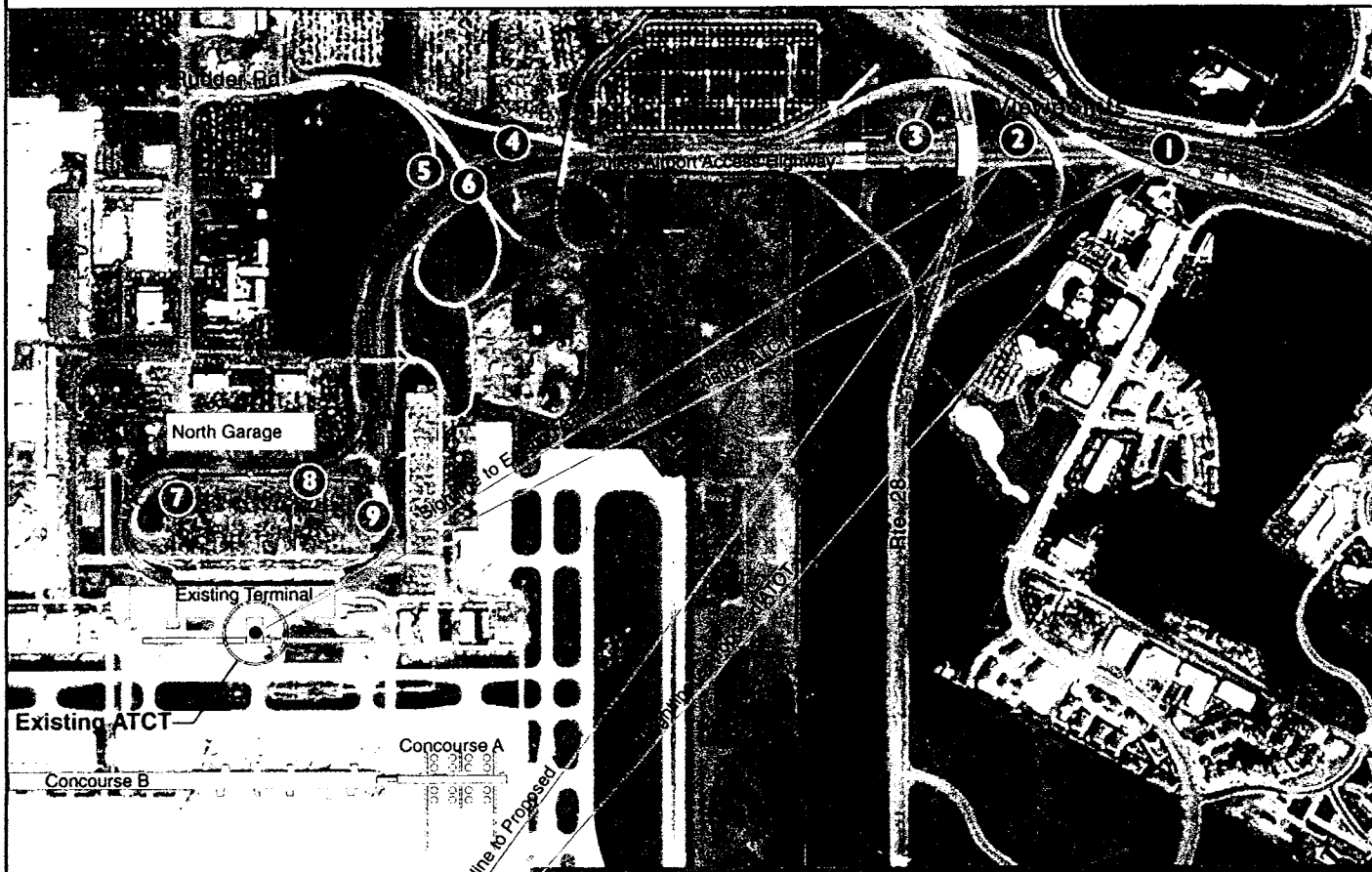


PROPOSED ATCT FACILITY

Visual Impact Analysis of Proposed ATCT Facility with Respect to Viewscapes from Points East of Rte. 28 on the Dulles Airport Access Highway

Viewpoints 1 and 2

WASHINGTON DULLES INTERNATIONAL AIRPORT

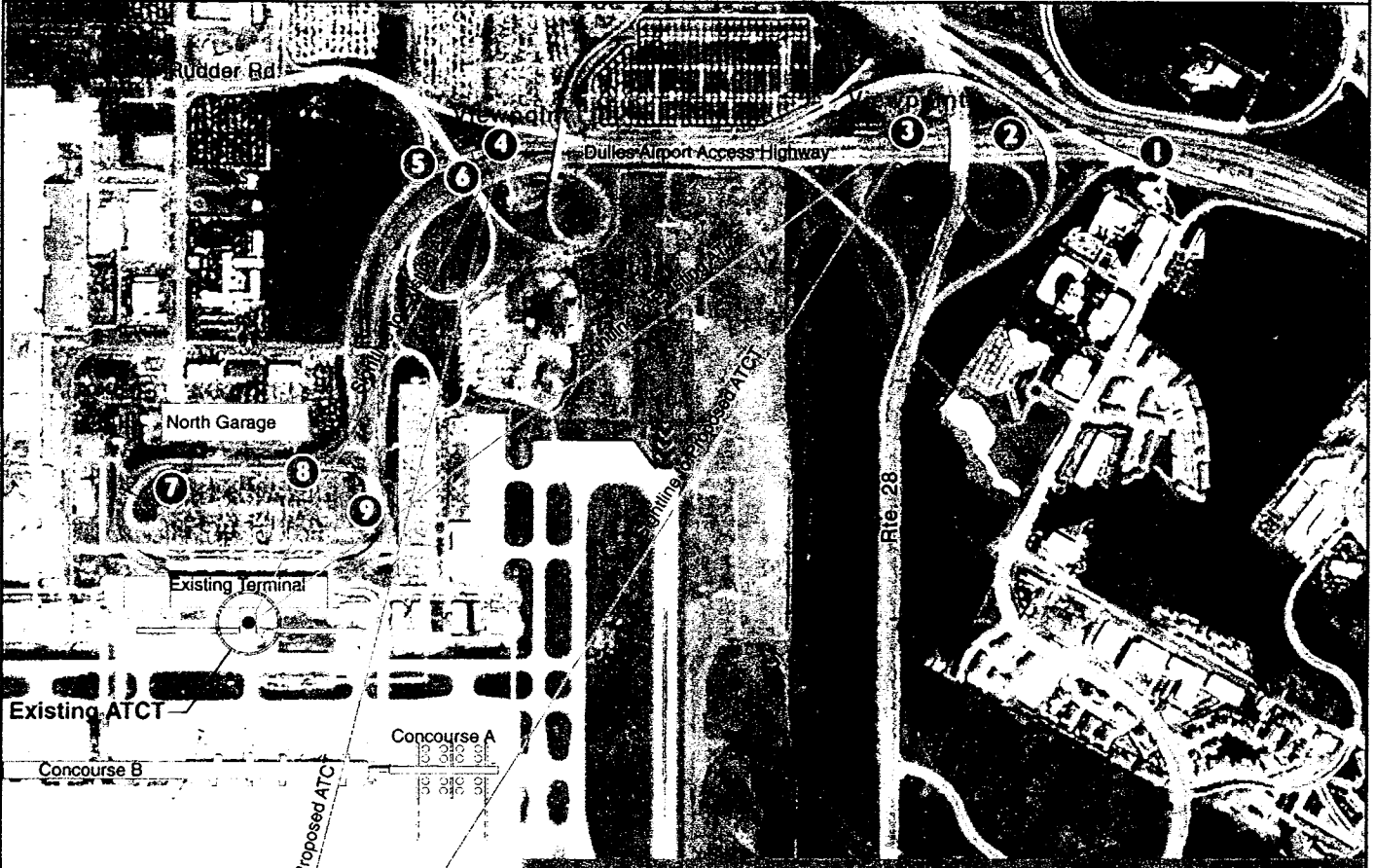


# PROPOSED ATCT FACILITY

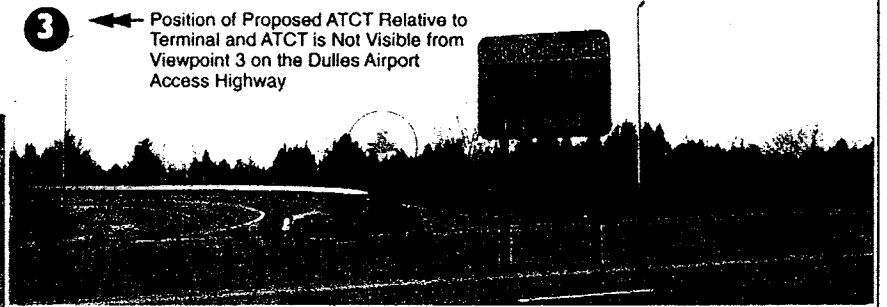
Visual Impact Analysis of Proposed ATCT Facility with Respect to Viewscapes from Points East of Rudder Rd. on the Dulles Airport Access Highway

## Viewpoints 3 and 4

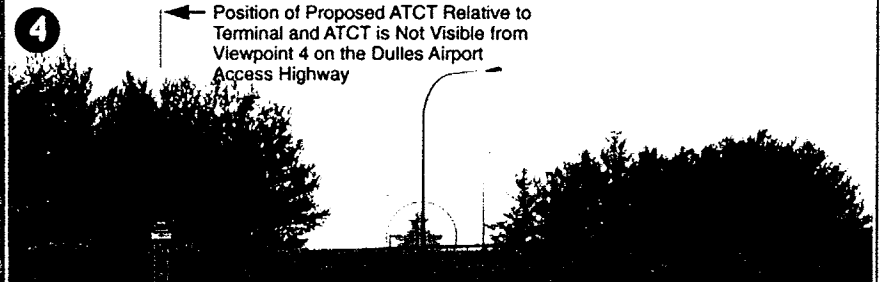
### WASHINGTON DULLES INTERNATIONAL AIRPORT



**3** ← Position of Proposed ATCT Relative to Terminal and ATCT is Not Visible from Viewpoint 3 on the Dulles Airport Access Highway



**4** ← Position of Proposed ATCT Relative to Terminal and ATCT is Not Visible from Viewpoint 4 on the Dulles Airport Access Highway



← Actual Elevation, and Size of Proposed ACTC Relative to Terminal and Existing ACTC



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

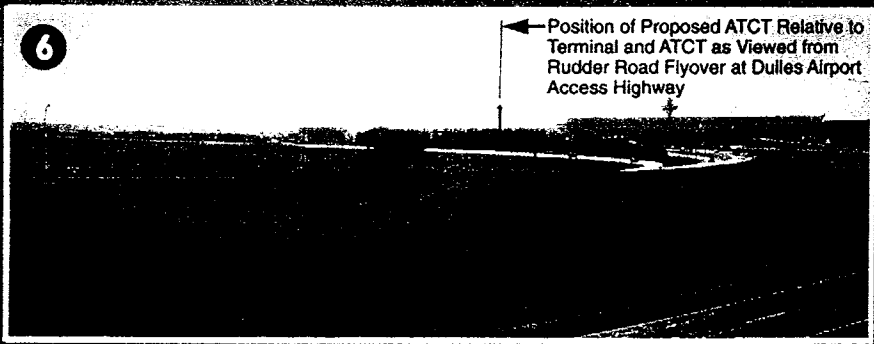
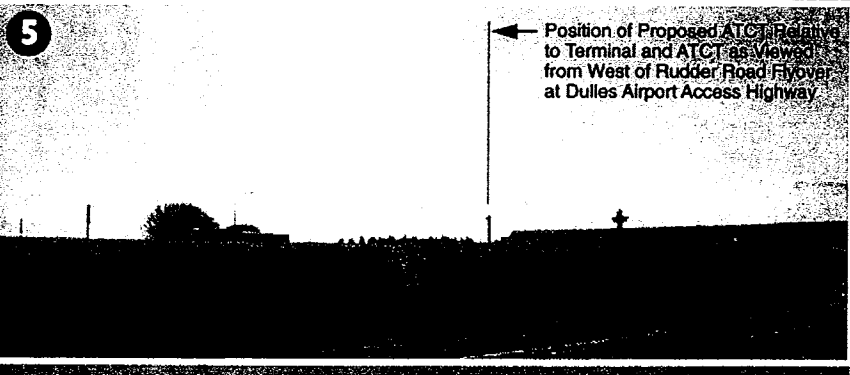
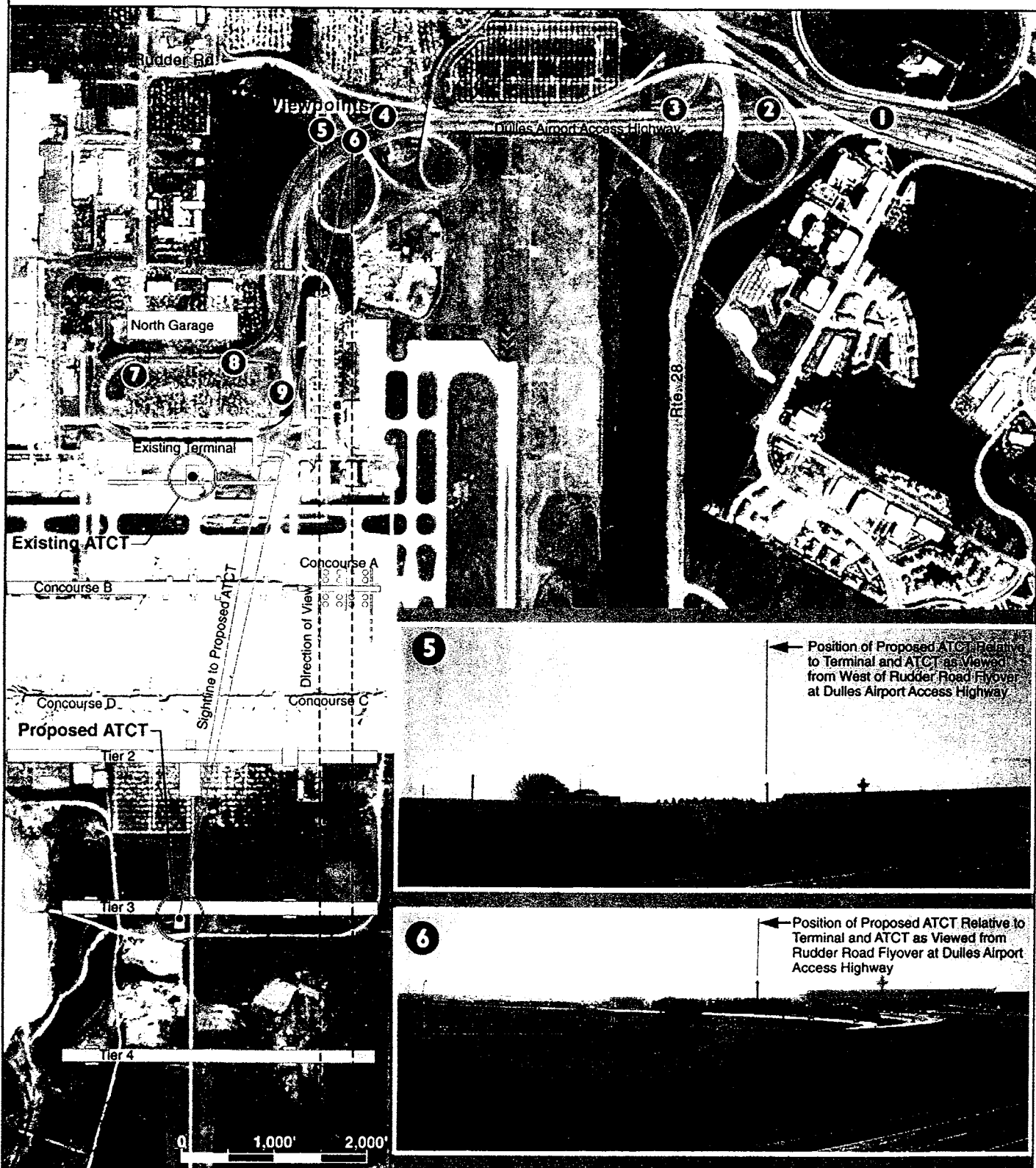


# PROPOSED ATCT FACILITY

Visual Impact Analysis of Proposed ACTC Facility with Respect to Viewscapes from Rudder Rd. interchange with Dulles Airport Access Highway

## Viewpoints 5 and 6

### WASHINGTON DULLES INTERNATIONAL AIRPORT



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

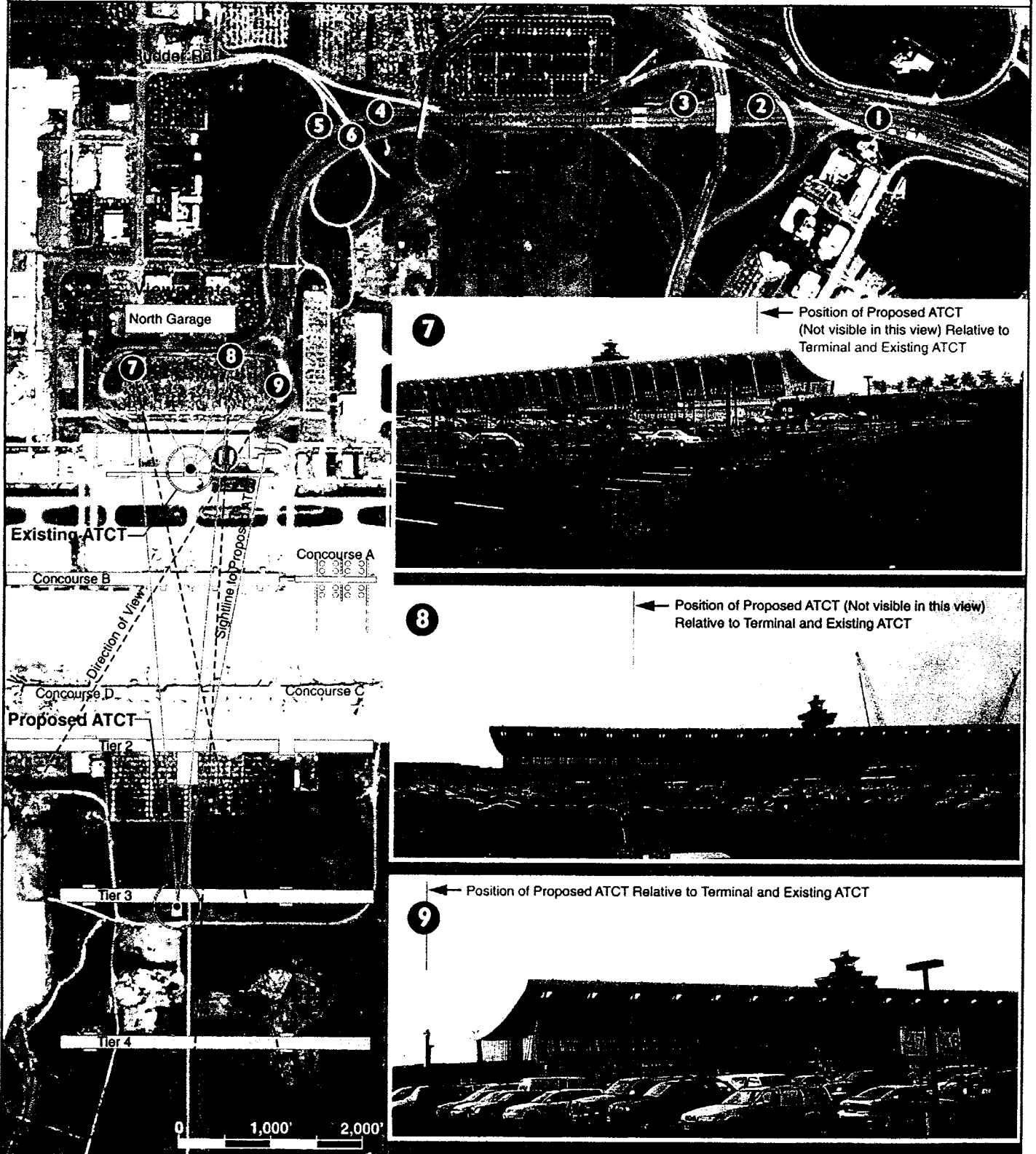


# PROPOSED ATCT FACILITY

Visual Impact Analysis of Proposed ATCT Facility with Respect to Viewscapes of the Saarinen Terminal Approaches

## Viewpoints 7, 8, and 9

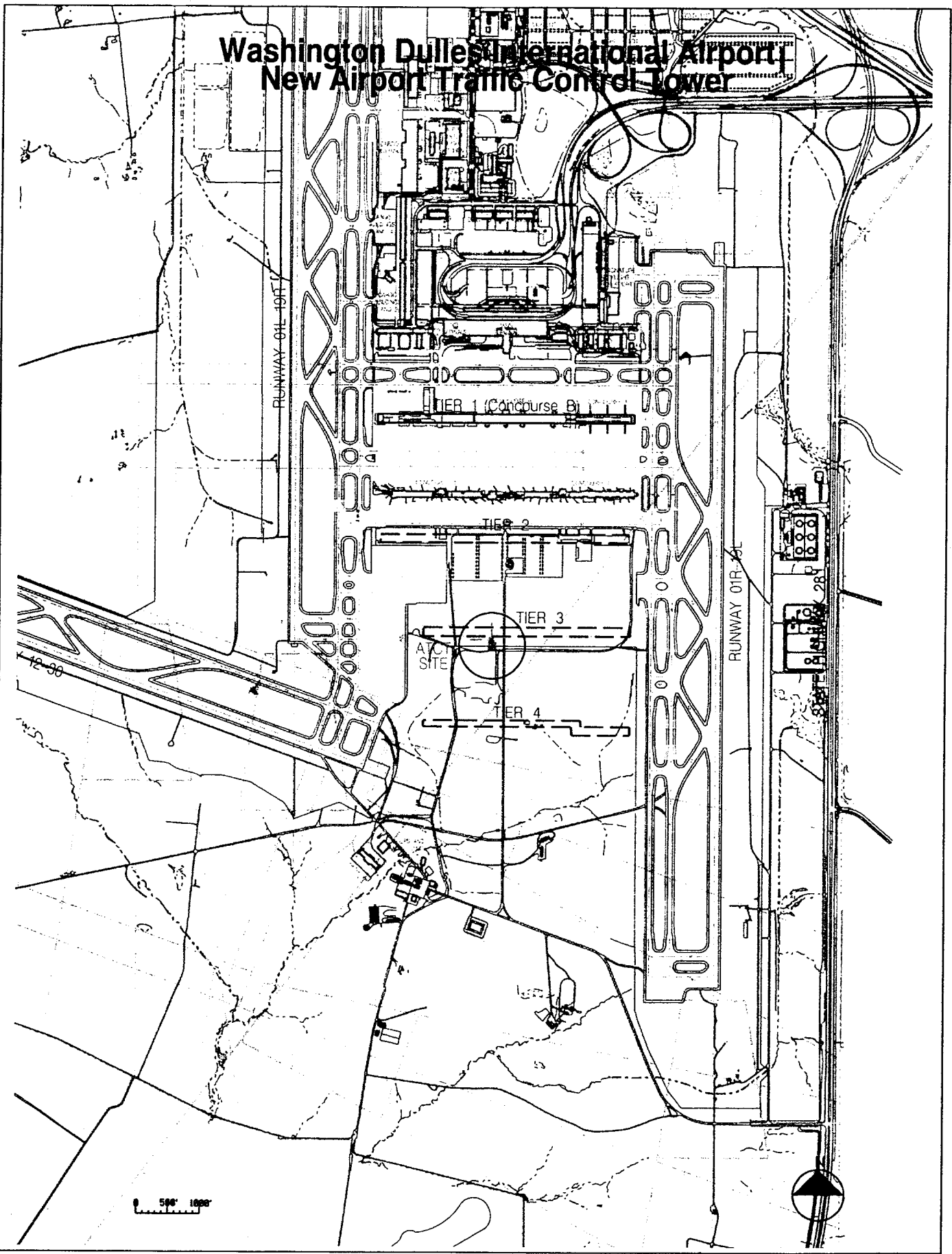
### WASHINGTON DULLES INTERNATIONAL AIRPORT



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



# Washington Dulles International Airport New Airport Traffic Control Tower



E103150.213

E103298.109  
CENTER LINE

N100089

N100037.925

TIER 3 - PROPOSED

FUTURE CONNECTING LINE  
AT GROUND LEVEL TO TIER 3

ATCT

CONNECTING LINK

BASE BUILDING

EXTENT OF BUILDING  
CONSTRUCTION  
RESTRICTION LINE

25'-0" TIER 3 SET BACK LINE

MAIN ENTRANCE TO FACILITY

VISITOR AND GOVERNMENT CAR PARKING

ENGINE GENERATOR BUILDING

SERVICE YARD

TRUCK BACK-UP/LOADING ZONE

20'-0" DISTANCE BETWEEN PARKING AND PERIMETER FENCE, TYPICAL

SITE PERIMETER FENCE

EMPLOYEE PARKING

SLIDING GATE

TAXI LANE G OBJECT FREE AREA LINE

N

0 24' 48' 96'

JACOBS



METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY

OFFICE OF ENGINEERING  
DESIGN DEPARTMENT

SITE PLAN PRIOR TO  
CONSTRUCTION OF TIER 3

WASHINGTON DULLES INTERNATIONAL AIRPORT  
AIRPORT TRAFFIC CONTROL TOWER AND BASE BUILDING



E103150.213

E103298.109  
CENTERLINE

N100089

N100037.925

TIER 3 - PROPOSED

MAIN ENTRANCE TO FACILITY  
GROUND LEVEL CONNECTING LINK TO TIER 3

ATCT

BASE BUILDING

EXTENT OF BUILDING CONSTRUCTION RESTRICTION LINES

25'-0" TIER 3 SET BACK LINE

AVIATION FUEL LINE  
EXACT LOCATION TO BE DETERMINED BY OTHERS

GOVERNMENT CAR PARKING

ENGINE GENERATOR BUILDING

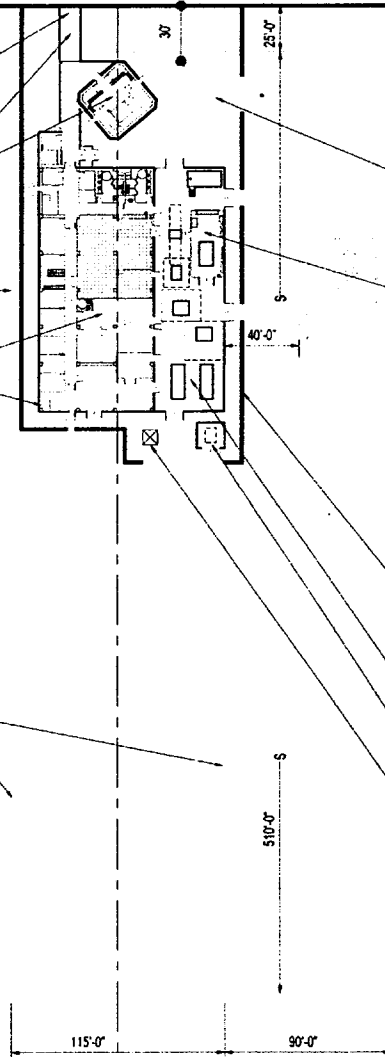
LIMIT OF PERIMETER PROTECTION

SERVICE YARD

DUMPSTER AND ENCLOSURE

SCISSOR LIFT

TAXI LANE G OBJECT FREE AREA LINE



N

0 24' 48' 96'

JACOBS



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

OFFICE OF ENGINEERING DESIGN DEPARTMENT

SITE PLAN AFTER CONSTRUCTION OF TIER 3

WASHINGTON DULLES INTERNATIONAL AIRPORT AIRPORT TRAFFIC CONTROL TOWER AND BASE BUILDING



**JE JACOBS**



**METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY**

OFFICE OF ENGINEERING  
DESIGN DEPARTMENT

**AIRCRAFT APRON VIEW**

**WASHINGTON DULLES INTERNATIONAL AIRPORT  
AIRPORT TRAFFIC CONTROL TOWER AND BASE BUILDING**

PROJECT REPORT FOR THE  
NATIONAL CAPITAL PLANNING COMMISSION

PROJECT

New Airport Traffic Control Tower, Washington Dulles International Airport

DATE OF SUBMISSION

December 2, 2002

AGENCY PROJECT MANAGER

Richard A. Whiteley, AIA, Design Department, Metropolitan Washington Airports Authority,  
(703) 572-0292.

NARRATIVE DESCRIPTION

The new Airport Traffic Control Tower is required to accommodate growing air traffic levels and construction of future runways. The tower and base building will be located approximately one mile south of the existing Dulles tower at the future Tier 3 Concourse. The new tower will be constructed and commissioned in 2004.

The design of the tower is an adaptation of an FAA Standard Design and is designed so that it will not visually compete with the Main Terminal and existing tower. The structure will be a cast-in-place concrete shaft with matching architectural pre-cast concrete panels above the 18<sup>th</sup> floor. The Sub-junction 1 (Floor 22) and Junction Levels (Floor 23) will be clad in a metal panel system and insulated glazing. The Cable Access Level (Floor 24) will be a sloped standing seam metal roof. The Cab (Floor 25) will be an FAA Standard 850 SF cab. The penthouse will be designed to accommodate a future Airport Surveillance Detection Equipment (ASDE) Radar System.

The tower will be connected to the base building on two levels, and to the future Tier 3 Concourse by a one-story connecting link. The overall height of the tower from first floor to the highest point is approximately 325 feet. The base building, located south of the tower, is a two-story steel framed structure that provides administrative and utility support for the tower. A service yard is located to the east of the base building. The base building construction will match the exterior appearance of the Tier 3 Concourse.

SITE DESCRIPTION

The total area of the project site is 38,000 square feet. The total area of the Airport is approximately 11,000 acres.

## BUILDING AREA

The gross area of the tower is 38,154 square feet. The gross area of the base building is 16,440 square feet.

## EXISTING AND PROJECTED ASSIGNED EMPLOYMENT

As stated in the Environmental Assessment Report for the tower project, dated May 2002 (Section 3.18.2), the overall project development will not cause an appreciable change in permanent employment levels at the Airport site.

## RELATIONSHIP TO THE AIRPORT MASTER PLAN

The tower site was established as a result of a siting study prepared dated January 2002. The proposed site for the new tower is compatible with the future development for the Airport. The site was selected with consideration for existing airport facilities, as well as future improvements including runways, terminal expansions, cargo buildings, apron development, etc. The Airport Layout Plan will be formally updated upon approval of the Environmental Assessment by the FAA.

## COORDINATION WITH LOCAL AND STATE GOVERNMENTS

The Draft Environmental Assessment for the project has been forwarded to State and local agencies for review and comment. Coordination has been initiated with the Metropolitan Washington Council of Governments (COG) and the Virginia Department of Environmental Quality concerning provisions in the State Implementation Plan for construction equipment emissions at Washington Dulles International Airport.

In addition, the Authority has entered into consultation with the Virginia State Historic Preservation Office (SHPO), and the President's Advisory Council on Historic Preservation (ACHP) in accordance with the 1987 Programmatic Memorandum of Agreement between the U.S. Department of Transportation, VASHPO and ACHP. The Airports Authority has coordinated the development of the design for this project with these agencies and a Conditional Determination of No Adverse Affect is anticipated.

## STATUS OF COMMUNITY PARTICIPATION

The Draft Environmental Assessment for the project has been released for public comment. Copies have been placed at seven local libraries, and the document has been posted on the Authority's web site. A public notice inviting Community Participation through review and comment on the Draft Environmental Assessment was published in local newspapers on December 1, 2002.

## SCHEDULE FOR CONSTRUCTION AND OCCUPANCY

The new tower will be constructed during 2003- 2004, and commissioned in 2005.

## ESTIMATED COST AND FUNDING STATUS

The estimated construction cost for the project is \$35,500,000. Funding is provided by the Metropolitan Washington Airports Authority Capital Construction Program.

## TRANSPORTATION MANAGEMENT PROGRAM

A Transportation Management Program plan is not needed for the new tower project, as there will be no appreciable change in permanent employment levels at the Airport site.

## MAPS AND DRAWINGS

- Airport Plan
- Site Plan Prior to Construction of Tier 3
- Site Plan After Construction of Tier 3
- Tower and Base Building Renderings
- Location of Analysis Viewpoints
- Viewpoints 1 and 2
- Viewpoints 3 and 4
- Viewpoints 5 and 6
- Viewpoints 7, 8, and 9

Appendix B  
Section 11

Memorandum of Agreement for The Installation of an Airport Surface Detection  
Equipment Radar (ASDE-3) At Washington Dulles International Airport

**MEMORANDUM OF AGREEMENT  
THE INSTALLATION OF AN AIRPORT SURFACE DETECTION  
EQUIPMENT RADAR (ASDE-3)  
AT WASHINGTON DULLES INTERNATIONAL AIRPORT**

WHEREAS, the Federal Aviation Administration (FAA), in consultation with the Virginia State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) has determined that the demolition of the existing ASDE-2 at Washington Dulles International Airport (Dulles) will have an effect on the historic and architectural qualities of the original Air Traffic Control Tower (ATCT), a contributing structure within the Dulles Airport Historic District, which has been determined eligible for the National Register of Historic Places.

WHEREAS, the FAA, the SHPO and the Council agree that installation of the ASDE-3 on the ATCT will result in an adverse effect on the ATCT and on the Dulles Airport Historic District.

NOW, THEREFORE, the FAA, the SHPO and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to mitigate the efforts of the undertaking.

**Stipulations**

The FAA will ensure that the following stipulations are carried out:

- 1) Prior to demolition of the existing ASDE-2, the FAA shall contact the National Park Service, Historic American Buildings Survey (HABS)/Historic American Engineering Record Standards (HAER) Division at its Mid-Atlantic Regional Office to determine what kind and level of recordation is required for the ATCT. Unless otherwise agreed to by the National Park Service, FAA shall ensure that all documentation is completed and accepted by HABS/HAER prior to any site preparations or construction related to the undertaking, and that copies of this documentation are made available to the SHPO.
- 2) Each year, beginning in 1993, the FAA will request that the ASDE-3 Program Headquarters provide two remote ASDE-3 sensor systems for Dulles International Airport and funding to restore the original appearance of the radome on top

*Washington Dulles International Airport Memorandum of Agreement for the ASDE*  
*Page 2 of 3*

of the ATCT in accordance with the original Saarinen drawings and specifications.

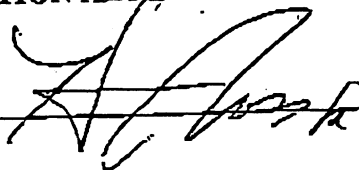
- 3) The next generation of the Airport Surface Detection Equipment Radar programmed for Dulles shall not be installed on top of the existing air traffic control tower without the approval of the SHPO. The FAA will restore the original appearance of the radome if restoration has not already been achieved.
- 4) The FAA will submit plans and specifications for the restoration of the radome to the SHPO for review and comments.

Should the Virginia SHPO or the Council object within 30 days to any plans, specifications, or actions provided for review pursuant to this agreement, the FAA shall consult with the objecting party to resolve the objection. If the FAA determines that the objection cannot be resolved, the FAA shall request further comments of the Council pursuant to 36 CFR Section 800.6(b). Any Council comment provided in response to such a request will be taken into account by the FAA in accordance with 36 CFR 800.6(c)(2) with reference only to the subject of the dispute; the FAA's responsibility to carry out all other actions under this agreement that are not the subjects of the dispute will remain unchanged.

Execution of the Memorandum of Agreement and carrying out its terms evidences that FAA has afforded the Council an opportunity to comment on the proposed project and its effects on historic properties, and that the FAA has taken into account the effects of the project on historic properties.

**FEDERAL AVIATION ADMINISTRATION**

By: \_\_\_\_\_



Date

1/24/93

**Charles J. Hoch**  
**Airway Facilities Division Manager, AEA-400**



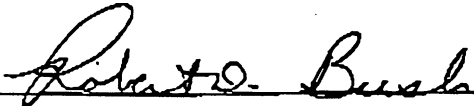
*Washington Dulles International Airport Memorandum of Agreement for the ASDE*  
Page 3 of 3

**VIRGINIA STATE HISTORIC PRESERVATION OFFICER**

By:  Date 11/10/93

**H. Bryan Mitchell**  
**Deputy State Historic Preservation Officer**

**ADVISORY COUNCIL ON HISTORIC PRESERVATION**

By:  Date 12/23/93

**Robert C. Bush**  
**Executive Director**

APPENDIX C  
AIR QUALITY INFORMATION

METROPOLITAN WASHINGTON



COUNCIL OF GOVERNMENTS

*Local governments working together for a better metropolitan region*

November 26, 2001

District of Columbia  
Bowie  
College Park  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Prince William County

Dr. J. Charles Baummer, Jr.  
Environmental Planner  
Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Washington, D.C. 20001 - 4901

*Charlie*  
Dear Dr. Baummer:

**Re: Construction equipment emissions for Washington Dulles  
International Airport included in the State Implementation Plan  
(SIP)**

We have reviewed your analysis of the emissions from non-road construction equipment at the Washington Dulles International (IAD) Airport as related to Washington, DC-VA-MD ozone non-attainment area's emissions projections for the year 2005 in the recently approved State Implementation Plan (SIP).

We concur with the methodology used by the Metropolitan Washington Airports Authority for deriving the emissions that are attributable to the construction equipment usage activities at the IAD airport. However, we suggest a minor correction to your nitrogen oxides emissions data. We believe that data truncation caused this error in your analysis. As noted, the region's attainment SIP attributes 0.746 tons of nitrogen oxides (NO<sub>x</sub>) and 0.106 tons of volatile organic compounds (VOCs) per ozone season day due to the activities of the construction equipment at IAD Airport.

Contact us if you need further details or for any additional help.

Sincerely,

Joan Rohlf  
Chief, Air Quality Planning

Enclosure.

**Washington Dulles International Airport  
Emissions from Construction Equipment (tons per Ozone Season Day)**

**Round 6.1 Cooperative Forecasts - EMPLOYMENT**

Year	Fairfax Co.	IAD-Ffx	IAD-Ffx %	Loudoun Co.	IAD-Loud	IAD-Loud %
1990	403700	1491	0.369%	38300	8037	20.984%
2005	589300	394	0.067%	92700	16000	17.260%

**Volatile Organic Compounds (VOCs) - Construction Equipment at IAD (tpd)**

Year	Fairfax Emissions	IAD-Fairfax Emissions	Loudoun Emissions	IAD-Loudoun Emissions	IAD-Emis. NO Controls	IAD-Emis. with Controls
Base - 1990	2.1810	0.0081	0.3070	0.0644	0.0725	0.0725
SIP - 2005	3.1277	0.0021	0.7252	0.1252	0.1273	0.1058

**Nitrogen Oxides (NOx) - Construction Equipment at IAD (tpd)**

Year	Fairfax Emissions	IAD-Fairfax Emissions	Loudoun Emissions	IAD-Loudoun Emissions	IAD-Emis. NO Controls	IAD-Emis. with Controls
Base - 1990	14.1057	0.0521	1.9802	0.4155	0.4676	0.4676
SIP - 2005	20.2282	0.0135	4.6780	0.8074	0.8209	0.7456

**Washington Dulles International Airport  
Emissions from Construction Equipment (tons per Ozone Season Day)**

**VOC - Break-down of 2005 emissions by sub-type**

	Diesel	4-Stroke	2-Stroke	Total
Uncontrolled	0.1010	0.0144	0.0118	0.1273
Gasoline Controls	-	-0.0044	-0.0036	-0.0080
Diesel Controls	-0.0134	-	-	-0.0134
<b>Controlled VOC</b>	<b>0.0876</b>	<b>0.0100</b>	<b>0.0082</b>	<b>0.1058</b>

Spark Ignition Rule-Reductions (30.5%)  
Non-road Diesel Engine Standards - Reductions (13.3%)

**NOx - Break-down of 2005 emissions by sub-type**

	Diesel	4-Stroke	2-Stroke	Total
Uncontrolled	0.8182	0.0027	0.0000	0.8209
Gasoline Controls	-	0.0041	0.0000	0.0041
Diesel Controls	-0.0794	-	-	-0.0794
<b>Controlled NOx</b>	<b>0.7389</b>	<b>0.0068</b>	<b>0.0000</b>	<b>0.7456</b>

Spark Ignition Rule-Disbenefit (150.7%)  
Non-road Diesel Engine Standards - Reductions (9.7%)

# EDMS 4.0 Emissions Inventory Report

*Study Name: IAD Tower EA Stationary Sources*

*Airport: WASHINGTON DULLES INTERNA*

*Report Date: 02/22/02*

## SUMMARY

*(Tons/Year)*

NAME	CO	HC	NOx	SOx	PM10
Stationary Sources	.263	.098	1.231	.066	.077
Total	.263	.098	1.231	.066	.077

## STATIONARY SOURCE EMISSIONS

(Tons/Year)

Source	CO	HC	NOx	SOx	PM10
Back-up Generator	.210	.077	.968	.064	.069
Boiler	.053	.021	.263	.002	.008

<b>HNTB</b> IAD Tower EA <small>The HNTB Companies</small> For <u>Johnny Sowers</u>	Made by	Date <u>2/20/02</u>	Job Number
	Checked by	Date	Sheet Number
	Backchecked by	Date	

## Dallas Generators

Budget → 26 hours testing  
           72 hours use/year  


---

           98 hours total

Back up generator 750 kva (Diesel)

Fuel Consumption: 42.1 gal/hr

$$\text{Fuel Usage} : 98 \text{ hrs} \left( \frac{42.1 \text{ gal}}{\text{hr}} \right) = 4125.8 = \underline{\underline{4126 \text{ gal}}}$$

$$1 \text{ gal} = 3.785 \text{ liters}$$

$$\frac{4126 \text{ gal}}{1 \text{ gal}} \times \frac{3.785 \text{ liters}}{1 \text{ gal}} \times \frac{1 \text{ Kiloliter}}{1000 \text{ liters}} = \underline{\underline{15.62 \text{ kiloliters}}}$$



<b>HNTB</b> IAD Tower EA <small>The HNTB Companies</small>	Made by <u>ICAT</u>	Date <u>2/21/02</u>	Job Number
	Checked by	Date	Sheet Number
For <u>Statenoy Sources</u>	Backchecked by	Date	

## Boilers @ Dulles

600 MBH input = 600,000 Btu/hr input

Talked w/ man named Vince @ the Robert Hayes Company in VA Beach (757-486-1600)

↓  
they are distributor for Bryan Boilers  
(765-473-6651)

Told me that  $\frac{1000 \text{ Btu}}{\text{cf}}$  of natural gas for input of fuel consumer

So:  $600000 \text{ Btu/hr} = 600 \frac{\text{cf}}{\text{hr}}$  natural gas

$$\text{m}^3 = 35.31 \text{ cf}$$

$$\frac{600 \text{ cf}}{\text{hr}} \bigg| \frac{\text{m}^3}{35.31 \text{ cf}} = 16.99235 \text{ m}^3/\text{hr}$$

We assume they run  $\frac{24 \text{ hrs}}{\text{day}}$ ,  $\frac{365 \text{ days}}{\text{year}} = 8760 \frac{\text{hours}}{\text{year}}$

Fuel Consumption:

$$8760 \text{ hours} \cdot \frac{16.99235 \text{ m}^3}{\text{hr}} = 148,853 \text{ m}^3$$

APPENDIX D  
AGENCY CORRESPONDENCE

MAY 16

Ms. Renee Hypes  
Project Review Coordinator  
Commonwealth of Virginia  
Department of Conservation and Recreation  
Division of Natural Heritage  
217 Governor Street, 3<sup>rd</sup> Floor  
Richmond, VA 23219

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Ms. Hypes:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

The Airport is located approximately 26 miles west of central Washington, DC, astride the boundary between Fairfax and Loudoun Counties, Virginia. The Airport and Dulles Access Highway cover 10,943 acres, of which 7,508 are in Loudoun County and 3,435 are in Fairfax County.

The major proposed improvements at IAD include modern passenger handling facilities to replace Concourse C/D and to provide additional gate capacity, an automated people mover system to replace the mobile lounge system, a utilities complex, and a new airport traffic control tower. The other current proposed improvement projects at IAD are on a smaller scale. The attachment shows the project area.

To assist us in identifying environmental issues that may affect the future implementation of the facility improvements, please provide us with written comments concerning interest within your agency's responsibility. In accordance with Section 7(c)(1) of the Endangered Species Act, we are requesting information on whether any proposed or listed species or their critical habitats are present within the project site.

Department of Conservation and Recreation

Page 2

Your response within 20 days from the date of receipt of this letter will be greatly appreciated. Letters have also been sent to the U.S. Fish and Wildlife Service, the Virginia Department of Agriculture and Consumer Services, and the Virginia Department of Game and Inland Fisheries in regard to the issue of protected species, and to the Virginia Department of Environmental Quality and the U.S. Environmental Protection Agency.

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

Sincerely,

Original Signed By

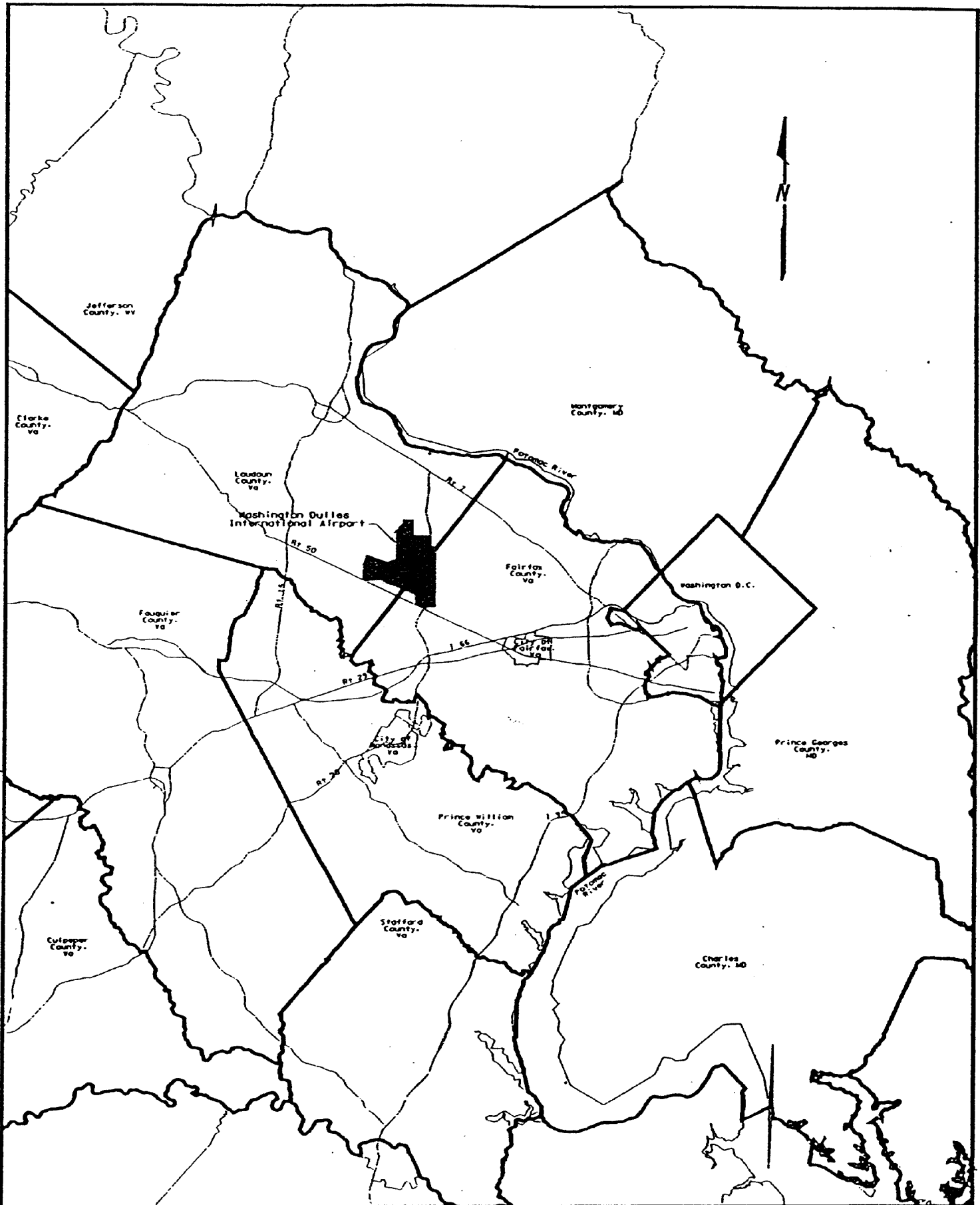
J. Charles Baummer, Jr., Ph.D.



Environmental Planner

Enclosures

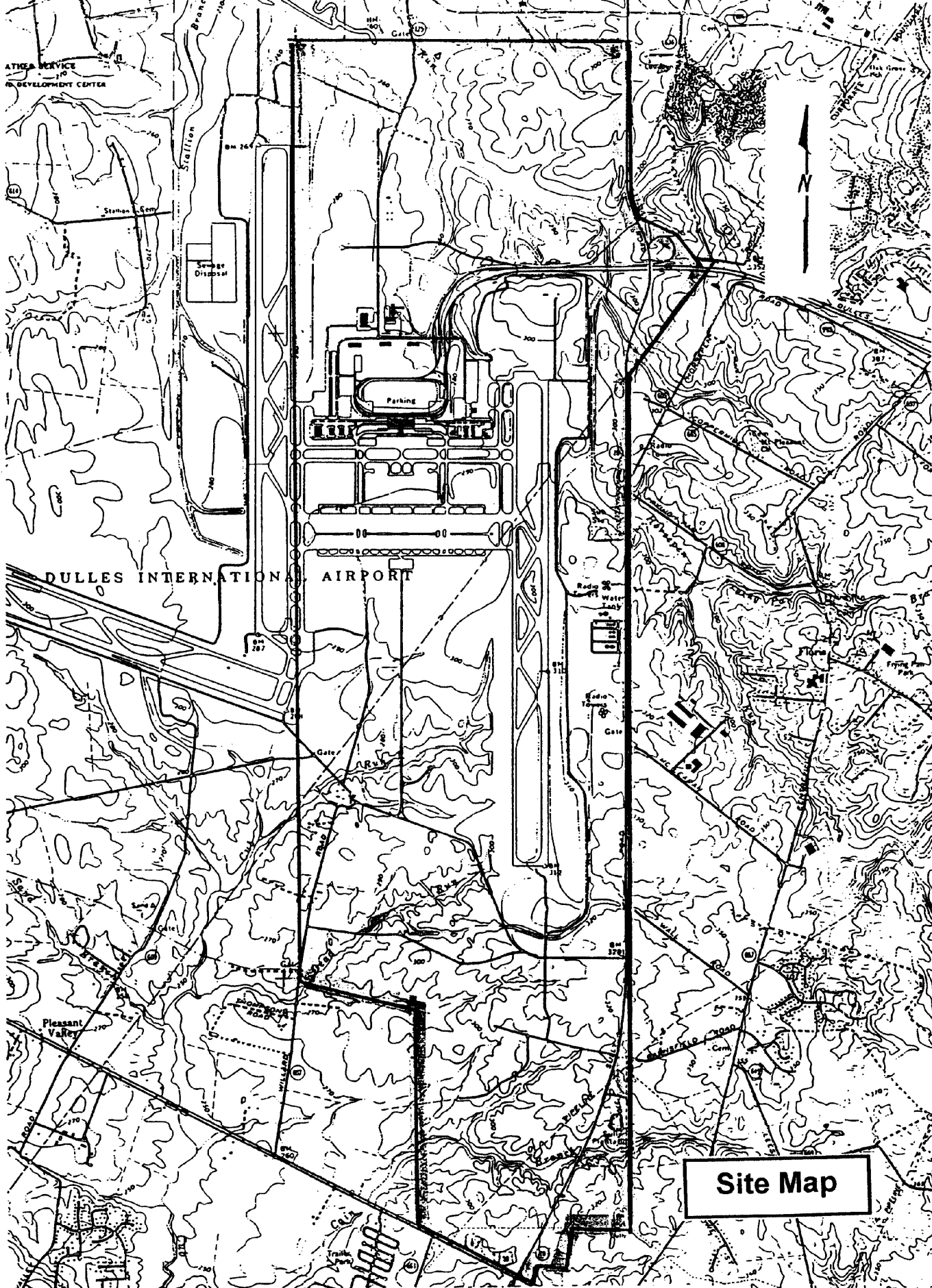
JCB:pp

MA-32E:CBaumner:pp:78168:05/14/01:G:\PLANNING\JCB\Dulles NEPA\Tier 2 Env  
Assmnt\EA Engineering\Agency Coordination\DCAR May-01.wpd  
cc: MA-32, 1/2(chron), 30(pink), file(grid)



	DATE 01/15/01		METROPOLITAN WASHINGTON AIRPORTS AUTHORITY OFFICE OF ENGINEERING	WASHINGTON DULLES INTERNATIONAL AIRPORT  VICINITY MAP	DOCUMENT NUMBER  M-1
	SCALE 1" = 6miles				

ATHENA SERVICE  
DEVELOPMENT CENTER



DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETTIC VERTICAL DATUM OF 1929

James S. Gilmore, III  
Governor



David G. Brickley  
Director

John Paul Woodley, Jr.  
Secretary of Natural  
Resources

**COMMONWEALTH of VIRGINIA**  
**DEPARTMENT OF CONSERVATION AND RECREATION**

217 Governor Street, 3rd Floor

TDD (804) 786-2121 Richmond, Virginia 23219 (804) 786-7951 FAX (804) 371-2674  
<http://www.state.va.us/~dcr/vaher.html>

June 1, 2001

Charles Baummer, Jr., Ph. D.  
Environmental Planner  
Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Washington, DC 20001-4901

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Dr. Baummer:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, hairy beardtongue (*Penstemon hirsutus*, G4/S2/NF/NS) and white heath aster (*Aster ericoides*, G5/S2/NF/NS) have been documented within the project site. In addition, several other rare plants, which are typically associated with prairie vegetation and inhabit semi-open diabase glades in Virginia may occur at this location if suitable habitat is present. Diabase glades are characterized by historically fire-dominated grassland vegetation on relatively nutrient-rich soils underlain by Triassic bedrock. Diabase flatrock, a hard, dark-colored volcanic rock, is found primarily in northern Virginia counties and is located within the geologic formation known as the Triassic Basin. Where the bedrock is exposed, a distinctive community type of drought-tolerant plants occurs. Diabase flatrocks are extremely rare natural communities that are threatened by activities such as quarrying and road construction (Rawinski, 1995).

In Northern Virginia, diabase also supports occurrences of several global and state rare plant species: earleaf foxglove (*Agalinis auriculata*, G2/S1/SOC/NS), blue-hearts (*Buchnera americana*, G3G4/S1/NF/NS), downy phlox (*Phlox pilosa*, G5T5/S2/NF/NS), stiff goldenrod (*Oligoneuron rigidum* var. *rigidum*, G5/S2/NF/NS), and marsh hedgenettle (*Stachys pilosa* var. *arenicola*, G5/S1/NF/NS). Please note that earleaf foxglove is currently tracked as a species of concern by the United States Fish and Wildlife Service (USFWS); however this designation has no official legal status.

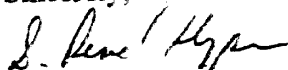
Due to the potential for this site to support additional populations of these natural heritage resources, DCR recommends an inventory of suitable habitat in the study area. With the survey results we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources. DCR-Division of Natural Heritage biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Please contact J. Christopher Ludwig, Natural Heritage Inventory Manager, at (804) 371-6206 to discuss arrangements for field work.

Under the Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Department of Conservation and Recreation (DCR), DCR has the authority to report for VDACS on state-listed plant and insect species. The current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to BCD. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Thank you for the opportunity to comment on this project.

Sincerely,



S. René Hypes  
Project Review Coordinator

CC: Kim Marbain, USFWS



Literature Cited

Rawinski, T.J. 1995. Natural communities and ecosystems: Conservation priorities for the future. Unpublished report for DCR-DNH.

James S. Gilmore, III  
Governor



David G. Brickley  
Director

John Paul Woodley, Jr.  
Secretary of Natural  
Resources

## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF CONSERVATION AND RECREATION

217 Governor Street, 3rd Floor

TDD (804) 786-2121 Richmond, Virginia 23219 (804) 786-7951 FAX (804) 371-2674

<http://www.state.va.us/~dcr/vaher.html>

Tracy Layfield  
EA Engineering, Science and Technology  
15 Loveton Circel  
Sparks, MD 21152

1 May 2001

Re: IAD Dullas International Airport Expansion

Dear Ms. Layfield:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, natural heritage resources have not been documented at the project site. The absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. In addition, our files do not indicate the presence of any natural area preserves under DCR's jurisdiction in the project vicinity.

Under the Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Department of Conservation and Recreation (DCR), DCR has the authority to report for VDACS on state-listed plant and insect species. The current activity will not affect any documented state-listed plants or insects.

DCR's Biological and Conservation Data System is constantly growing and revised. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

A fee of \$50.00 has been assessed for the service of providing this information. Please find enclosed an invoice for that amount. Please return one copy of the invoice along with your remittance made payable to the Treasurer of Virginia, Department of Conservation and Recreation, 203 Governor Street, Suite 402, Richmond, VA 23219 ATTN: Cashier. Payment is due within thirty days of the invoice date.

Thank you for the opportunity to comment on this project.

Sincerely,

  
Robbie Barbuto  
Locality Liaison

DEPARTMENT OF CONSERVATION & RECREATION  
 DIVISION OF NATURAL HERITAGE  
 NATURAL HERITAGE RESOURCES OF LOUDOUN COUNTY

SCIENTIFIC NAME	COMMON NAME	GLOBAL RANK	STATE RANK	FEDERAL STATUS	STATE STATUS	*LAST SEEN IN CO SINCE 1980?
<b>** BIRDS</b>						
BARTRAMIA LONGICAUDA	UPLAND SANDPIPER	G5	S1S2		LT	Y
DOLICHONYX ORYZIVORUS	BOBOLINK	G5	S1			Y
RALLUS ELEGANS	KING RAIL	G4G5	S2			Y
<b>** COMMUNITIES</b>						
	MOUNTAIN/PIEDMONT ACIDIC SEEPAGE SWAMP					Y
	BASIC MESIC FOREST					Y
	LOW ELEVATION BASIC OUTCROP BARREN					Y
	PIEDMONT/MOUNTAIN BASIC CLIFF					Y
<b>** INVERTEBRATES</b>						
ELLIPTIO LANCEOLATA	YELLOW LANCE	G2G3	S2S3	SOC	SC	Y
GOMPHUS ABBREVIATUS	SPINE-CROWNED CLUBTAIL	G3G4	S2	SOC		N
LASMIGONA SUBVIRIDIS	GREEN FLOATER	G3	S2	SOC	SC	Y
STYLURUS NOTATUS	ELUSIVE CLUBTAIL	G3	S1	SOC		N
<b>** REPTILES</b>						
CLEMMYS INSCULPTA	WOOD TURTLE	G4	S2		LT	Y
<b>** VASCULAR PLANTS</b>						
ARABIS SHORTII	SHORT'S ROCKCRESS	G5	S2			Y
ASTER SHORTII	SHORT'S ASTER	G4G5	S1			Y
CAREX CRISTATELLA	CRESTED SEDGE	G5	S2			No Date
CERASTIUM ARVENSE SSP VELUTINUM	A FIELD CHICKWEED	G5T4?	S2?			Y
ERYTHRONIUM ALBIDUM	WHITE TROUT-LILY	G5	S2			Y
HASTEOLA SUAVEOLENS	SWEET-SCENTED INDIAN-PLANTAIN	G3G4	S2	SOC		Y
LYTHRUM ALATUM	WINGED-LOOSESTRIFE	G5	S2			Y
OLIGONEURON RIGIDUM VAR RIGIDUM	STIFF GOLDENROD	G5T5	S2			Y
PENSTEMON HIRSUTUS	HAIRY BEARDTONGUE	G4	S2			Y
PRUNUS NIGRA	CANADA PLUM	G4G5	S1			Y
QUERCUS PRINOIDES	DWARF CHINQUAPIN OAK	G5	S2			N
RORIPPA SESSILIFLORA	STALKLESS YELLOWCRESS	G5	S1			Y
VITIS RUPESTRIS	SAND GRAPE	G3G4	S1?	SOC		Y

25 Records Processed

\*Indicates at least one occurrence in the county seen since 1980

DEPARTMENT OF CONSERVATION & RECREATION  
DIVISION OF NATURAL HERITAGE

NATURAL HERITAGE RESOURCES OF ARLINGTON & FAIRFAX COUNTIES

SCIENTIFIC NAME	COMMON NAME	GLOBAL RANK	STATE RANK	FEDERAL STATUS	STATE STATUS	*LAST SEEN IN CO SINCE 1980?
<b>ARLINGTON:</b>						
<b>** INVERTEBRATES</b>						
STYGOBROMUS PIZZINII	PIZZINI'S AMPHIPOD	G2G4	S1S2	SOC	SC	Y
STYGOBROMUS SP 15	A GROUNDWATER AMPHIPOD	G1	S1	SOC		Y
<b>** VASCULAR PLANTS</b>						
BROMUS CILIATUS	FRINGED BROME	G5	S1			Y
ERYTHRONIUM ALBIDUM	WHITE TROUT-LILY	G5	S2			Y
PHACELIA COVILLEI	BLUE SCORPION-WEED	G2	S1	SOC		Y
SALIX EXIGUA	SANDBAR WILLOW	G5	S1			Y
SIDA HERMAPHRODITA	VIRGINIA MALLOW	G2	S1	SOC		Y
<b>FAIRFAX:</b>						
<b>** BIRDS</b>						
BOTAURUS LENTIGINOSUS	AMERICAN BITTERN	G4	SU			Y
CERTHIA AMERICANA	BROWN CREEPER	G5	S2S3		SC	Y
GALLINULA CHLOROPUS	COMMON MOORHEN	G5	S1		SC	Y
HALIAEETUS LEUCOCEPHALUS	BALD EAGLE	G4	S2	LT	LT	Y
IXOBRYCHUS EXILIS	LEAST BITTERN	G5	S2			Y
NYCTANASSA VIOLACEA	YELLOW-CROWNED NIGHT-HERON	G5	S2		SC	Y
PODILYMBUS PODICEPS	PIED-BILLED GREBE	G5	S2			Y
RALLUS ELEGANS	KING RAIL	G4G5	S2			Y
<b>** COMMUNITIES</b>						
	TIDAL FRESHWATER MARSH					Y
	COASTAL PLAIN/PIEDMONT ACIDIC SEEPAGE SWAMP					Y
	UPLAND DEPRESSION SWAMP					Y
	RIVER-SCOUR WOODLAND					Y
	EASTERN HEMLOCK FOREST					Y
	MESIC MIXED HARDWOOD FOREST					Y
	BASIC MESIC FOREST					Y
	BASIC OAK - HICKORY FOREST					Y
	PIEDMONT/MOUNTAIN BASIC WOODLAND					Y
	RIVERSIDE OUTCROP BARREN					Y
<b>** INVERTEBRATES</b>						
CALLOPHRYUS POLIOS	HOARY ELFIN	G5	S1S3			N
CELLIthemis MARTHA	MARTHA'S PENNANT	G4	S2			N
CICINDELA FORMOSA GENEROSA	A TIGER BEETLE	G5T5	SH			No Date
ELLIPTIO LANCEOLATA	YELLOW LANCE	G2G3	S2S3	SOC	SC	No Date
FIXSENIA FAVONIUS ONTARIO	NORTHERN HAIRSTREAK	G4T4	S2S3			No Date
GOMPHUS FRATERNUS	MIDLAND CLUBTAIL	G5	S1			Y
GOMPHUS VENTRICOSUS	SKILLET CLUBTAIL	G3	S1	SOC		N
LORDITHON NIGER	BLACK LORDITHON ROVE BEETLE	G1	SH	SOC		No Date
NEHALENNIA GRACILIS	SPHAGNUM SPRITE	G5	S2			Y
SPHALLOPLANA HOLSINGERI	HOLSINGER'S GROUNDWATER PLANARIAN	GH	SH			N
SPHALLOPLANA SUBTILIS	BIGGER'S GROUNDWATER PLANARIAN	GH	SH			N
STYGOBROMUS KENKI	ROCK CREEK GROUNDWATER AMPHIPOD	G1G3	SH	SOC		N
STYGOBROMUS PHREATICUS	NORTHERN VIRGINIA WELL AMPHIPOD	G1	S1	SOC		Y
STYGOBROMUS PIZZINII	PIZZINI'S AMPHIPOD	G2G4	S1S2	SOC	SC	Y
STYGOBROMUS SP 15	A GROUNDWATER AMPHIPOD	G1	S1	SOC		Y
<b>** OTHER</b>						
BALD EAGLE ROOST						Y
<b>** REPTILES</b>						
CLEMMYS INSCULPTA	WOOD TURTLE	G4	S2		LT	Y
<b>** VASCULAR PLANTS</b>						
AGALINIS AURICULATA	EARLEAF FOXGLOVE	G3	S1	SOC		Y
ARABIS SHORTII	SHORT'S ROCKCRESS	G5	S2			Y
ASTER ERICOIDES	WHITE HEATH ASTER	G5	S2			Y
BOLBOSCHOENUS FLUVIATILIS	RIVER BULRUSH	G5	S1			Y
CABOMBA CAROLINIANA	CAROLINA FANWORT	G3G5	S1			Y
CAREX CRISTATELLA	CRESTED SEDGE	G5	S2			Y
CAREX STRAMINEA	STRAW SEDGE	G5	S1			Y
CAREX TENERA	SLENDER SEDGE	G5	S1?			Y
CAREX VESTITA	A SEDGE	G5	S2			Y
CERASTIUM ARVENSE SSP ARVENSE	A FIELD CHICKWEED	G5T?	S2?			Y

DEPARTMENT OF CONSERVATION & RECREATION  
 DIVISION OF NATURAL HERITAGE

NATURAL HERITAGE RESOURCES OF ARLINGTON & FAIRFAX COUNTIES

SCIENTIFIC NAME	COMMON NAME	GLOBAL RANK	STATE RANK	FEDERAL STATUS	STATE STATUS	*LAST SEEN IN CO SINCE 1980?
DIARRHENA OBOVATA	A BEAKGRAIN	G4G5	S1			Y
ELEOCHARIS COMPRESSA	FLAT-STEMMED SPIKE-RUSH	G4	S2			Y
ENEMION BITERNATUM	FALSE RUE-ANEMONE	G5	S1			Y
ERYTHRONIUM ALBIDUM	WHITE TROUT-LILY	G5	S2			Y
GEUM LACINIATUM VAR TRICHOCARPUM	ROUGH AVENS	G5T?	S2			No Date
HASTEOLA SUAVEOLENS	SWEET-SCENTED INDIAN-PLANTAIN	G3G4	S2	SOC		Y
HELIANTHUS OCCIDENTALIS	MCDOWELL SUNFLOWER	G5	S1			Y
HEMICARPHA MICRANTHA	DWARF BULRUSH	G4	S1			Y
LATHYRUS PALUSTRIS	VETCHLING	G5	S1			Y
MATTEUCCIA STRUTHIOPTERIS VAR PENNSYLVANICA	OSTRICH FERN	G5T5	S1			Y
MOEHRINGIA LATERIFLORA	GROVE SANDWORT	G5	S1			Y
OLIGONEURON RIGIDUM VAR RIGIDUM	STIFF GOLDENROD	G5T5	S2			Y
ONOSMODIUM VIRGINIANUM	VIRGINIA FALSE-GROMWELL	G4	S2			Y
PACKERA PAUPERCULA	BALSAM RAGWORT	G5	S2			Y
PENSTEMON HIRSUTUS	HAIRY BEARDTONGUE	G4	S2			N
PHACELIA COVILLEI	BLUE SCORPION-WEED	G2	S1	SOC		Y
PLATANATHERA PERAMOENA	PURPLE FRINGELESS ORCHIS	G5	S2			Y
PYCNANTHEMUM TORREI	TORREY'S MOUNTAIN-MINT	G2	S2?	SOC		Y
QUERCUS PRINOIDES	DWARF CHINQUAPIN OAK	G5	S2			N
RANUNCULUS AMBIGENS	WATER-PLANTAIN SPEARWORT	G4	S1			Y
RHODODENDRON ARBORESCENS	SMOOTH AZALEA	G4G5	S2			Y
SIDA HERMAPHRODITA	VIRGINIA MALLOW	G2	S1	SOC		N
SILENE NIVEA	SNOWY CAMPION	G4?	S1			Y
SOLIDAGO RACEMOSA	STICKY GOLDENROD	G5T4?	S1			Y
SOLIDAGO RUPESTRIS	ROCK GOLDENROD	G4?	S1			Y
SPARTINA PECTINATA	FRESHWATER CORDGRASS	G5	S2			Y
VALERIANA PAUCIFLORA	VALERIAN	G4	S2			Y
VITIS RUPESTRIS	SAND GRAPE	G3G4	S1?	SOC		Y

75 Records Processed

MAY 16 1997

Ms. Shelly Miller  
Commonwealth of Virginia  
Environmental Services Division  
Department of Game and Inland Fisheries  
4010 West Broad Street  
P.O. Box 11104  
Richmond, VA 23220

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Ms. Miller:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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To assist us in identifying environmental issues that may affect the future implementation of the facility improvements, please provide us with written comments concerning interest within your agency's responsibility. In accordance with Section 7(c)(1) of the Endangered Species Act, we are requesting information on whether any proposed or listed species or their critical habitats are present within the project site.

Department of Game and Inland Fisheries  
Page 2

Your response within 20 days from the date of receipt of this letter will be greatly appreciated. Letters have also been sent to the U.S. Fish and Wildlife Service, the Virginia Department of Agriculture and Consumer Services, and the Virginia Department of Conservation and Recreation in regard to the issue protected species, and to the U.S. Environmental Protection Agency and Virginia Department of Environmental Quality.

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

Sincerely,

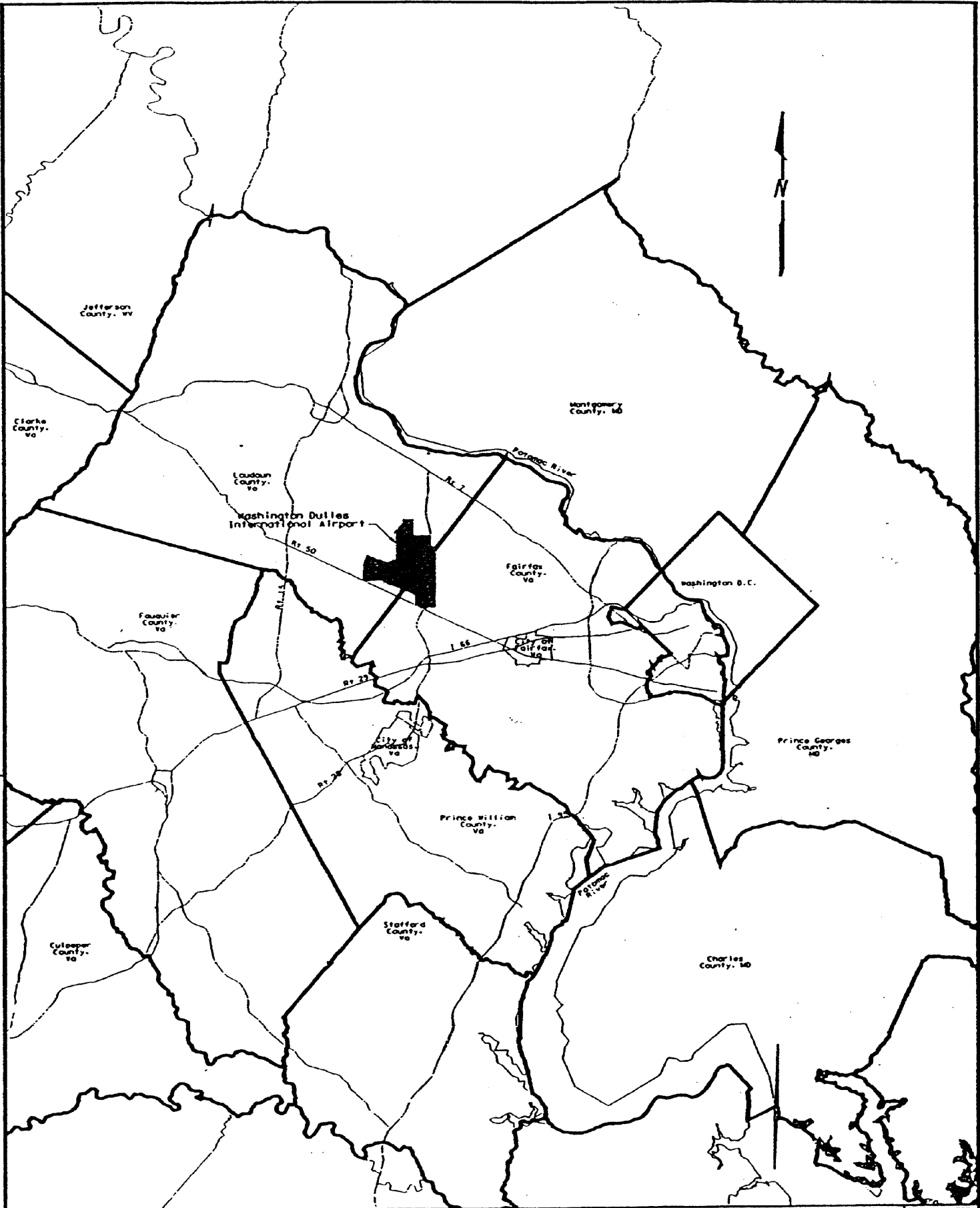
Original Signed By



J. Charles Baummer, Jr., Ph.D.  
Environmental Planner

Enclosures

JCB:pp

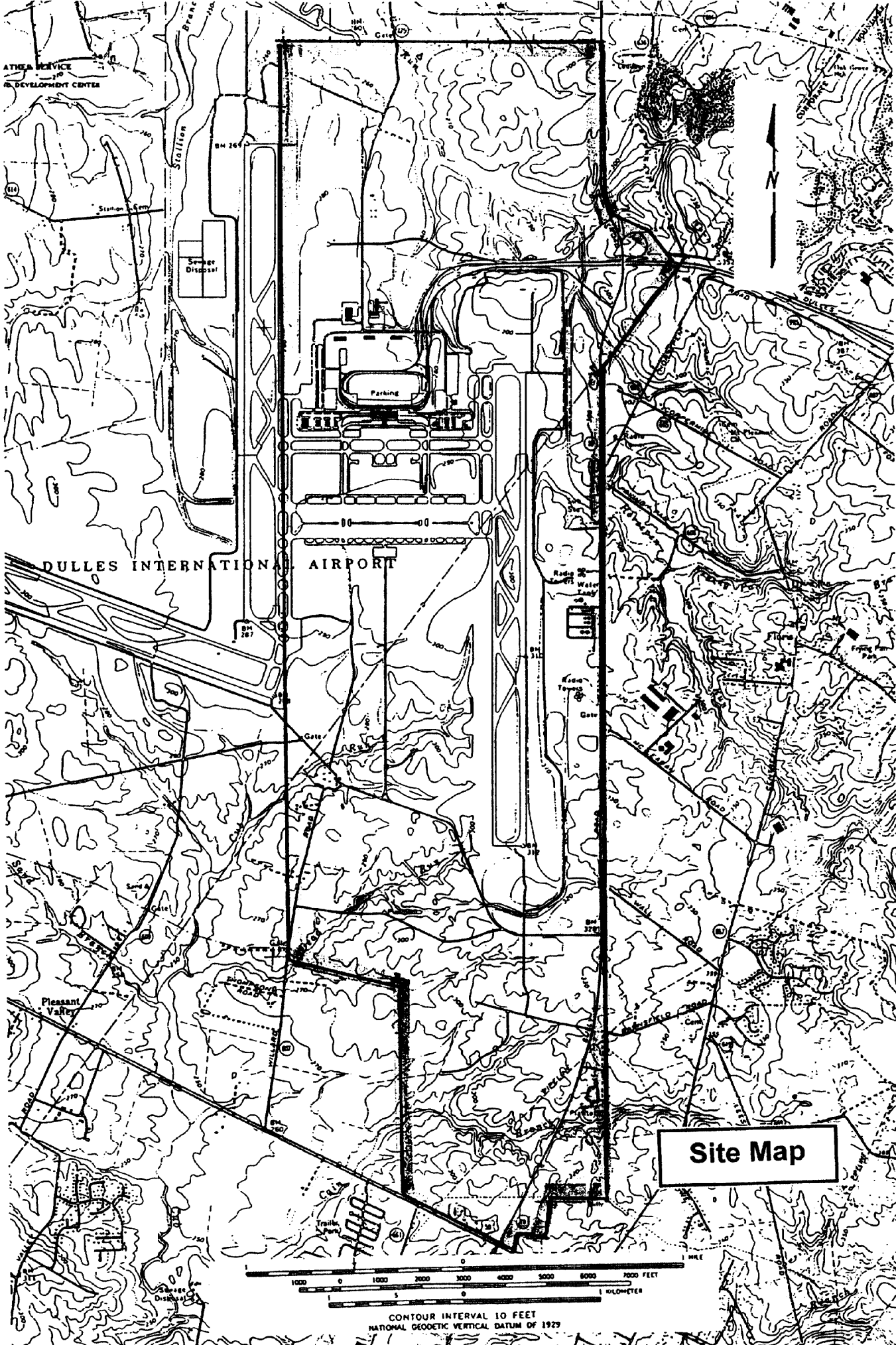
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Assmnt\EA Engineering\Agency Coordination\DGIF May-01.wpd  
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	DATE 01/15/01 SCALE 1" = 6miles		METROPOLITAN WASHINGTON AIRPORTS AUTHORITY OFFICE OF ENGINEERING	WASHINGTON DULLES INTERNATIONAL AIRPORT VICINITY MAP	SHEET NUMBER M-1
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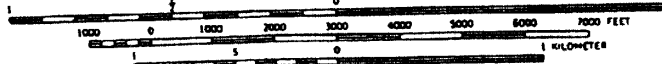


ATHENA SERVICE  
DEVELOPMENT CENTER



DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



# COMMONWEALTH of VIRGINIA

James S. Gilmore, III  
Governor

John Paul Woodley, Jr.  
Secretary of Natural Resources

Department of Game and Inland Fisheries

June 18, 2001

William L. Woodfin, Jr.  
Director

J. Charles Baummer, Jr.  
Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Washington, DC 20001-4901

RE: ESSLOG 14986; Proposed Facility Improvements At Washington Dulles International Airport

Dear Mr. Baummer:

This letter is in response to your request for information related to the presence of threatened or endangered species in the vicinity of the above referenced project.

Information about fish and wildlife species was generated from our agency's computerized Fish and Wildlife Information System, which describes animals that are known or may occur in a particular geographic area. Field surveys may be necessary to determine the presence or absence of some of these species on or near the proposed area. Also, additional sensitive animal species may be present, but their presence has not been documented in our information system.

The state threatened wood turtle, (*Clemmys insculpta*), and the state threatened upland sandpiper, (*Bartramia longicauda*) have been documented in the project area. The applicant should coordinate with this Department to evaluate potential impacts on these species.

The federal species of concern state special concern species yellow lance mussel, (*Elliptio lanceolata*), and the state special concern species brown creeper, (*Certhia americana*), have been documented in the project area. The classifications of "federal species of concern" and "state special concern species" are not legal designations and do not require further coordination.

A block survey of an area encompassing the project site documented the following species during the breeding season: the federal species of concern state threatened Henslow's sparrow, (*Ammodramus henslowii susurrans*). These species may occur at the project site if appropriate habitat exists, but no coordination is necessary at this time.

Endangered plants and insects are under the jurisdiction of the Virginia Department of Agriculture and Consumer Services, Bureau of Plant Protection. Questions concerning sensitive

4010 WEST BROAD STREET, P.O. BOX 11104, RICHMOND, VA 23230-1104  
(804) 367-1000 (V/TDD) Equal Opportunity Employment, Programs and Facilities FAX (804) 367-9147

Stephen Lane  
ESSLOG# 14645  
May 4, 2001  
Page 2

plant and insect species occurring at the project site should be directed to Keith Tignor at (804) 786-3515.

This letter summarizes the likelihood of the occurrence of endangered or threatened animal species at the project site. If you have additional questions in this regard, please contact me at (804) 367-2211. Please note that this response does not address any other environmental concerns; these issues are analyzed by our Environmental Services Section, in conjunction with interagency review of applications for state and federal permits. If you have any questions in this regard, please contact Ray Fernald or Tom Wilcox at (804) 367-8999.

There is a processing charge of \$25.00 for our response. Please remit a check, made payable to **TREASURER OF VIRGINIA**, within 30 days to MaryBeth Murr at the address listed on the first page. Include a copy of this letter with your payment to ensure that your account is properly credited.

The Fish and Wildlife Information Service, the system of databases used to provide the information in this letter, can now be accessed via the Internet! The Service currently provides access to current and comprehensive information about all of Virginia's fish and wildlife resources, including those listed as threatened, endangered, or special concern; colonial birds; waterfowl; trout streams; and all wildlife. Users can choose a geographic location and generate a report of species known or likely to occur around that point. From our main web page, at [www.dgif.state.va.us](http://www.dgif.state.va.us), choose the hyperlink to "Wildlife Information Online". For more information, please contact Amy Martin, Online Service Coordinator, at (804) 367-2211.

Thank you for your interest in the wildlife resources of Virginia.

Sincerely,



Amy Martin  
Online Service Coordinator

cc: R.T. Fernald, VDGIF

MAY 16 2001

Ms. Karen L. Mayne  
Supervisor, Virginia Field Office  
U.S. Department of the Interior  
Fish and Wildlife Service  
Gloucester Office of Fisheries Assistance  
6669 Short Lane  
Gloucester, VA 23061

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Ms. Mayne:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

The Airport is located approximately 26 miles west of central Washington, DC, astride the boundary between Fairfax and Loudoun Counties, Virginia. The Airport and Dulles Access Highway cover 10,943 acres, of which 7,508 are in Loudoun County and 3,435 are in Fairfax County.

The major proposed improvements at IAD include modern passenger handling facilities to replace Concourse C/D and to provide additional gate capacity, an automated people mover system to replace the mobile lounge system, a utilities complex, and a new airport traffic control tower. The other current proposed improvement projects at IAD are on a smaller scale. The attachment shows the project area.

To assist us in identifying environmental issues that may affect the future implementation of the facility improvements, please provide us with written comments concerning interest within your agency's responsibility. In accordance with Section 7(c)(1) of the Endangered Species Act, we are requesting information on whether any proposed or listed species or their critical habitats are present within the project site.

Fish and Wildlife Service

Page 2

Your response within 20 days from the date of receipt of this letter will be greatly appreciated. Letters have also been sent to the Virginia Department of Agriculture and Consumer Services, the Virginia Department of Conservation and Recreation, and the Virginia Department of Game and Inland Fisheries in regard to the issue of protected species, and to the U.S. Environmental Protection Agency and the Virginia Department of Environmental Quality.

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

Sincerely,

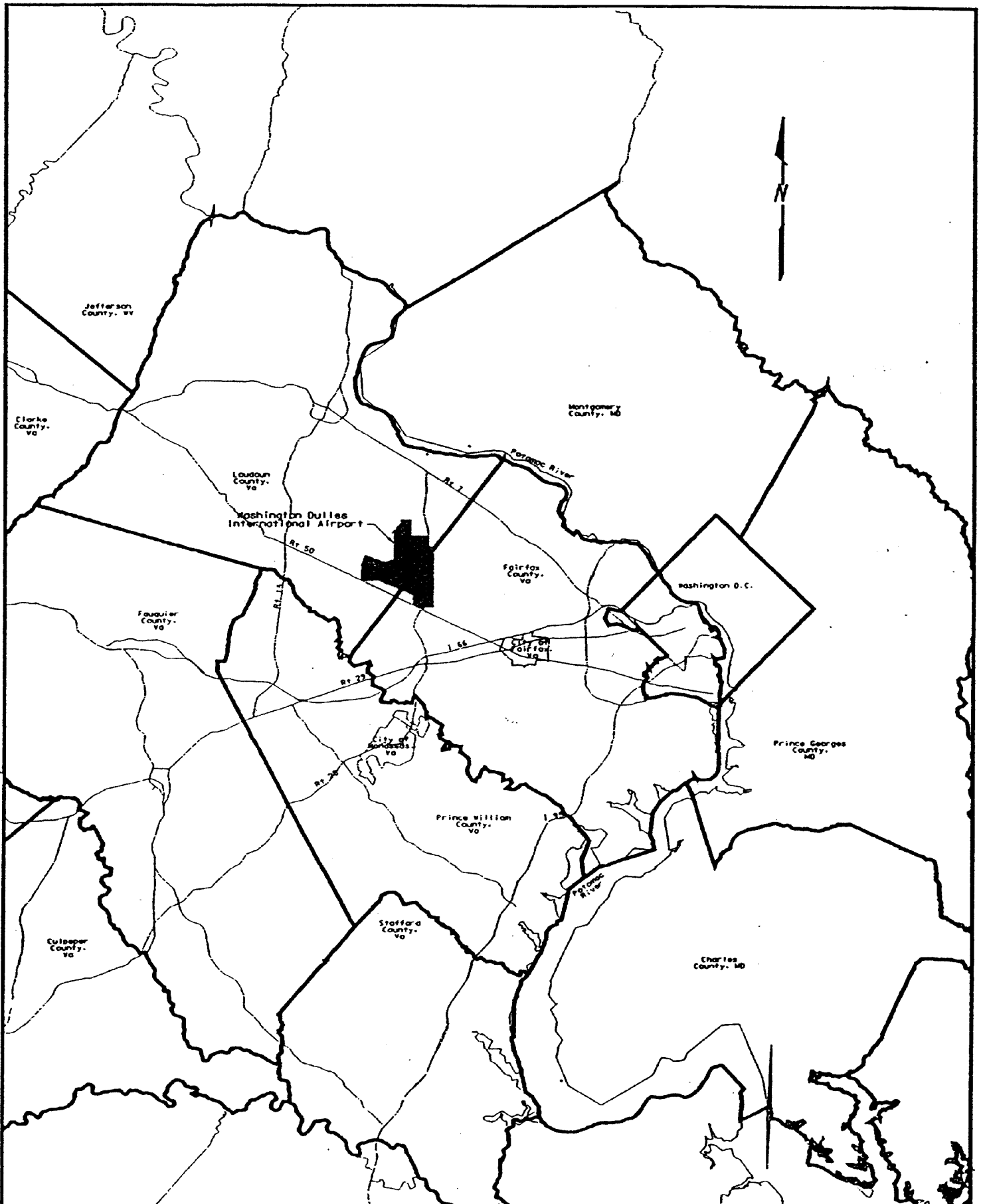
Original Signed By



J. Charles Baummer, Jr., Ph.D.  
Environmental Planner

Enclosures

JCB:pp

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cc: MA-32, 1/2(chron), 30(pink), file(grid)



	DATE 01/15/01 SCALE 1"=6miles		METROPOLITAN WASHINGTON AIRPORTS AUTHORITY OFFICE OF ENGINEERING	WASHINGTON DULLES INTERNATIONAL AIRPORT VICINITY MAP	DRAWING NUMBER M-1
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OTHER SERVICE  
DEVELOPMENT CENTER

Station

Storage  
Disposal

Parking

DULLES INTERNATIONAL AIRPORT

Gate

Radio  
Water  
Tower

Radio  
Tower

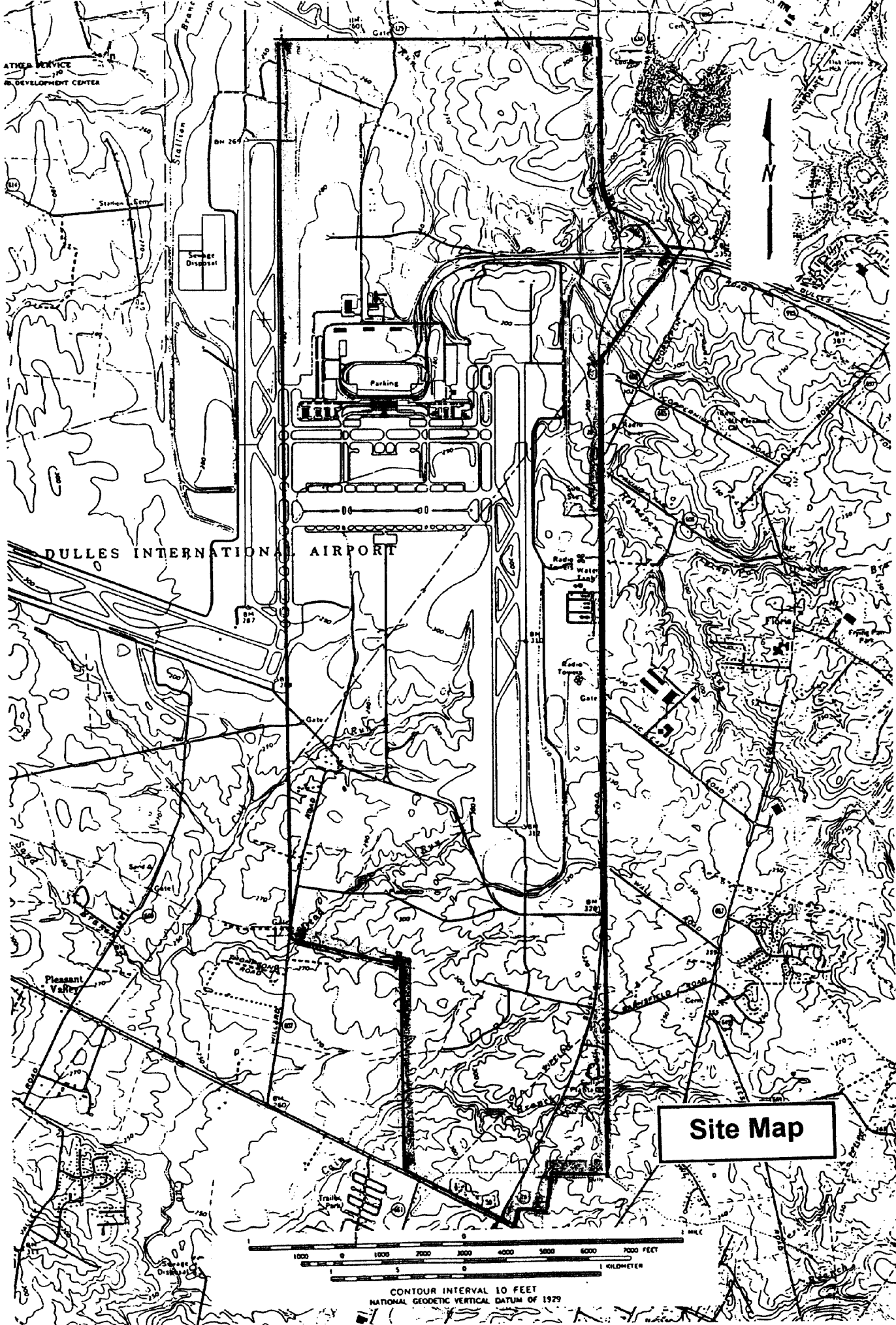
Gate

Pleasant  
Valley

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929





## United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Ecological Services

6669 Short Lane

Gloucester, Virginia 23061

May 25, 2001

Dr. J. Charles Baummer, Jr.  
Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Washington, DC 20001-4901

Greetings:

The U.S. Fish and Wildlife Service has received your request to review the attached project for potential impacts to federally listed or proposed endangered and threatened species and designated critical habitat in Virginia pursuant to the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). Attached are lists of species with federal status and species of concern that have been documented or may occur in the county(s) where your project is located. These lists were prepared by this office and are based on information obtained from previous surveys for rare and endangered species.

Due to the limited staff in this office, we are unable to review projects in a timely manner. Therefore, we request that you send the attached project to the following state agencies for review:

Virginia Department of Game and Inland Fisheries  
Environmental Services Section  
P.O. Box 11104  
Richmond, VA 23230  
(804) 367-1000

Virginia Department of Conservation and Recreation  
Division of Natural Heritage  
217 Governor Street, 3rd Floor  
Richmond, VA 23219  
(804) 786-7951

It is recommended that each agency named above review the project because each maintains a different database and has differing expertise and/or regulatory responsibility.

**IF EITHER OF THESE AGENCIES DETERMINES THAT YOUR PROJECT MAY IMPACT A FEDERALLY LISTED, PROPOSED, OR CANDIDATE SPECIES OR CRITICAL HABITAT, PLEASE CONTACT THIS OFFICE AND PROVIDE A COPY**



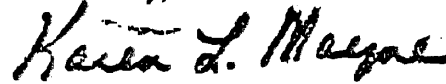
Dr. J. Charles Baummer, Jr.

2

**OF THE RESPONSE LETTER FROM EACH AGENCY; OTHERWISE, FURTHER CONTACT WITH THIS OFFICE IS NOT NECESSARY.**

If you have any questions or need further assistance, please contact Eric Davis of this office at (804) 693-6694, extension 104.

Sincerely,



Karen L. Mayne  
Supervisor  
Virginia Field Office

Enclosures

**FAIRFAX COUNTY, VIRGINIA**  
**Federally Listed, Proposed, and Candidate Species**

<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>	<u>STATUS</u>
<u>BIRDS</u>		
<i>Haliaeetus leucocephalus</i> <sup>1</sup>	Bald eagle	LT
<u>VASCULAR PLANTS</u>		
<i>Aeschynomene virginica</i> <sup>2</sup>	Sensitive joint-vetch	LT
<i>Isotria medeoloides</i> <sup>2</sup>	Small whorled pogonia	LT

**Species with Natural Heritage Rankings of G2G3 or Rarer**

The species listed below are tracked by this office due to their rarity in Virginia; however they carry no federal legal status.

INVERTEBRATES

<i>Pyrgus wyandot</i>	Appalachian grizzled skipper	G2
<i>Stygobromus kenki</i>	Rock Creek groundwater amphipod	G1
<i>Stygobromus phreaticus</i>	Northern Virginia well amphipod	G1G2
<i>Stygobromus pizzinii</i>	Pizzini's amphipod	G2

VASCULAR PLANTS

<i>Chamaecrista fasciculata</i> var. <i>macrosperma</i> <sup>2</sup>	Marsh senna	G5T2
<i>Paronychia virginica</i> var. <i>virginica</i>	Yellow nailwort	G4T1T2Q
<i>Pycnanthemum torrei</i>	Torrey's mountain-mint	G2
<i>Sida hermaphrodita</i>	Virginia mallow	G2

<sup>1</sup>Nesting occurs in this county; concentrated shoreline use has been documented on the Potomac River.

<sup>2</sup>This species has been documented in an adjacent county and may occur in this county.

March 22, 1999

Prepared by U.S. Fish and Wildlife Service, Virginia Field Office

**LOUDOUN COUNTY, VIRGINIA**  
**Federally Listed, Proposed, and Candidate Species**

<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>	<u>STATUS</u>
------------------------	--------------------	---------------

None documented

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**Species of Concern**

INVERTEBRATES

Elliatio lanceolata	Yellow lance	G3
Lasmigona subviridis	Green floater	G3
Speyeria idalia	Regal fritillary	G3

VASCULAR PLANTS

Agalinis auriculata <sup>1</sup>	Earleaf foxglove	G3
Carex decomposita	Epiphytic sedge	G3
Carex polymorpha <sup>1</sup>	Variable sedge	G2G3
Hesperia attalus slossonae	Dotted Skipper	G3G4T3
Poa paludigena <sup>1</sup>	Bog bluegrass	G3
Vitis rupestris	Sand grape	G3

<sup>1</sup>This species has been documented in an adjacent county and may occur in this county.

May 25, 2000

Prepared by U.S. Fish and Wildlife Service, Virginia Field Office

**KEY**

LE - federally listed endangered.

LT - federally listed threatened.

PE - federally proposed endangered.

PT - federally proposed threatened.

EX - believed to be extirpated in Virginia.

LE(S/A) - federally listed endangered due to similarity of appearance to a federally listed species.

LT(S/A) - federally listed threatened due to similarity of appearance to a federally listed species.

C - candidate species; the U.S. Fish and Wildlife Service has enough information to list the species as threatened or endangered, but this action is precluded by other listing activities.

SOC - species of concern; those species that have been identified as potentially imperiled or vulnerable throughout their range or a portion of their range. These species are not protected under the Endangered Species Act.

G - global rank; the species rarity throughout its total range.

G1 - extremely rare and critically imperiled with 5 or fewer occurrences or very few remaining individuals; or because of some factor(s) making it especially vulnerable to extinction.

G2 - very rare and imperiled with 6 to 20 occurrences or few remaining individuals; or because of some factor(s) making it vulnerable to extinction.

G3 - either very rare and local throughout its range or found locally (abundantly at some of its locations) in a restricted range; or vulnerable to extinction because of other factors. Usually fewer than 100 occurrences are documented.

G\_T\_ - signifies the rank of a subspecies or variety. For example, a G3T1 would apply to a subspecies of a species that is very rare and local throughout its range or found locally in a restricted range (G3) but the subspecies warrants a rank of T1, critically imperiled.

G\_Q - The taxon has a questionable taxonomic assignment.

U.S. Fish &amp; Wildlife Service

# Bald Eagle

## *Haliaeetus leucocephalus*



**Description** - The bald eagle occurs throughout the United States. It is a large bird-of-prey with dark brown plumage, a white head and tail, and a yellow bill, feet, and eyes. Juvenile eagles generally have a dark brown body, sometimes with white patches on the tail, belly, and underwings. The head and tail become completely white when full adult plumage is reached at four to five years of age.

**Life History** - The majority of Virginia's eagle population is found on the coastal plain. The bald eagle breeding season begins in mid-November when large nests are built (or the previous year's nest is repaired) usually in loblolly pine trees that are in close proximity to water. Eagles lay one to three eggs between mid-January and late March. In March, most eggs hatch and by June or July most young have fledged. However, the young will continue to use the nest for several weeks. In Virginia, during the summer and winter months, juvenile and nonbreeding adult eagles congregate along large rivers in areas with abundant food and little human

disturbance. During the day, these eagles feed and perch along the river shoreline. In late afternoon, they move inland to roost either singly or communally. Roosts are typically located away from human disturbance and near water and a food source. Bald eagles feed primarily on fish, but will also eat carrion, waterfowl, small mammals, snakes, and turtles.

**Conservation** - The bald eagle was federally listed as an endangered species in the Chesapeake Bay Region on March 11, 1967. On July 12, 1995, the bald eagle was reclassified to threatened throughout the 48 lower states because the population had increased due to the banning persistent pesticides, habitat protection, and other recovery activities. On July 6, 1999, the bald eagle was proposed for removal from the list of endangered and threatened wildlife in the lower 48 states. This action was proposed because the available data indicated that this species has recovered. The recovery is due in part to habitat protection and management actions initiated under the Endangered Species Act. It is also due to reduction in levels of persistent pesticides occurring in the environment. If and when the eagle is no longer protected by the Endangered Species Act, it will still be protected by the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and state laws. Until the eagle is officially delisted, it will continue to receive protection pursuant to the Endangered Species Act. Bald eagles in the Chesapeake Bay are increasing. However, habitat destruction through urban and residential development and human disturbance in nesting, roosting, and

foraging habitats continue to be a threat.

**What You Can Do To Help** - If you know of a bald eagle nest on or near property proposed for clearing, development, or logging please contact one of the following agencies for assistance:

Virginia Department of Game and Inland Fisheries  
P.O. Box 11104  
Richmond, Virginia 23230  
(804) 367-1000

U. S. Fish and Wildlife Service  
6669 Short Lane  
Gloucester, Virginia 23061  
(804) 693-6694

### References

U.S. Fish and Wildlife Service. 1990. Chesapeake Bay Region bald eagle recovery plan: first revision. Newton Corner, Massachusetts.

U.S. Fish and Wildlife Service. 1999. Proposed rule to remove the bald eagle in the lower 48 states from the list of endangered and threatened wildlife. Federal Register 64(128): 36453-36464.

Watts, B.D., K.W. Cline, and M.A. Byrd. 1994. The bald eagle in Virginia: An information booklet for land planners. The Center for Conservation Biology, College of William and Mary, Williamsburg, Virginia.



U.S. Fish and Wildlife Service  
Virginia Field Office  
6669 Short Lane  
Gloucester, Virginia 23061  
(804) 693-6694  
<http://www.fws.gov>  
August 1999

U.S. Fish &amp; Wildlife Service

# Sensitive Joint-Vetch

## *Aeschynomene virginica*



© M. Rollins

**Description** - The sensitive joint-vetch is an annual legume native to the eastern United States. Populations currently exist in Maryland, New Jersey, North Carolina, and Virginia. The historical range for the species extended to Delaware and Pennsylvania. In Virginia, populations are found along the Potomac, Mattaponi, Pamunkey, Rappahannock, Chickahominy, and James Rivers and their tributaries. This plant usually attains a height of three to six feet in a single growing season, but may grow as tall as eight feet. The flowers are yellow, streaked with red and the fruit is a pod, turning dark brown when ripe.

**Life History** - The joint-vetch occurs in fresh to slightly brackish tidal river systems, within the intertidal zone where populations are flooded twice daily. It typically occurs at the outer fringe of marshes or shores; its presence in marsh interiors may be a result of nutrient deficiencies, ice scouring, or muskrat

herbivory. The sensitive joint-vetch is found in localities where plant diversity is high and annual species are prevalent. Bare to sparsely vegetated substrates appear to be a habitat feature of critical importance for establishment and growth of this species. Plants flower from July through September and into October in some years. Fruits are produced from July through late October, concurrent with flowering.

**Conservation** - The sensitive joint-vetch was federally listed as a threatened species on June 19, 1992. Threats to the species include sedimentation, competition from non-native plant species, dams, dredging, filling, recreational activities, shoreline stabilization, shoreline structures, road and bridge construction, commercial and residential development, water withdrawal projects, water quality degradation, agricultural practices, introduced pest species, mining, timber harvest, over-visitation, declines in muskrat populations, rise in sea level (this may also be a result of natural cycles), and collection. Natural threats are often identified with disturbances, such as wave and ice action associated with severe storm events, competition, herbivory, channel migration, sea level rise and natural sedimentation processes. Adequate habitat conservation for this species will only be achieved through on-site protection of marshes supporting plant populations when coupled with protection of the natural ecological processes responsible for creating and maintaining habitat for the sensitive joint-vetch.

**What You Can Do To Help** - Avoid the use of herbicides in or near waterways. If you are planning construction or stabilization activities along the shoreline in one of the counties indicated on the attached map, please contact the U.S. Fish and Wildlife Service.

### References

- Davison, S.E. and L.P. Bruderle. 1984. Element stewardship abstract for *Aeschynomene virginica* - sensitive joint vetch. The Nature Conservancy. Arlington, Virginia.
- Hershner, C. and J.E. Perry. 1987. Population status of potentially threatened vascular plants from coastal plain tidal rivers in Virginia. College of William and Mary, Virginia Institute of Marine Science, Gloucester Point, Virginia.
- Rouse, G.D. 1994. Sensitive joint-vetch life history and habitat study, 1993 Field Season, Mattaponi and Rappahannock River systems, Virginia. Schnabel Environmental Services. Richmond, Virginia.
- U.S. Fish and Wildlife Service. 1995. Sensitive joint-vetch (*Aeschynomene virginica*) recovery plan. Hadley, Massachusetts.



U.S. Fish and Wildlife Service  
Virginia Field Office  
6669 Short Lane  
Gloucester, Virginia 23061  
(804) 693-6694  
<http://www.fws.gov>  
August 1999

U.S. FISH &amp; WILDLIFE SERVICE

# Small Whorled Pogonia

## *Isotria medeoloides*



© D.D. Tyler

**Description** - The small whorled pogonia is a herbaceous perennial orchid. It has a widely scattered distribution in the eastern United States along the Atlantic coast from Maine to Georgia with outlying occurrences in the midwest and Canada. This species has pale green, elliptical leaves, usually five or six, that grow in a single whorl at the top of a hairless, grayish-green stem. The one or two flowers per plant are yellowish-green, unscented, and form in the center of the whorl.

**Life History** - In Virginia, the small whorled pogonia is found in ordinary looking third-growth upland forests with an open understory and a closed canopy where the topography is typically moderately sloping or almost level. The plants are usually associated with decaying vegetative matter such as fallen trunks and limbs, leaf litter, bark, and tree roots. The pogonia is found in soils that are acidic sandy loams with low nutrient

content. The flowers appear in late April to mid-May. The small whorled pogonia reproduces primarily through self-pollination and occasionally vegetatively. It is often confused with the Indian cucumber-root (*Medeola virginiana*) and the large whorled pogonia (*Isotria verticillata*). The Indian cucumber-root has deep green leaves with a stem that is thin, hairy, and wiry. The large whorled pogonia has a reddish-purple stem and dark green leaves; its flower is reddish-purple.

**Conservation** - The small whorled pogonia was federally listed as an endangered species on September 10, 1982. It was reclassified as threatened on November 7, 1994. This was possible because at the time of reclassification 61% of the viable populations had been protected. The small whorled pogonia and its habitat continue to be threatened, directly and indirectly, by residential and commercial development. The upland habitat where it is found is seldom protected by federal or state laws unless it occurs on federally-owned property. Without voluntary landowner protection many pogonia populations have been and will be destroyed. Other threats to this species are collection by plant enthusiasts and browsing by white-tailed deer and invertebrates.

**What You Can Do To Help** - If you find a plant that appears to be the small whorled pogonia, take note of the location and photograph the plant, if possible. Please do not remove the plant!

Contact one of the following agencies for assistance:

Virginia Department of Agriculture  
and Consumer Services  
Office of Plant Protection  
P.O. Box 1163  
Richmond, Virginia 23209  
(804) 786-3515

Virginia Department of  
Conservation and Recreation  
Division of Natural Heritage  
217 Governor Street, 3rd Floor  
Richmond, Virginia 23219  
(804) 786-7951

U.S. Fish and Wildlife Service  
Virginia Field Office  
6669 Short Lane  
Gloucester, Virginia 23061  
(804) 693-6694

### References

U.S. Fish and Wildlife Service.  
1992. Small whorled pogonia  
(*Isotria medeoloides*) recovery plan,  
first revision. Newton Corner,  
Massachusetts.

Wart, D.M.E. 1991. Small whorled  
pogonia. Pages 95-97 in K.  
Terwilliger, ed. Virginia's  
Endangered Species, Proceedings of  
a Symposium. McDonald and  
Woodward Publishing Company,  
Blacksburg, Virginia.



U.S. Fish and Wildlife Service  
Virginia Field Office  
6669 Short Lane  
Gloucester, Virginia 23061  
(804) 693-6694  
<http://www.fws.gov>  
August 1999



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Ecological Services  
6669 Short Lane  
Gloucester, VA 23061

July 3, 2001

Dr. J. Charles Baummer, Jr.  
Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Washington, DC 20001-4901

Re: Improvements to Washington Dulles  
International Airport, Loudoun and  
Fairfax Counties, Virginia

Dear Dr. Baummer:

The U.S. Fish and Wildlife Service (Service) has received your May 16, 2001 letter and your June 27, 2001 facsimile requesting information on federally listed species for the referenced project. The proposal is to make improvements to Washington Dulles International Airport, Loudoun and Fairfax Counties, Virginia. This letter is submitted in accordance with provisions of the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

The proposed action is to improve passenger handling facilities, provide additional gate capacity, construct a new air traffic control tower, and improve related facilities. The project description is not clear as to whether any of these improvements will require destruction of hardwood forests, which is habitat for the federally listed threatened small whorled pogonia, *Isotria medeoloides*. Appropriate habitat for this orchid is ordinary-looking, third-growth upland forests with an open understory on terrain that is almost level or gently to moderately sloping, but it has been found on steep slopes. Although the pogonia may be found more often on slopes with northerly or easterly exposures, all aspects with appropriate habitat may contain the pogonia. Small whorled pogonia sites can be generally characterized by their proximity to canopy openings, the presence of dead standing trunks, little herbaceous ground cover, and wood litter on the ground. The Service recommends a survey within appropriate habitat at the project site. Surveys should be conducted from June 1 through July 20 in your region of Virginia. Outside of these months, a site visit by a qualified individual can determine if appropriate habitat exists at the project site. A list of qualified pogonia surveyors is enclosed. Should you select a surveyor not already known by the Service to be qualified, the Service recommends you submit the proposed surveyor's qualifications at least 30 days prior to surveying.

If the proposed action does not contain any pogonia habitat modification, then the Service believes that the proposed action will have no effect on federally listed species.

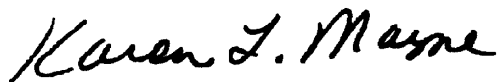


Dr. Baummer

Page 2

If you have any questions or need further assistance concerning this project, please contact Mr. Eric Davis at (804) 693-6694, extension 104.

Sincerely,



Karen L. Mayne  
Supervisor  
Virginia Field Office

Enclosure

cc: VDCR, DNH (Rene Hypes)

SMALL WHORLED POGONIA (*Isotria medeoloides*) SURVEY CONTACTSLISTED IN ALPHABETICAL  
ORDER

Ted Bradley  
Dept. of Biology  
George Mason University  
Fairfax, VA 22030-4444  
(703) 993-1050

Bill Brumbeck  
New England Wildflower Soc., Inc.  
180 Hemenway Rd.  
Framingham, MA 01701-2699  
(413) 877-7630

Dave Davis  
D.L. Davis Consulting Biologist,  
L.L.C.  
3208 West Grace St.  
Richmond, VA 23221  
(804) 358-4078

Douglas A. DeBerry  
Williamsburg Env. Group  
3000 Easter Circle  
Williamsburg, VA 23188  
ph (757) 220-6869  
fax (757) 229-4507  
[www.wegnet.com](http://www.wegnet.com)

Cris Fleming  
3508 Shepherd Street  
Chevy Chase, MD 20815  
(301) 657-9289

Elaine Haug  
Smithsonian Institution  
Washington, DC  
(202) 357-3339  
OR  
4814 Dillon Avenue  
Dale City, VA 22193  
(703) 670-2347

John Lowenthal  
Landmark Design Group  
4029 Ironbound Road, Suite 100  
Williamsburg, VA 23188  
(757) 253-2975  
fax (757) 229-0049

Chris Ludwig  
Division of Natural Heritage  
217 Governor St., 3rd Floor  
Richmond, VA 23219  
(804) 786-7951

Edward P. Milhous  
4641 Sudley Road  
Catharpin, VA 22018  
(703) 754-4214

Sherri Miller  
Espey, Huston & Associates  
11838 Rock Landing Dr., Suite 250  
Newport News, VA 23606  
(757) 596-8267

Dr. Alan J. Neumann  
Stokes Environmental Associates,  
Inc.  
4101 Granby St. Suite 404  
Norfolk, VA 23504  
(757) 623-0777  
[jneumann@widomaker.com](mailto:jneumann@widomaker.com)

Allen Plocher  
Dept. of Biological Science  
Old Dominion University  
Norfolk, VA 23529  
(757) 683-3595

Garrie D. Rouse  
Rouse Environmental Services  
P.O. Box 146  
Aylett, VA 23009  
(804) 769-0846

R. Thomas Sankey  
Malcolm Pirnie  
11832 Rock Landing Dr., Suite 400  
Newport News, VA 23606-4206  
(757) 873-8700

Bill Saunders  
126 Shellbank Drive  
Williamsburg, VA 23185  
(757) 220-0358

Bob Smiley  
Resource International, Ltd.  
P.O. Box 6160  
Ashland, VA 23005  
(804) 550-9214

Lenwood Smith  
7325 Goodwill Church Road  
Greensboro, NC 27284  
(336) 644-6864

Kathryn B. Sweeney  
Malcolm Pirnie  
11832 Rock Landing Dr., Suite 400  
Newport News, VA 23606-4206  
(757) 873-4425  
[ksweeney@pirnie.com](mailto:ksweeney@pirnie.com)

Catharine Tucker  
302 Danray Drive  
Richmond, VA 23227  
(804) 786-0450 (W)  
(804) 264-6941 (H)

Dr. Donna Ware  
Department of Biology  
College of William and Mary  
Williamsburg, VA 23187  
(757) 221-2799

MAY 16

Mr. Michael Murphy, Director  
Commonwealth of Virginia  
Department of Environmental Quality  
Division of Environmental Enhancement  
P.O. Box 10009  
Richmond, VA 23240

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Murphy:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

The Airport is located approximately 26 miles west of central Washington, DC, astride the boundary between Fairfax and Loudoun Counties, Virginia. The Airport and Dulles Access Highway cover 10,943 acres, of which 7,508 are in Loudoun County and 3,435 are in Fairfax County.

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To assist us in identifying environmental issues that may affect the future implementation of the facility improvements, please provide us with written comments concerning interest within your agency's responsibility.

Your response within 20 days from the date of receipt of this letter will be greatly appreciated. Letters have also been sent to the U.S. Fish and Wildlife Service, the Virginia Department of Agriculture and Consumer Services, the Virginia Department of Conservation and

Department of Environmental Quality  
Page 2

Recreation, and the Virginia Department of Game and Inland Fisheries in regard to the issue of protected species, and to the U.S. Environmental Protection Agency.

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

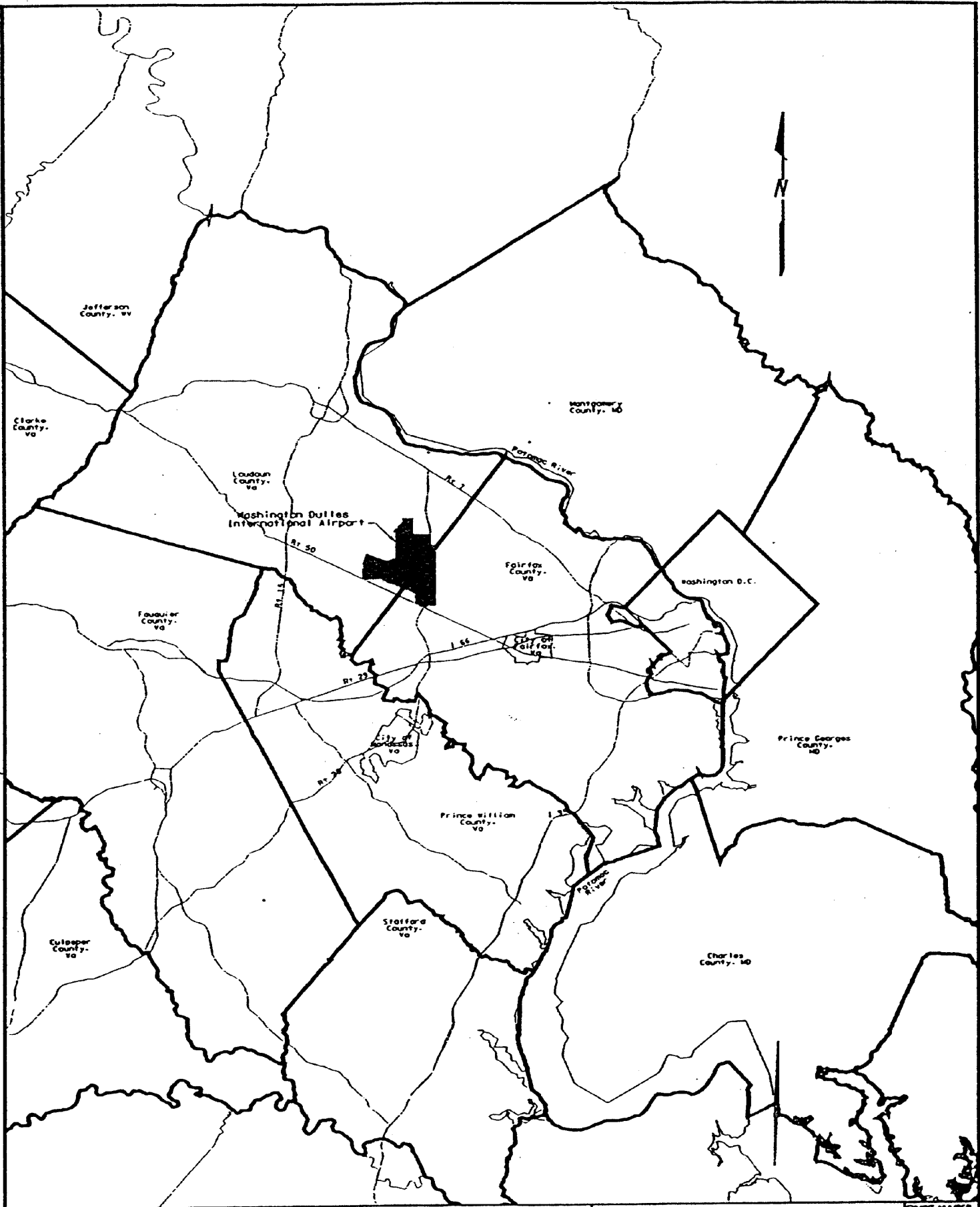
Sincerely,

Original Signed By  
J. Charles Baummer, Jr., Ph.D.  
Environmental Planner

Enclosures

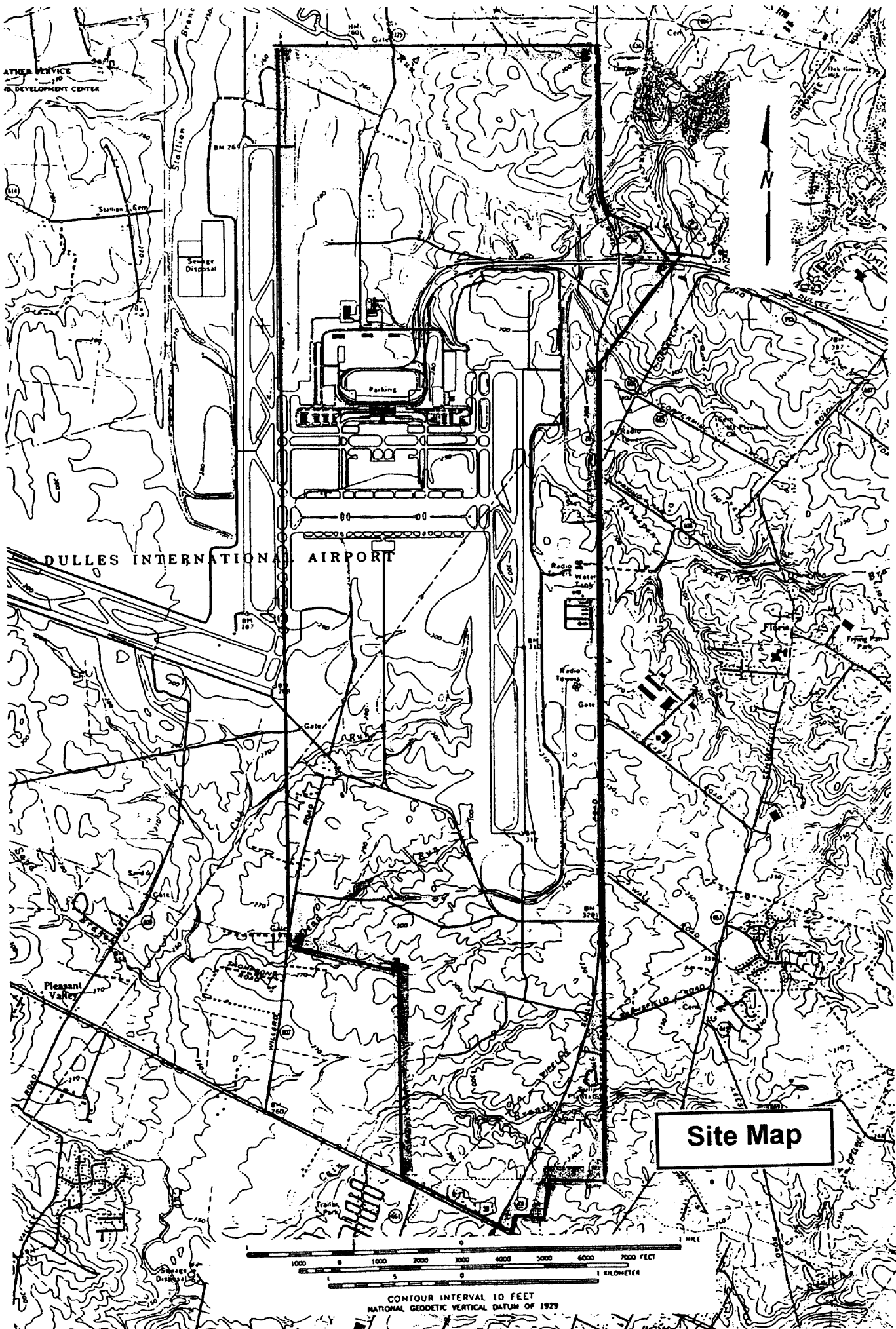
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MA-32E:CBaummer:pp:78168:05/14/01:G:\PLANNING\JCB\Dulles NEPA\Tier 2 Env  
Assmnt\EA Engineering\Agency Coordination\DEQ May-01.wpd  
cc: MA-32, 1/2(chron), 30(pink), file(grid)



	DATE 01/15/01		METROPOLITAN WASHINGTON AIRPORTS AUTHORITY OFFICE OF ENGINEERING	WASHINGTON DULLES INTERNATIONAL AIRPORT  VICINITY MAP	SHEET NUMBER  M-1
	SCALE 1"=6miles				

ATHEA SERVICE  
& DEVELOPMENT CENTER



DULLES INTERNATIONAL AIRPORT

Parking

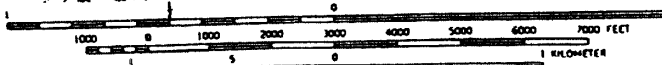
Gate

Radio Tower

Water Tower

Pleasant Valley

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 629 East Main Street, Richmond, Virginia 23219

Mailing address: P.O. Box 10009, Richmond, Virginia 23240

Fax (804) 698-4500 TDD (804) 698-4021

<http://www.deq.state.va.us>

June 13, 2001

James S. Gilmore, III  
Governor

John Paul Woodley, Jr.  
Secretary of Natural Resources

Dennis H. Treacy  
Director

(804) 698-4000  
1-800-592-5482

Dr. J. Charles Baummer, Jr.  
Metropolitan Washington Airports Authority  
Ronald Reagan National Airport  
Washington DC, 20001-4901

RE: Scoping Comments for Preparation of the Environmental Assessment concerning  
Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Baummer:

The Department of Environmental Quality (DEQ) is responsible for coordinating Virginia's review of federal environmental documents and responding to appropriate federal officials on behalf of the Commonwealth. In general, DEQ does not coordinate scoping comments. Agencies are expected to send comments directly to the sponsoring agency. Therefore, the following comments do not represent comments from other agencies. Any comments submitted by agencies concerning their area of expertise supersede DEQ's comments. These comments are provided solely as guidelines on issues that should be addressed in the EA.

The following agencies, planning district commission, and localities may wish to comment: Department of Conservation and Recreation; Department of Game and Inland Fisheries; Department of Historic Resources; Department of Health; Department of Forestry; Department of Agriculture and Consumer Services; Chesapeake Bay Local Assistance Department; Department of Mines, Minerals and Energy; Department of Transportation; Marine Resources Commission; Virginia Institute of Marine Science; Northern Virginia Regional Commission; and the Counties of Fairfax and Loudoun. We recommend that you contact these agencies and localities if this has not been already done. Also, copies of the NEPA document should be sent to these agencies. I have enclosed a list of reviewers normally involved in the Commonwealth's coordinated review process. As customary, DEQ will coordinate the review of the NEPA document that results from this effort.

Dr. J. Charles Baummer, Jr.  
Page 2

Also, pursuant to the Coastal Zone Management Act of 1972, as amended, federal actions, in this case the Federal Aviation Administration's approval or financial assistance must be carried out a manner which is consistent with the Virginia Coastal Resources Management Program (VCP). Accordingly, the sponsoring agency must provide a federal consistency certification that the proposed action will be consistent with the VCP. In order to be consistent with the VCP, the Authority must receive all the applicable permits and approvals listed under the Enforceable Programs of the VCP (Attachment 1) prior to commencing the project. We encourage you to include the consistency certification in the NEPA document. If this is done, DEQ will coordinate its federal consistency review concurrently with its coordinated review of the NEPA document. If you have any questions concerning this approach to the federal consistency review aspect of this proposal, please feel free to call me at (804) 698-4325.

As previously stated, the Commonwealth will review the NEPA document which follows this scoping process. We recommend that the document includes, but is not limited to, discussions of the following:

#### **DESCRIPTION OF PROPOSED ACTION**

#### **ALTERNATIVES CONSIDERED**

As required under NEPA, this should include discussion of the no-action alternative.

#### **AFFECTED ENVIRONMENT**

##### *Physical resources*

Physiography, Topography, Climate  
Geology  
Soils  
Air Quality  
Noise

##### *Water Quality and Associated Resources*

Groundwater  
Surface Water  
Wetlands: type, quantity, functional values, etc.  
Chesapeake Bay Preservation Areas  
Floodplains

##### *Biological Resources*

Vegetation  
Forests:  
Upland areas  
Wetlands vegetation



Dr. J. Charles Baummer, Jr.  
Page 3

Fish and Wildlife  
Wildlife Species  
Aquatic Species  
Natural Heritage Resources

*Hazardous Materials and Solid Waste*

Emergency Planning and Community Right-to-Know Act  
Hazardous Waste  
Non-hazardous Waste  
Solid Waste  
Solid Waste Disposal  
Solid Waste Reuse and Recycling  
Storage Tanks  
Underground Storage Tanks  
Above-ground Storage Tanks  
Asbestos Management  
Lead Paint Management  
Pest Management

*Cultural Resources*

Archaeological Sites  
Historic Buildings  
Visual Aesthetics

*Sociological Environment*

*Economic Development*

*Environmental Justice*

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*Land Use*

Site under consideration  
Surrounding land use

*Infrastructure*

Utilities  
Potable water  
Sanitary Sewer  
Stormwater  
Electricity  
Natural Gas  
Telecommunications  
Heating Systems

Dr. J. Charles Baumner, Jr.  
Page 4

*Transportation Systems*  
Highways and Roads  
Airport Traffic  
Railroads, etc.

**ENVIRONMENTAL CONSEQUENCES**

Thorough discussion of potential Impacts on the above parameters that will result from the proposed action.

**CUMULATIVE IMPACT EVALUATION**

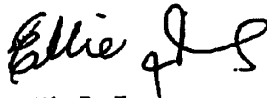
Assessment of cumulative impacts to resources discussed above.

**MITIGATION OF IMPACTS**

Discussion of measures proposed to mitigate any unavoidable adverse impacts to resources discussed above.

When the NEPA document is ready for publication, please contact me at (804) 698-4325.  
Thank you for the opportunity to comment on this proposal.

Sincerely,



Ellie L. Irons  
EIR Program Manager

Enclosures

MAY 16

Mr. Peter Stokley  
U.S. Environmental Protection Agency  
Region III, Environmental Services Division  
1650 Arch Street, 3-ES-43  
Philadelphia, PA 19103-2029

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Stokely:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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To assist us in identifying environmental issues that may affect the future implementation of the facility improvements, please provide us with written comments concerning interest within your agency's responsibility.

Your response within 20 days from the date of receipt of this letter will be greatly appreciated. Letters have also been sent to the U.S. Fish and Wildlife Service, the Virginia Department of Agriculture and Consumer Services, the Virginia Department of Conservation and

U.S. Environmental Protection Agency  
Page 2

Recreation, and the Virginia Department of Game and Inland Fisheries in regard to the issue of protected species, and to the Virginia Department of Environmental Quality.

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

Sincerely,

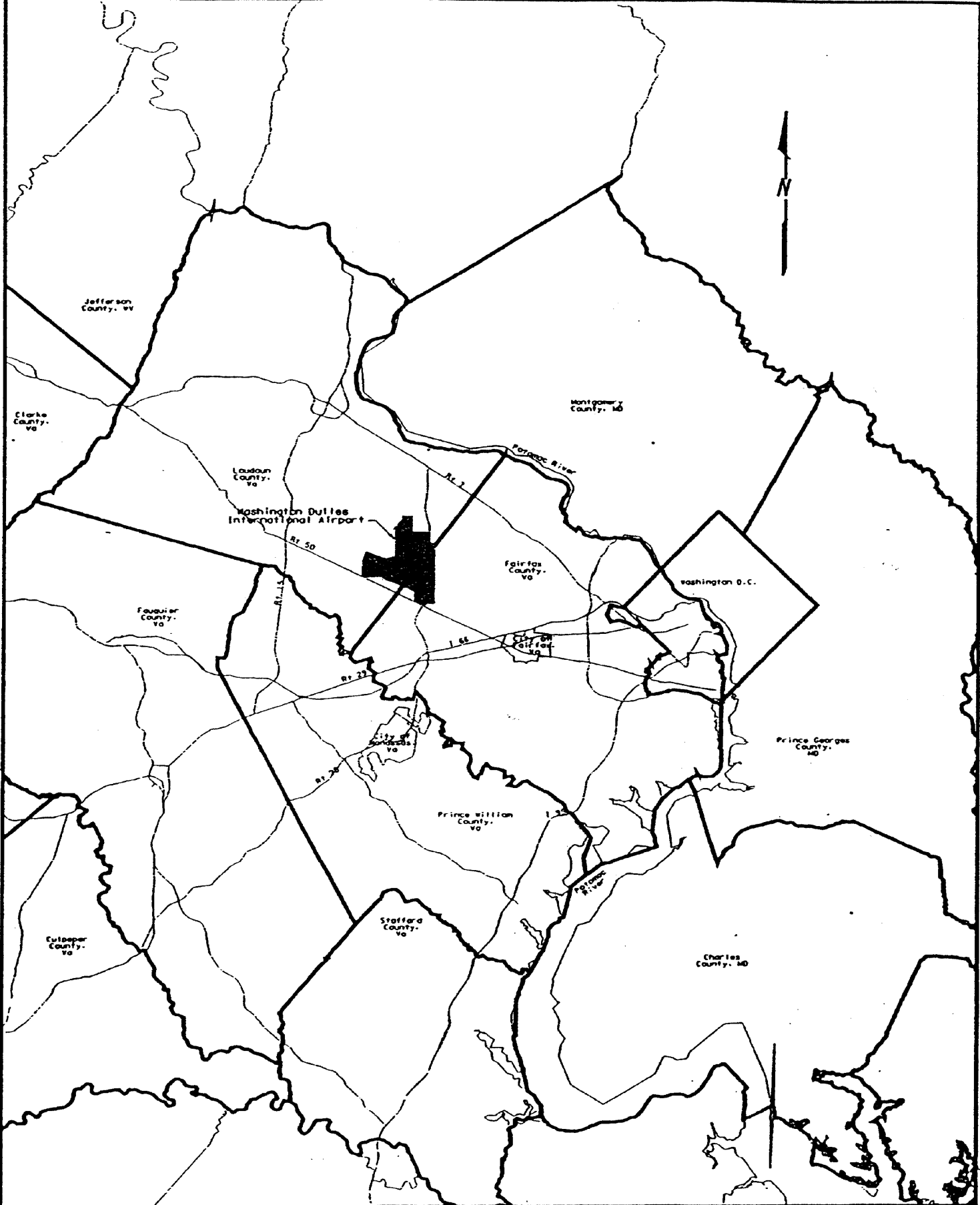
Original Signed By

J. Charles Baummer, Jr., Ph.D.  
Environmental Planner

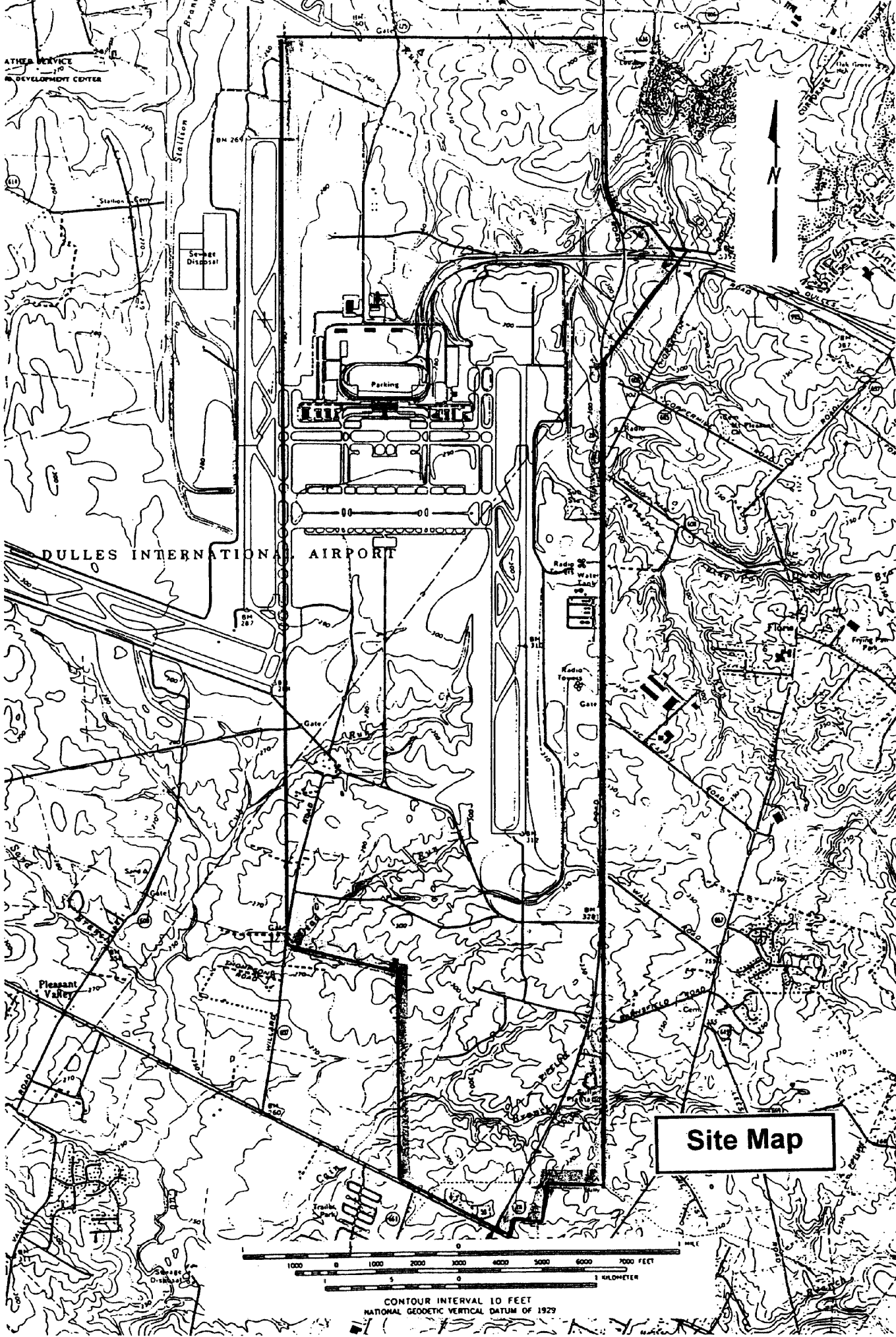
Enclosures

JCB:pp

MA-32E:CBaumner:pp:78168:05/14/01:G:\PLANNING\JCB\Dulles NEPA\Tier 2 Env  
Assmnt\EA Engineering\Agency Coordination\EPA May-01.wpd  
cc: MA-32, 1/2(chron), 30(pink), file(grid)



	DATE 01/15/01 SCALE 1" = 6 miles		METROPOLITAN WASHINGTON AIRPORTS AUTHORITY OFFICE OF ENGINEERING	WASHINGTON DULLES INTERNATIONAL AIRPORT VICINITY MAP	DRAWING NUMBER M-1
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ATHLETIC SERVICE  
DEVELOPMENT CENTER

Sewer Disposal

Parking

DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

MAY 16

Mr. Keith Tignor  
Commonwealth of Virginia  
Department of Agriculture and Consumer Services  
Division of Consumer Protection  
Office of Plant and Pest Services  
P.O. Box 1163  
Richmond, VA 23218

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Tignor:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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To assist us in identifying environmental issues that may affect the future implementation of the facility improvements, please provide us with written comments concerning interest within your agency's responsibility. In accordance with Section 7(c)(1) of the Endangered Species Act, we are requesting information on whether any proposed or listed species or their critical habitats are present within the project site.

Department of Agriculture and Consumer Services  
Page 2

Your response within 20 days from the date of receipt of this letter will be greatly appreciated. Letters have also been sent to the U.S. Fish and Wildlife Service, the Virginia Department of Conservation and Recreation, and the Virginia Department of Game and Inland Fisheries in regard to the issue of protected species, and to the U.S. Environmental Protection Agency and the Virginia Department of Environmental Quality.

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

Sincerely,

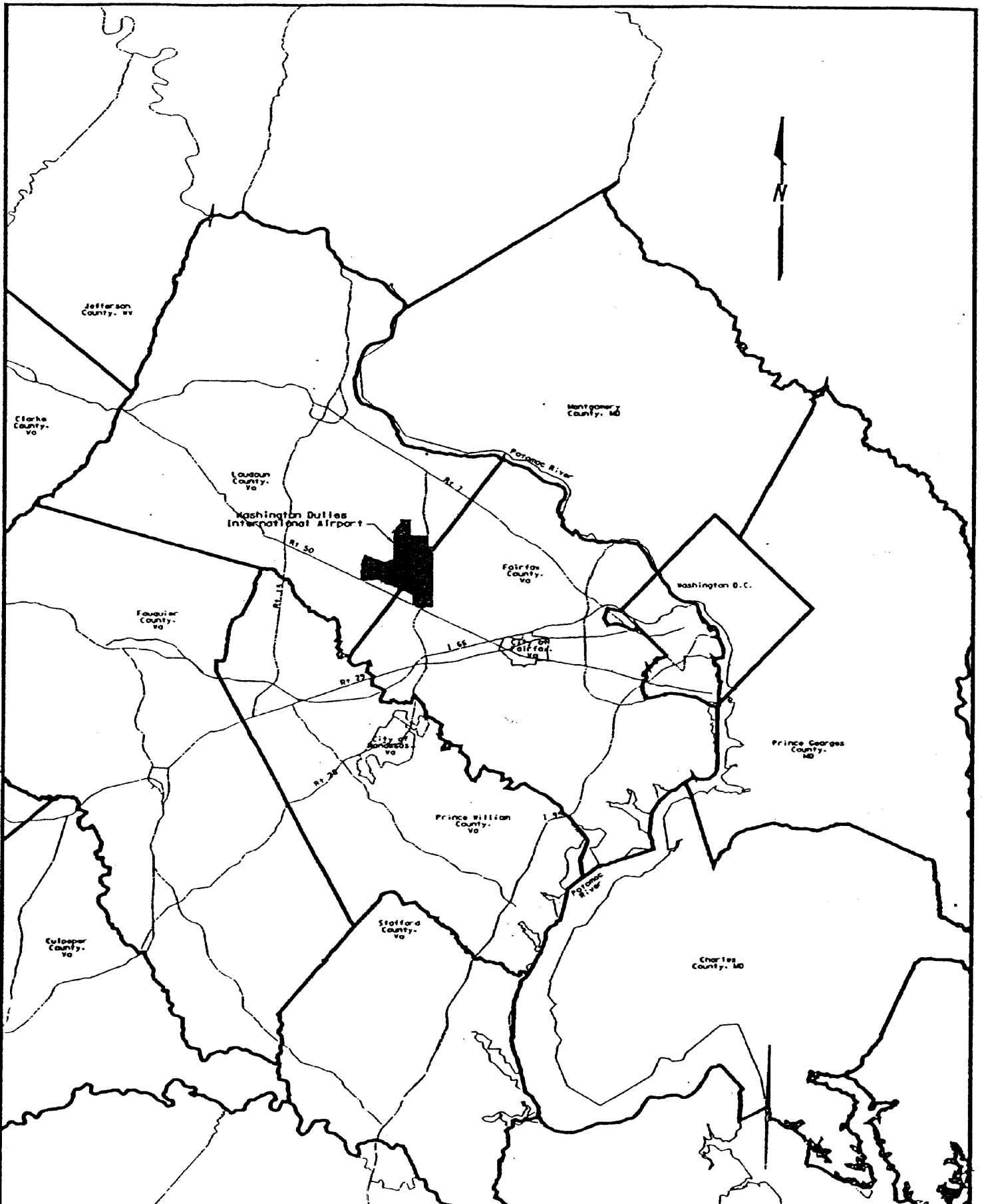
Original Signed By  
J. Charles Baummer, Jr., Ph.D.  
Environmental Planner

Enclosures

JCB:pp

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Engineering\Agency Coordination\DACS May-01.wpd  
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**HNTB**  
CORPORATION

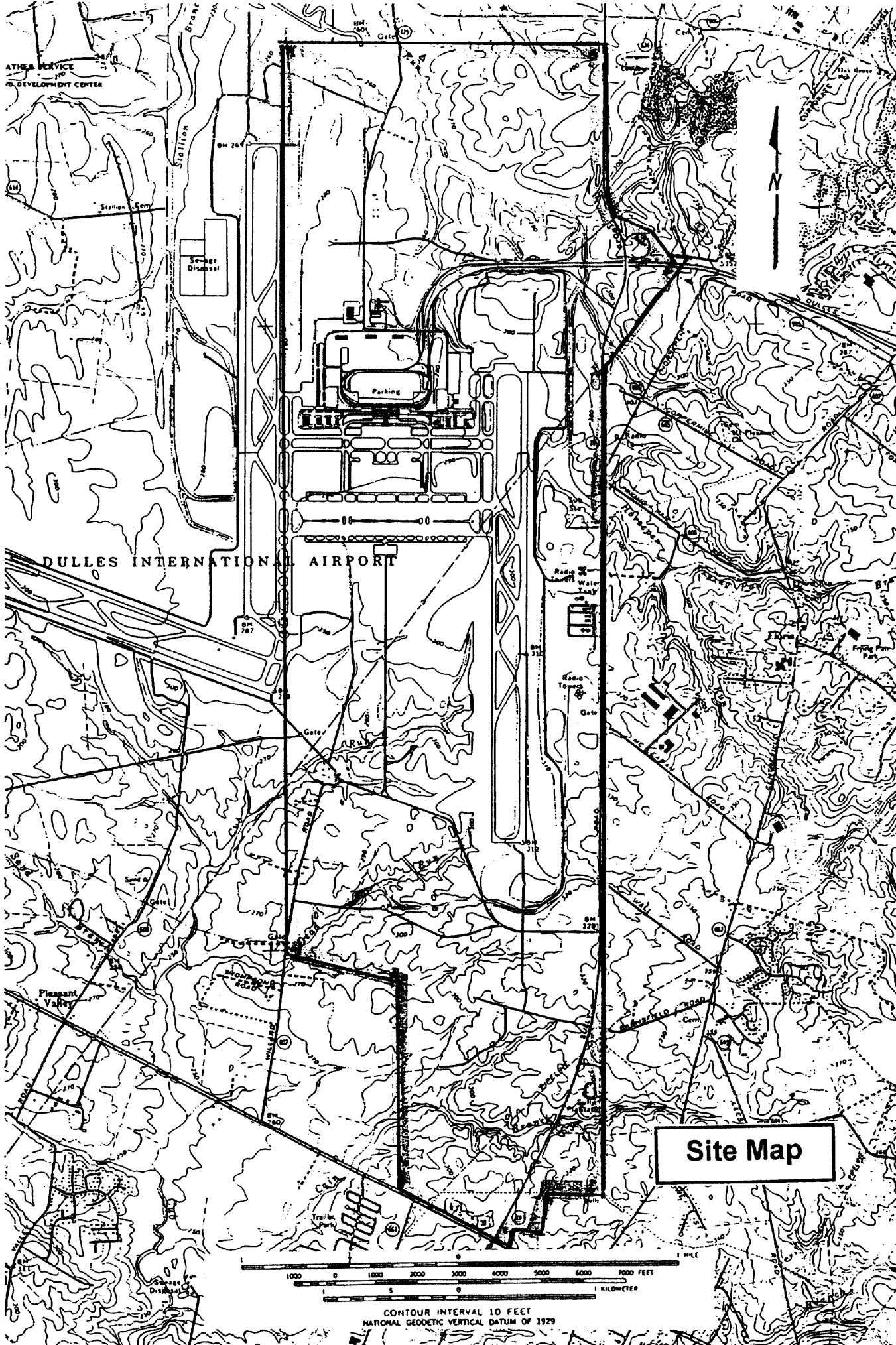
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METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY  
OFFICE OF ENGINEERING

WASHINGTON DULLES INTERNATIONAL AIRPORT  
VICINITY MAP

FIGURE NUMBER  
M-1



OTHER SERVICE  
DEVELOPMENT CENTER

# DULLES INTERNATIONAL AIRPORT

**Site Map**



CONTOUR INTERVAL 10 FEET  
NATIONAL GEOGRAPHIC VERTICAL DATUM OF 1929



## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

---

Ronald Reagan Washington National Airport → Washington, DC 20001-4901

AUG - 1 2001

Thomas A. Barnard, Jr.  
Virginia Institute of Marine Science  
Gloucester Point, VA 23062

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Barnard:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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The major proposed improvements at IAD consist of a modern 44-gate passenger concourse to replace Concourse C/D (which will be closed), additional aircraft parking capacity, a utilities complex, a new airport traffic control tower, and an underground automated people mover train system with six miles of tunnels to replace the mobile lounges. The other current proposed improvement projects at IAD are on a smaller scale. The attachment shows the project area.

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Your response within 20 days from the date of receipt of this letter will be greatly appreciated.

Virginia Institute of Marine Science

Page 2

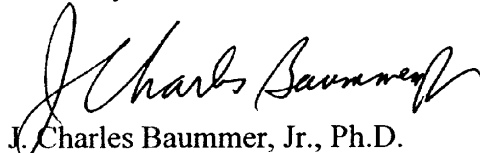
Similar requests for input to the scoping of the NEPA process are being sent to:

Fairfax County  
Loudoun County  
Virginia Chesapeake Bay Local Assistance Department  
Virginia Department of Agriculture and Consumer Services  
Virginia Department of Aviation  
Virginia Department of Conservation and Recreation  
Virginia Department of Environmental Quality  
Virginia Department of Forestry  
Virginia Department of Game and Inland Fisheries  
Virginia Department of Health  
Virginia Department of Historic Resources  
Virginia Department of Mines, Minerals and Energy  
Virginia Department of Transportation  
Virginia Marine Resources Commission  
Northern Virginia Regional Commission  
U.S. Environmental Protection Agency  
U.S. Fish and Wildlife Service

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

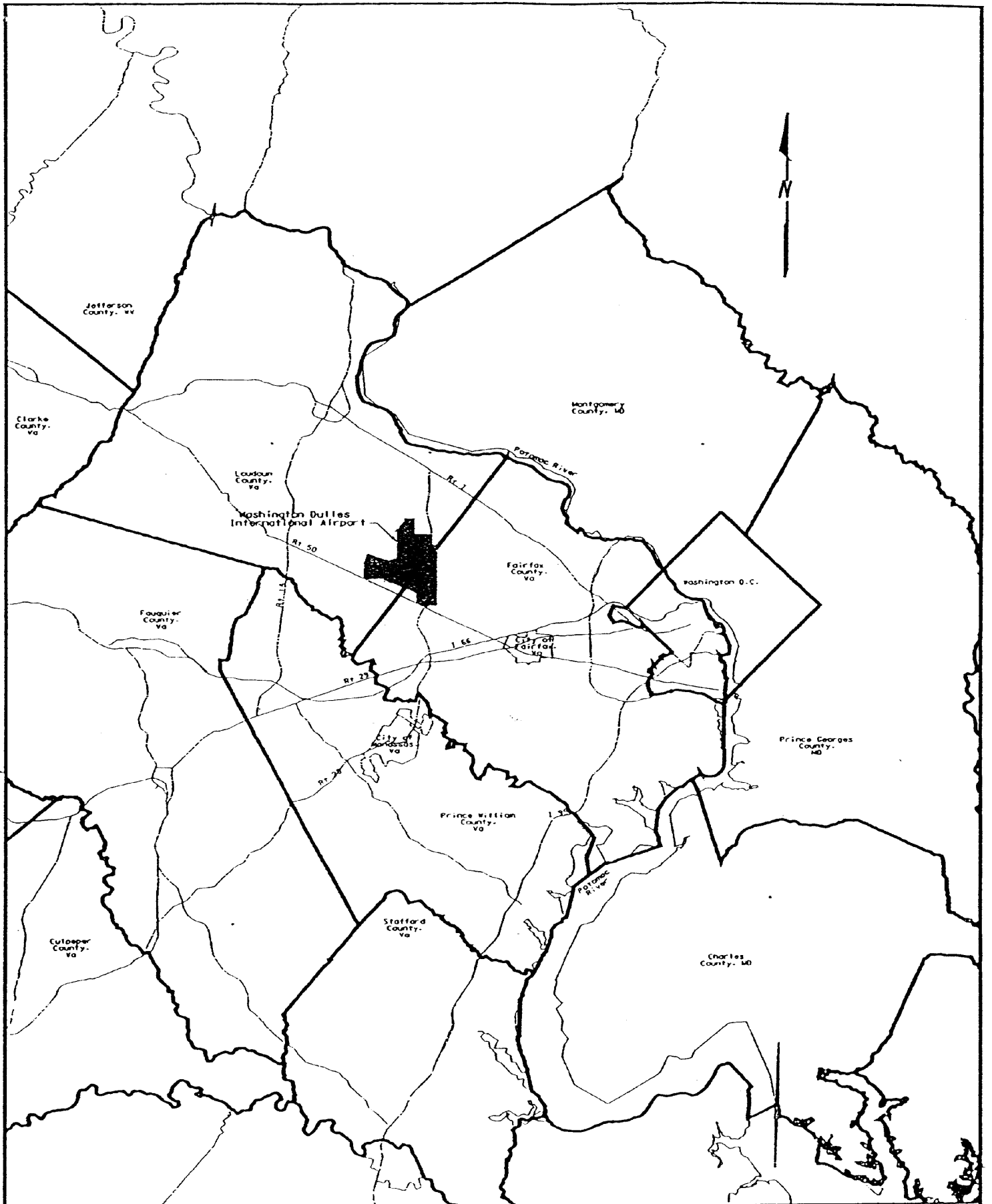
Sincerely,



J. Charles Baummer, Jr., Ph.D.  
Environmental Planner, MA-32E

Enclosures

JCB:pp



**HNTB**  
CORPORATION

DATE  
01/15/01  
SCALE  
1"=6miles

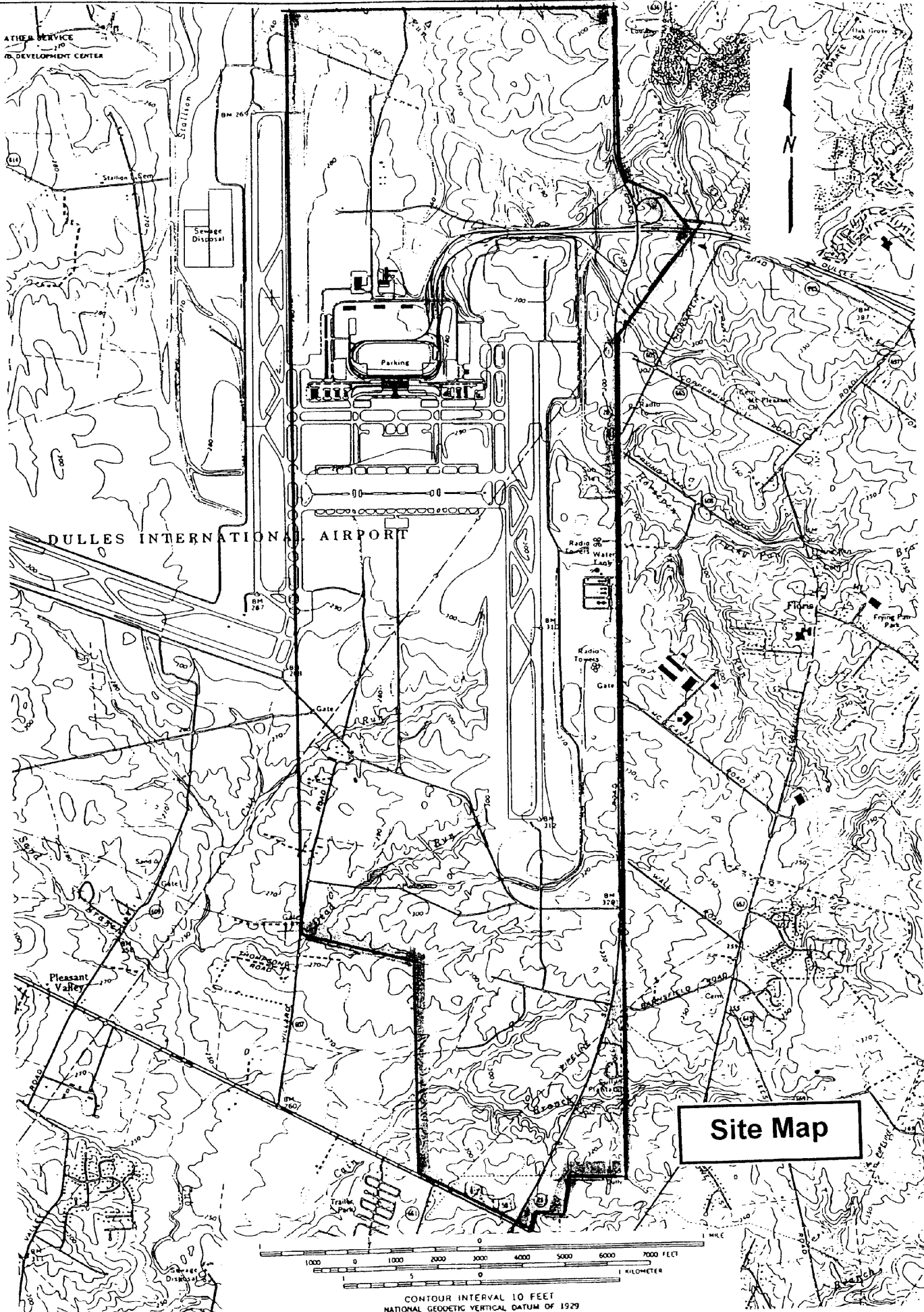


METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY  
OFFICE OF ENGINEERING

WASHINGTON DULLES INTERNATIONAL AIRPORT  
VICINITY MAP

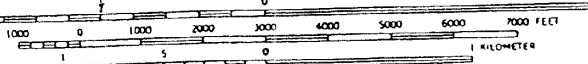
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AIR SERVICE  
DEVELOPMENT CENTER



# DULLES INTERNATIONAL AIRPORT

**Site Map**



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

August 9, 2001

Mr. J. Charles Baummer, Jr., Ph.D  
Environmental Planner, MA-32E  
Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Washington, DC 20001-4901

RE: Proposed Facility Improvements at Washington Dulles International Airport

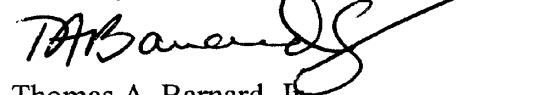
Dear Dr. Baummer,

On behalf of Dr. Gene Burreson, Director of Research and Advisory Services, I wish to inform you that your project, as referenced above, is outside the sphere of interest of the Virginia Institute of Marine Science, College of William and Mary and we will therefore be making no comments.

We will respond to specific questions dealing with areas in which we have institutional knowledge and expertise should this become desirable. Please do not hesitate to contact us in the future if we may be of service.

Thank you for the opportunity to comment.

Sincerely,



Thomas A. Barnard, Jr.  
Assistant Professor



## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

---

Ronald Reagan Washington National Airport → Washington, DC 20001-4901

AUG - 1 2001

Mr. W. Douglas Beisch, Jr.  
Commonwealth of Virginia  
Chesapeake Bay Local Assistance Department  
101 N. 14<sup>th</sup> Street, 17<sup>th</sup> Floor  
Richmond, VA 23219

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Beisch:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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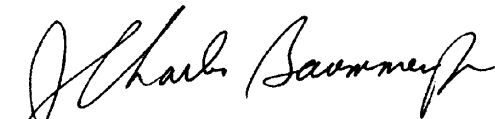
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Loudoun County  
Virginia Department of Agriculture and Consumer Services  
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Virginia Department of Conservation and Recreation  
Virginia Department of Environmental Quality  
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Virginia Department of Health  
Virginia Department of Historic Resources  
Virginia Department of Mines, Minerals and Energy  
Virginia Department of Transportation  
Virginia Institute of Marine Science  
Virginia Marine Resources Commission  
Northern Virginia Regional Commission  
U.S. Environmental Protection Agency  
U.S. Fish and Wildlife Service

If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

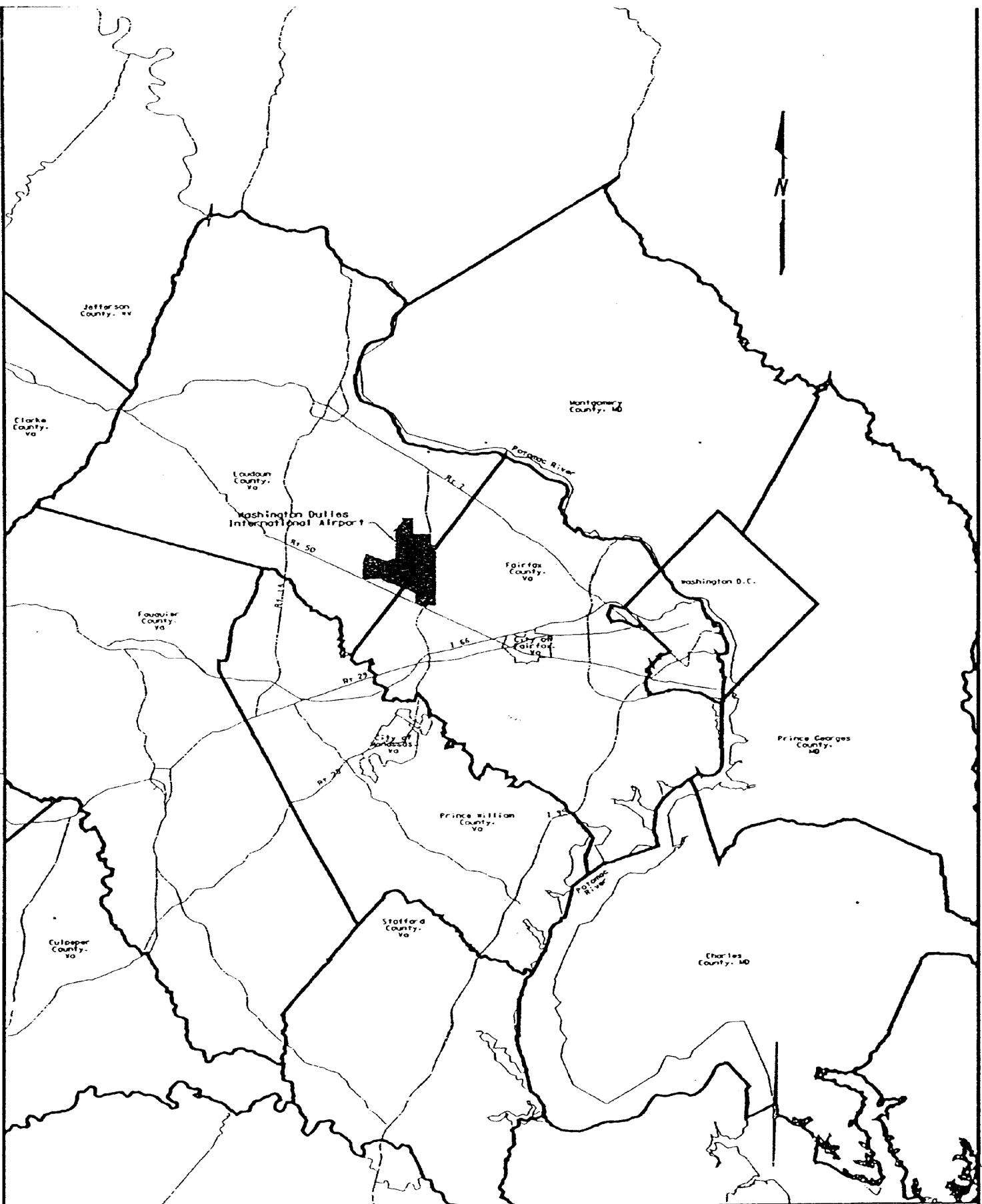
Sincerely,



J. Charles Baummer, Jr., Ph.D.  
Environmental Planner, MA-32E

Enclosures

JCB:pp



**HNTB**  
CORPORATION

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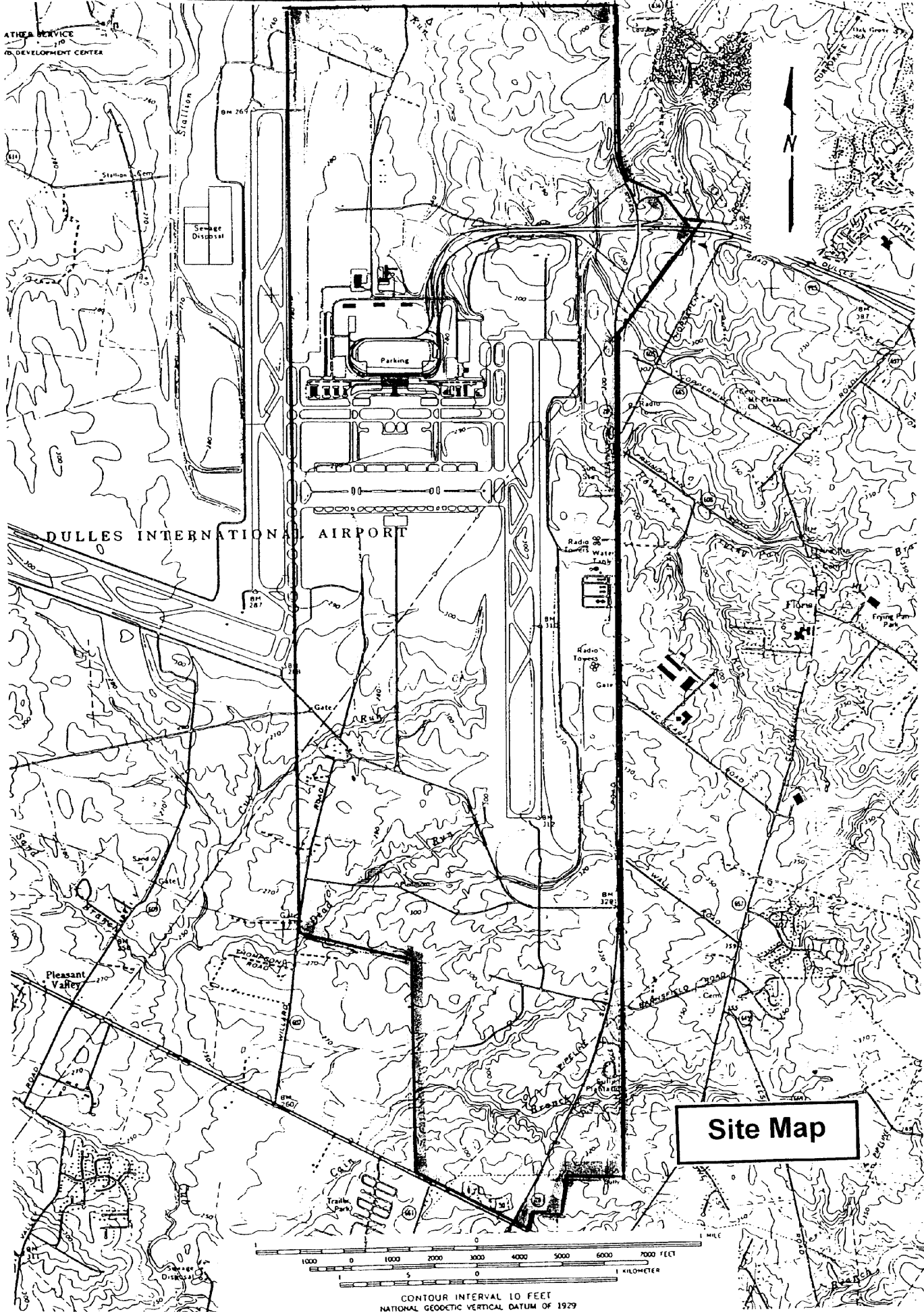


METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY  
OFFICE OF ENGINEERING

WASHINGTON DULLES INTERNATIONAL AIRPORT  
VICINITY MAP

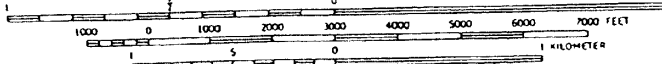
FIGURE NUMBER  
M-1

ATHENA SERVICE  
DEVELOPMENT CENTER



DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

---

Ronald Reagan Washington National Airport → Washington, DC 20001-4901

**AUG - 1 2001**

Mr. Robert W. Grabb  
Commonwealth of Virginia  
Marine Resources Commission  
2600 Washington Avenue  
Newport News, VA 23607

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Grabb:

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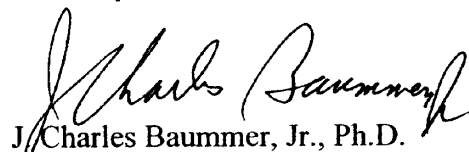
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Fairfax County  
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Virginia Institute of Marine Science  
Northern Virginia Regional Commission  
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If you have any questions regarding this request, please contact me at (703) 417-8168.

Thank you.

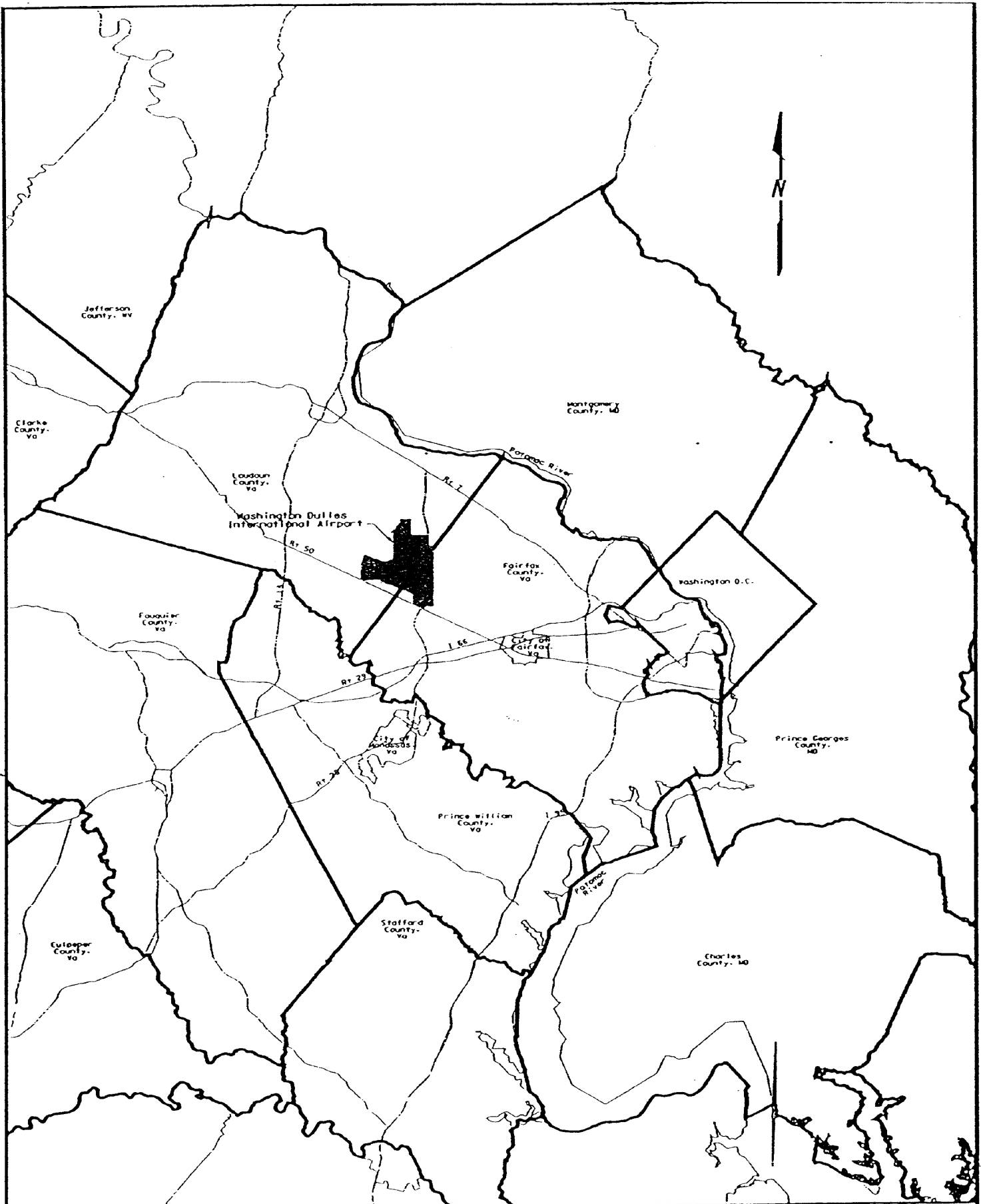
Sincerely,





J. Charles Baummer, Jr., Ph.D.  
Environmental Planner, MA-32E

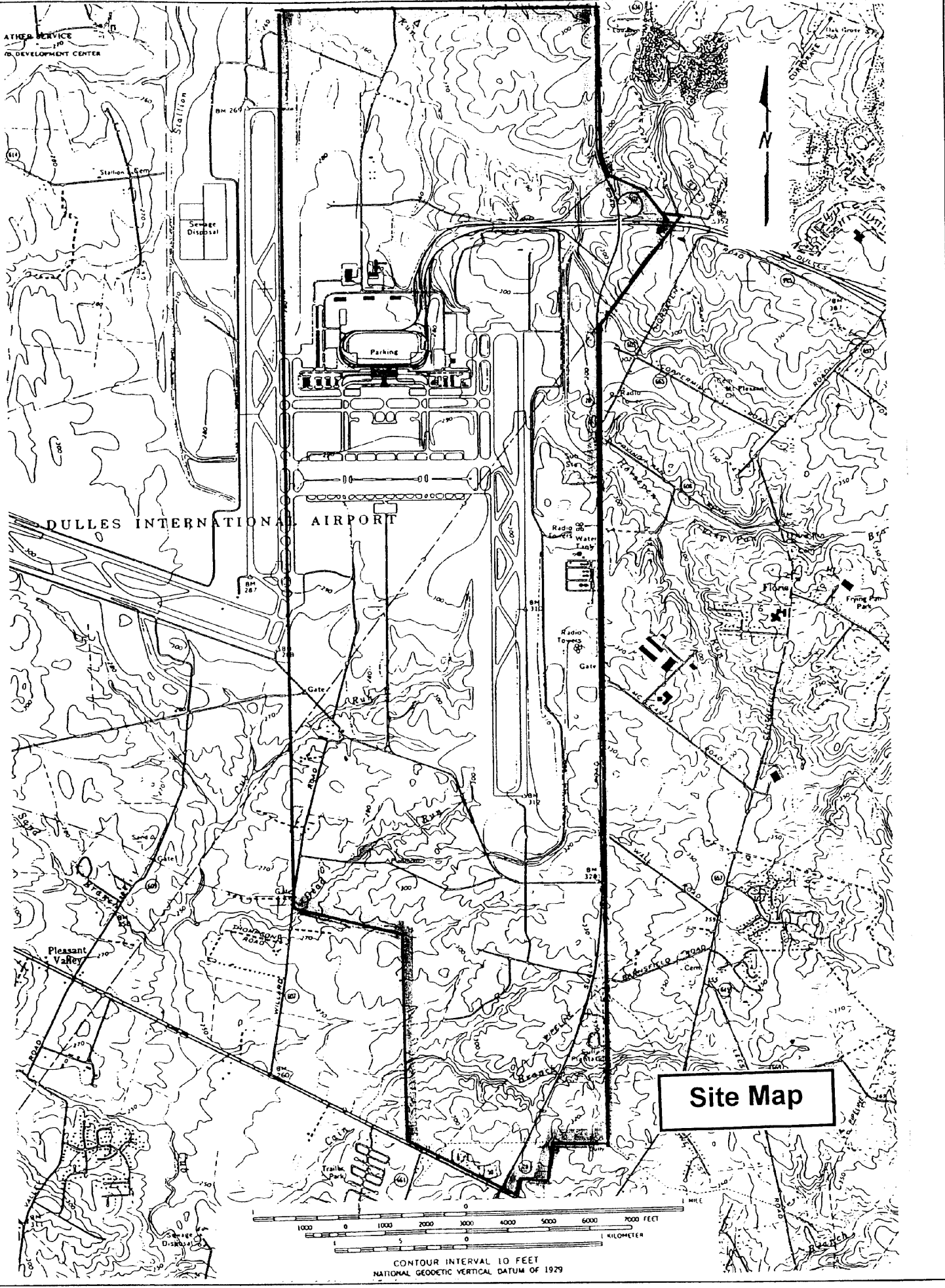
Enclosures

JCB:pp



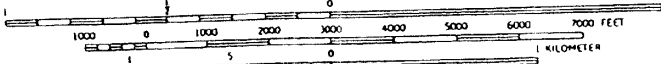
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ATHEA SERVICE  
270  
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DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

---

Ronald Reagan Washington National Airport → Washington, DC 20001-4901

**AUG -1 2001**

Mr. Alan Weber  
Commonwealth of Virginia  
Department of Health  
Division of Water Supply Engineering  
1500 East Main Street, Room 109  
Richmond, VA 23219

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Weber:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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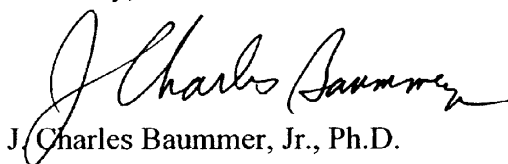
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Thank you.

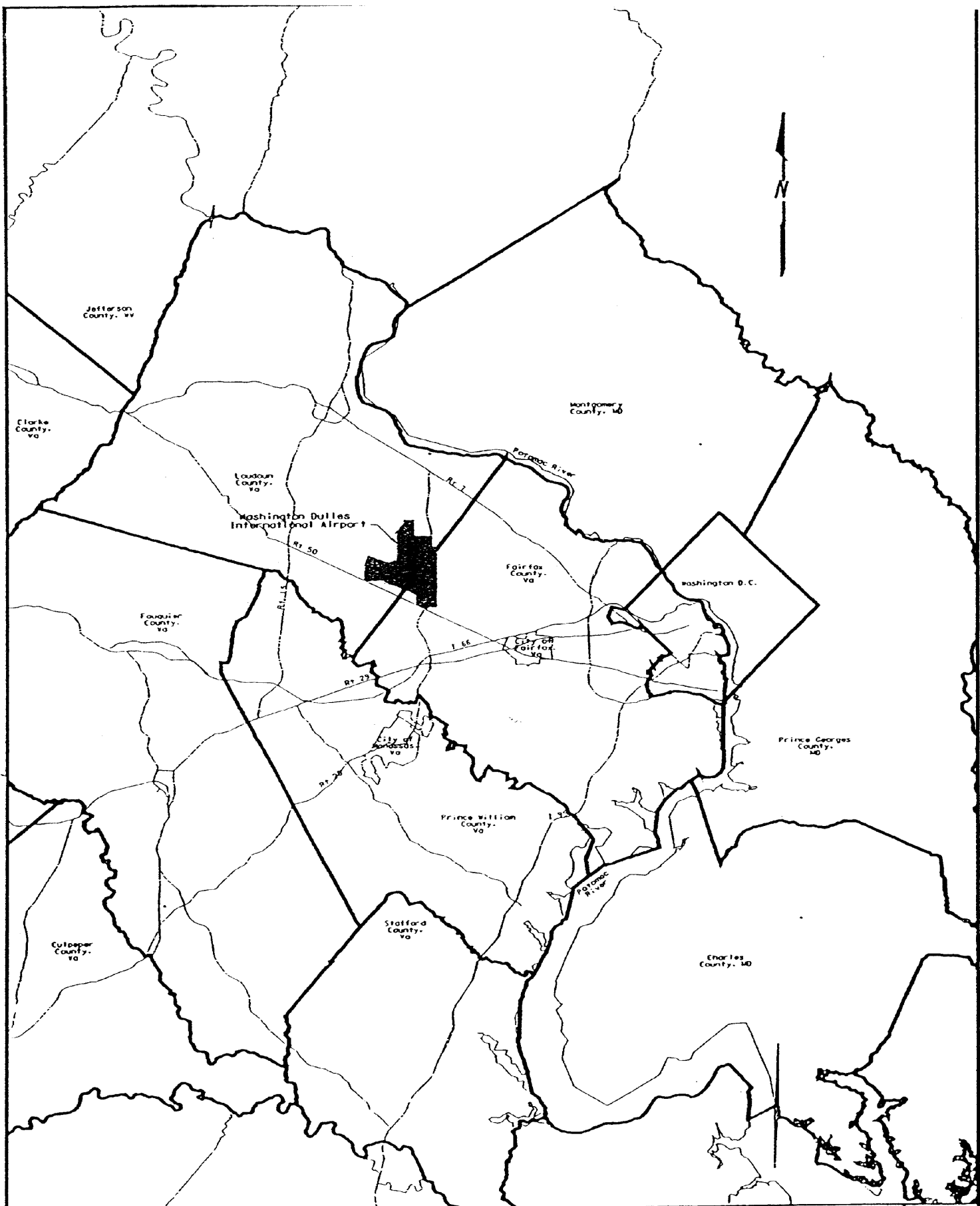
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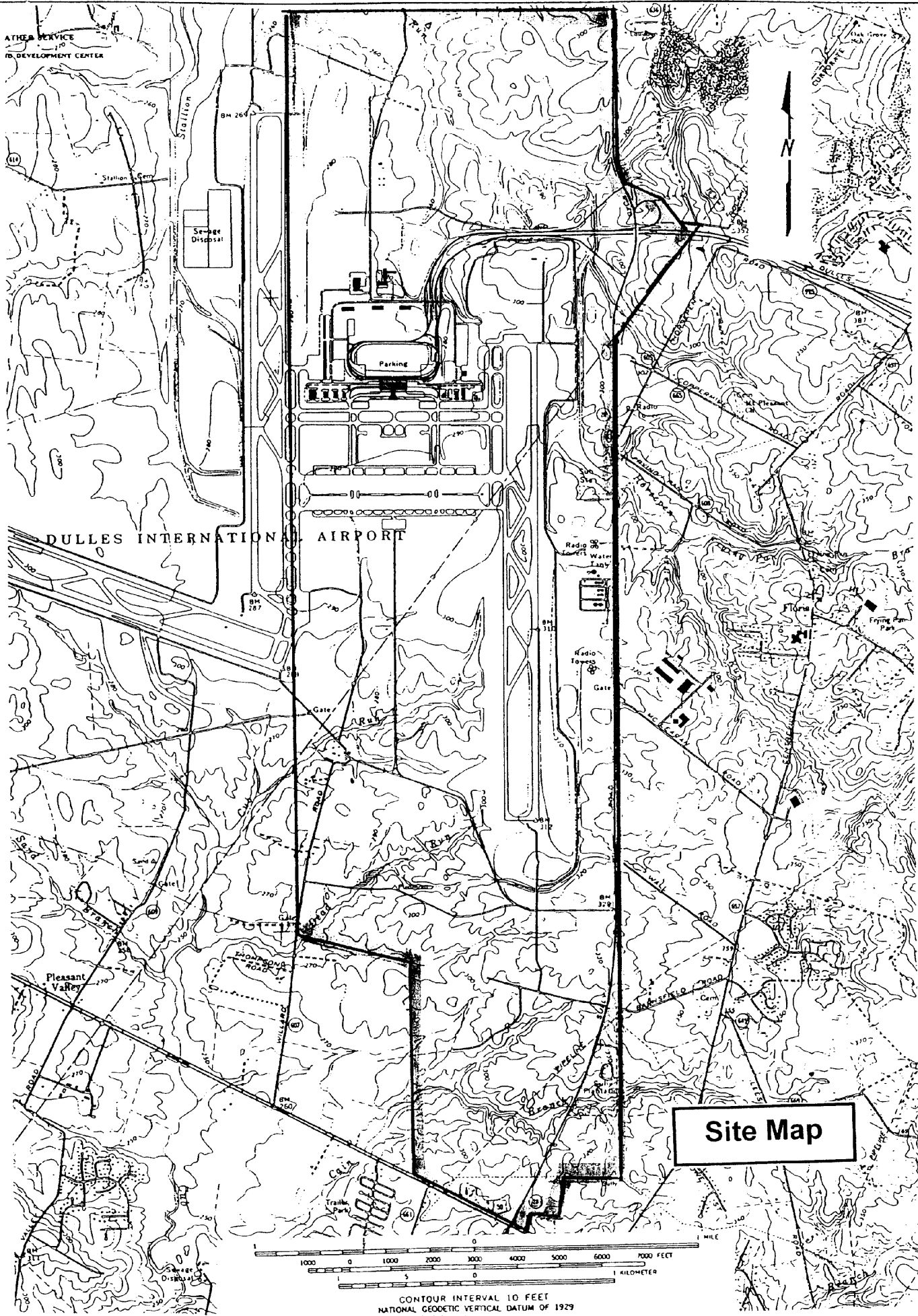
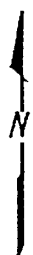
Enclosures

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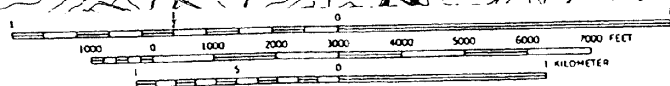
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ATHER SERVICE  
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DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

---

Ronald Reagan Washington National Airport → Washington, DC 20001-4901

**AUG -1 2001**

Mr. Michael Foreman  
Commonwealth of Virginia  
Department of Forestry  
900 Natural Resources Dr., Suite 800  
Charlottesville, VA 23230

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Foreman:

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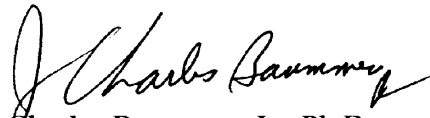
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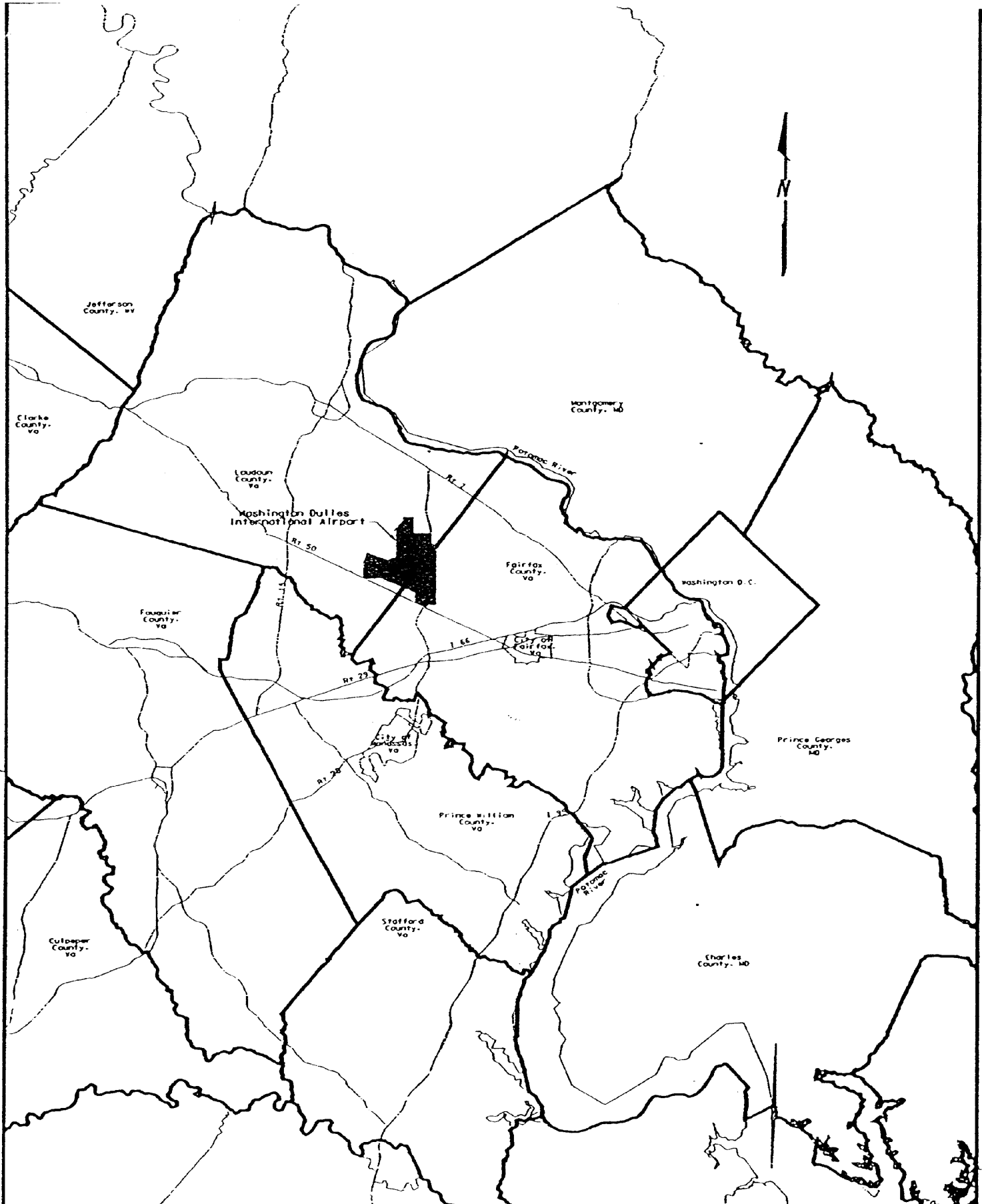
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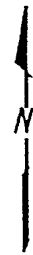
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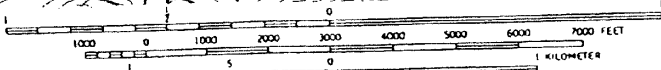
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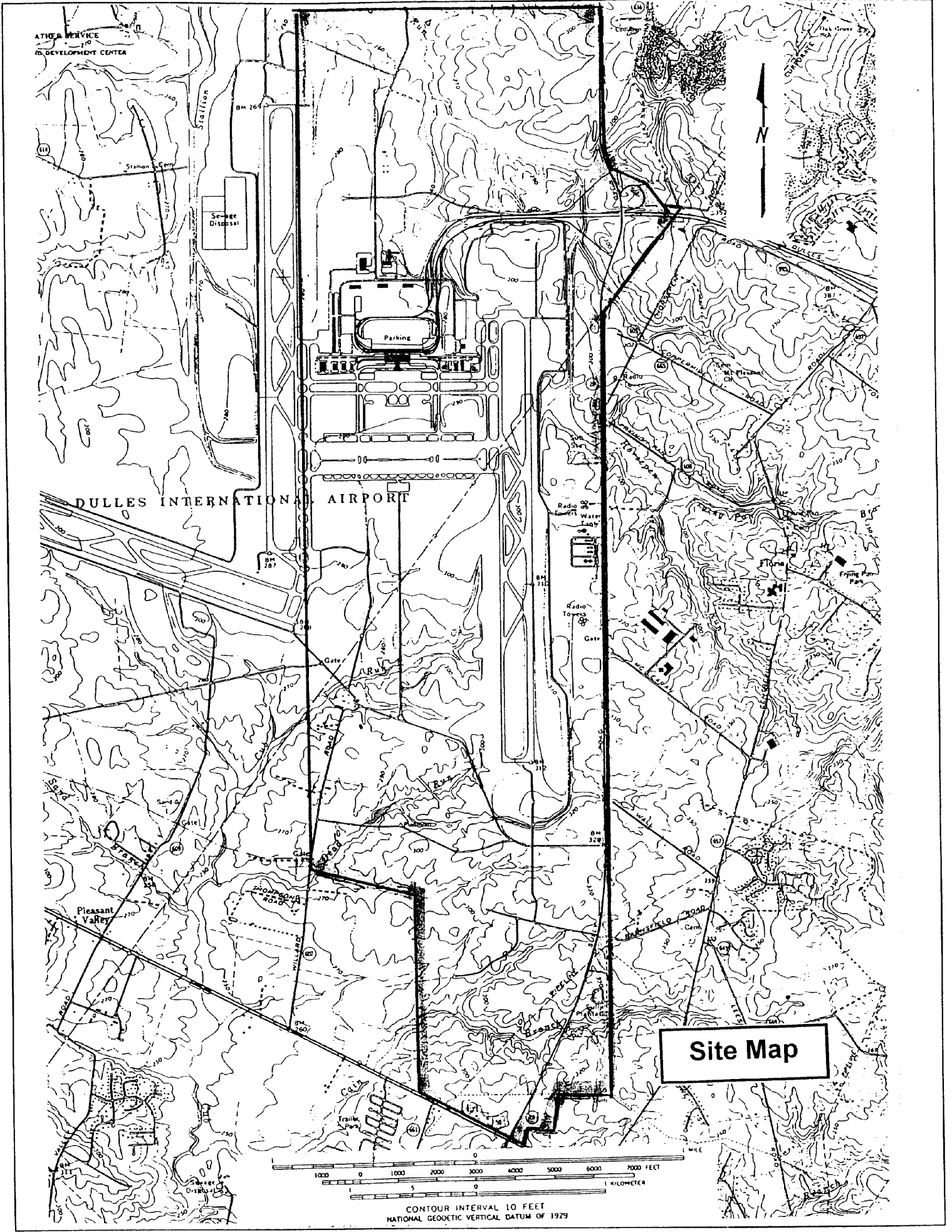


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Site Map



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## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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Ronald Reagan Washington National Airport → Washington, DC 20001-4901

**AUG - 1 2001**

Mr. Eugene K. Rader  
Commonwealth of Virginia  
Department of Mines, Minerals and Energy  
P.O. Box 3667  
Charlottesville, VA 22903

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Rader:

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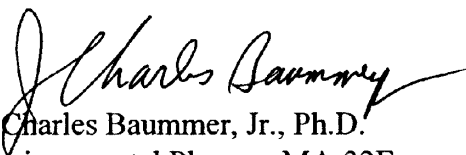
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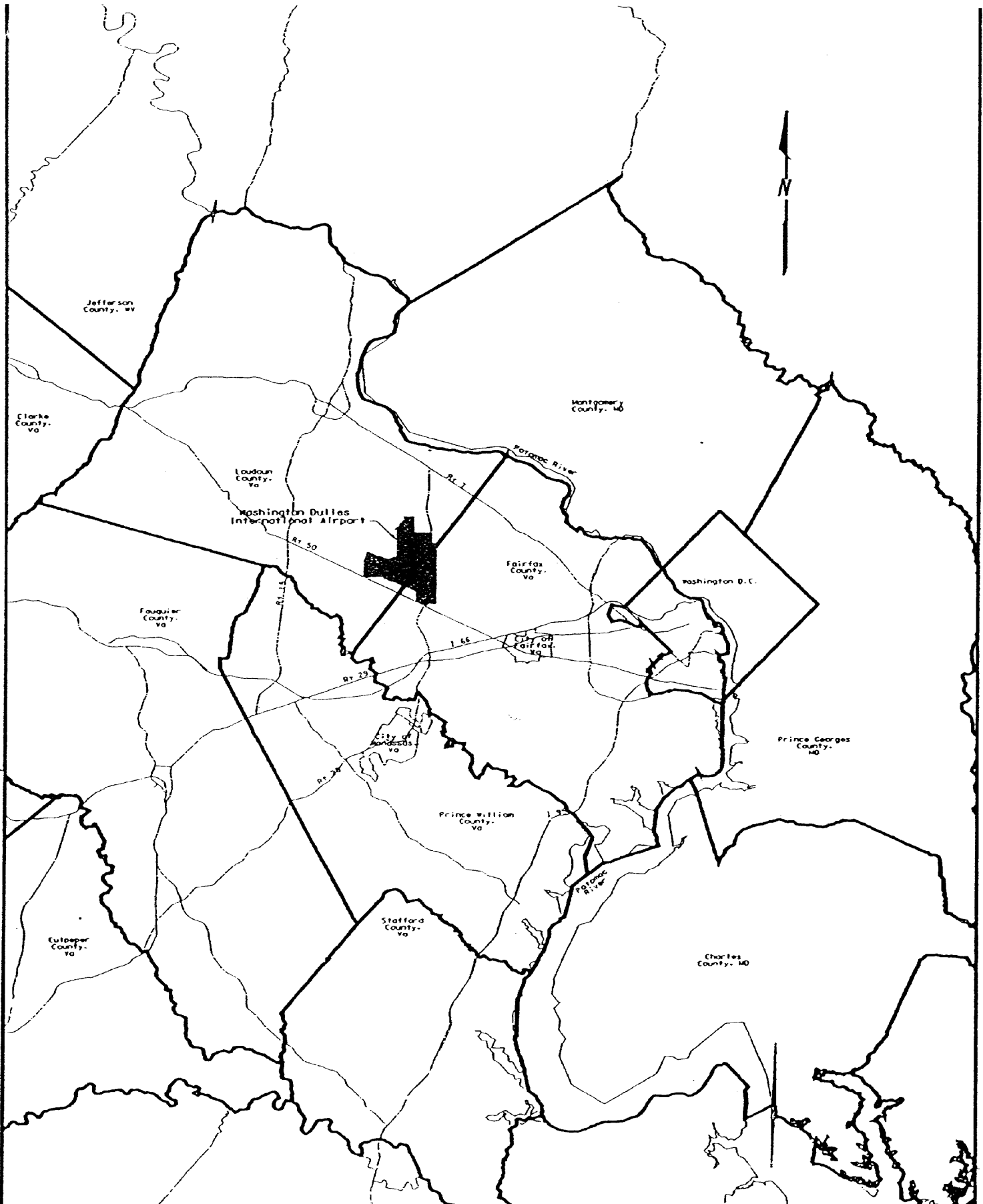
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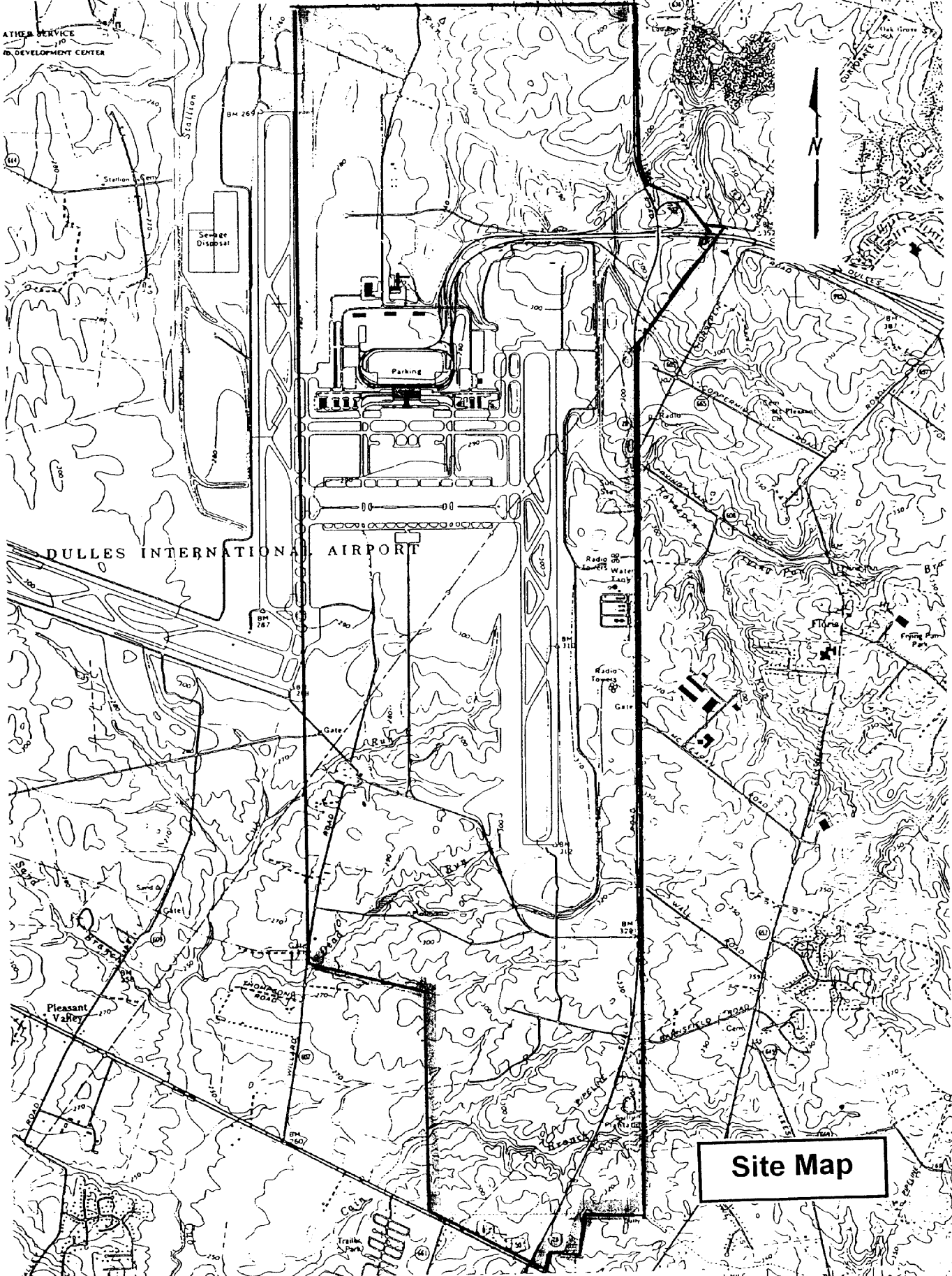
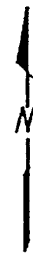
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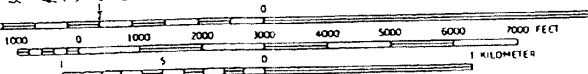
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AIRER SERVICE  
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DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

O GENE DISHNER  
DIRECTOR

CHARLES M. HALE, JR.  
CHIEF DEPUTY DIRECTOR

BENNY R. WAMPLER  
DEPUTY DIRECTOR



DIVISIONS  
ENERGY  
GAS AND OIL  
MINED LAND RECLAMATION  
MINERAL MINING  
MINERAL RESOURCES  
MINES  
ADMINISTRATION

# COMMONWEALTH of VIRGINIA

*Department of Mines, Minerals and Energy*

Division of Mineral Resources

P.O. Box 3667

Charlottesville, Virginia 22903-0667

(434) 951-6340

Stanley S. Johnson, State Geologist

August 6, 2001

Mr. J. Charles Baummer, Jr.  
Environmental Planner, MA-32E  
Metropolitan Washington Airports Authority  
Ronald Reagan Washington National Airport  
Washington, D.C. 20001-4901

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Dr. Baummer:

The IAD property is underlain by Triassic age sandstone, siltstone, and shale. Soils developed on the underlying bedrock may be plastic and expansive and have a low to moderate load-bearing capacity. A significant unconsolidated alluvial deposit occurs in the valley of Horsepen Run. I recommend that full geotechnical evaluation, including borings, be made for each proposed construction site.

A geologic map of the area (Herndon 7.5-minute quadrangle) is available from the U.S. Geological Survey in Reston.

Sincerely,

A handwritten signature in cursive script that reads "Eugene K. Rader".

Eugene K. Rader  
Geologist Manager

EKR/kh



## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

---

Ronald Reagan Washington National Airport → Washington, DC 20001-4901

**AUG - 1 2001**

Mr. P. Clifford Burnette  
Commonwealth of Virginia  
Department of Aviation  
Planning and Promotion Division  
5702 Gulf Stream Road  
Sandston, VA 23150-2502

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Burnette:

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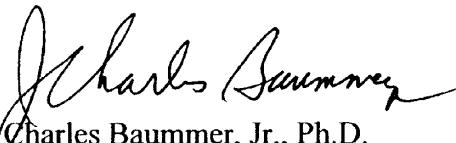
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Thank you.

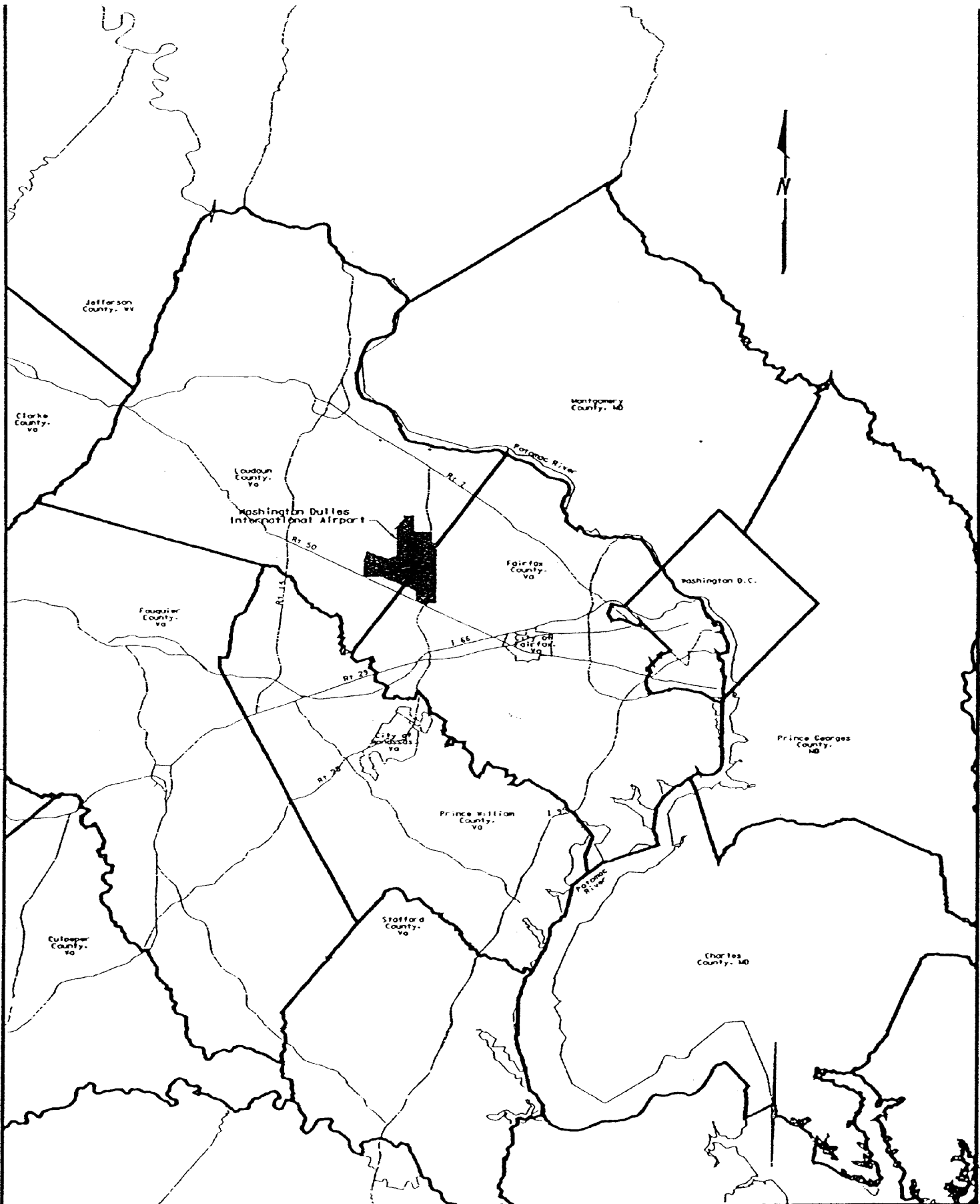
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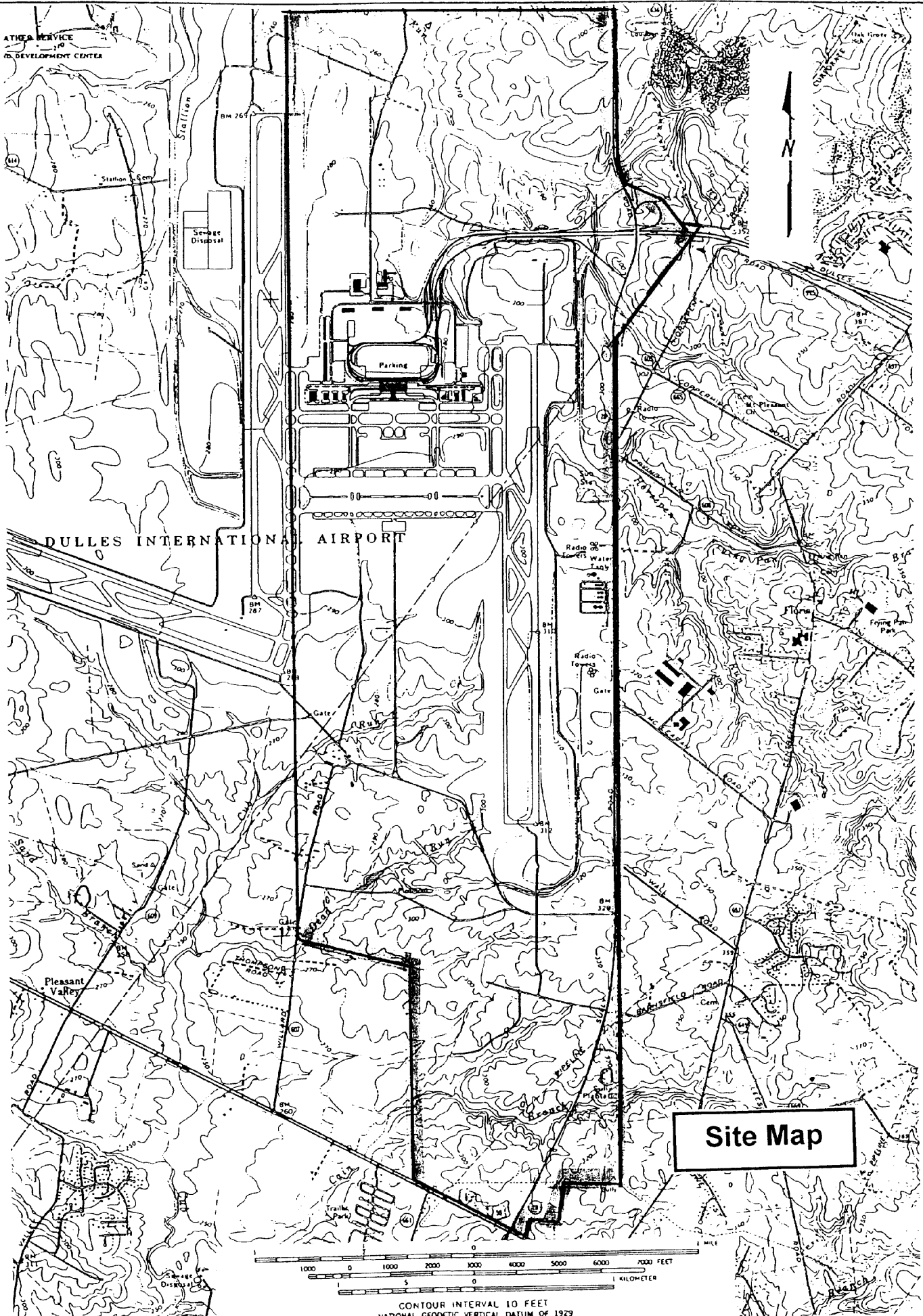
Enclosures

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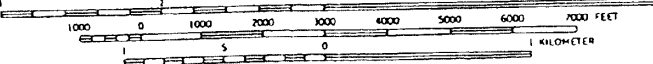
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DULLES INTERNATIONAL AIRPORT

Site Map



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NATIONAL GEODETIC VERTICAL DATUM OF 1929





## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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Ronald Reagan Washington National Airport → Washington, DC 20001-4901

**AUG - 1 2001**

Ms. Lily A. Richards  
Commonwealth of Virginia  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Ms. Richards:

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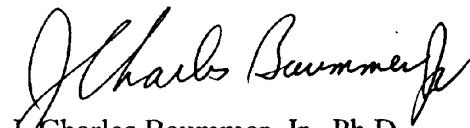
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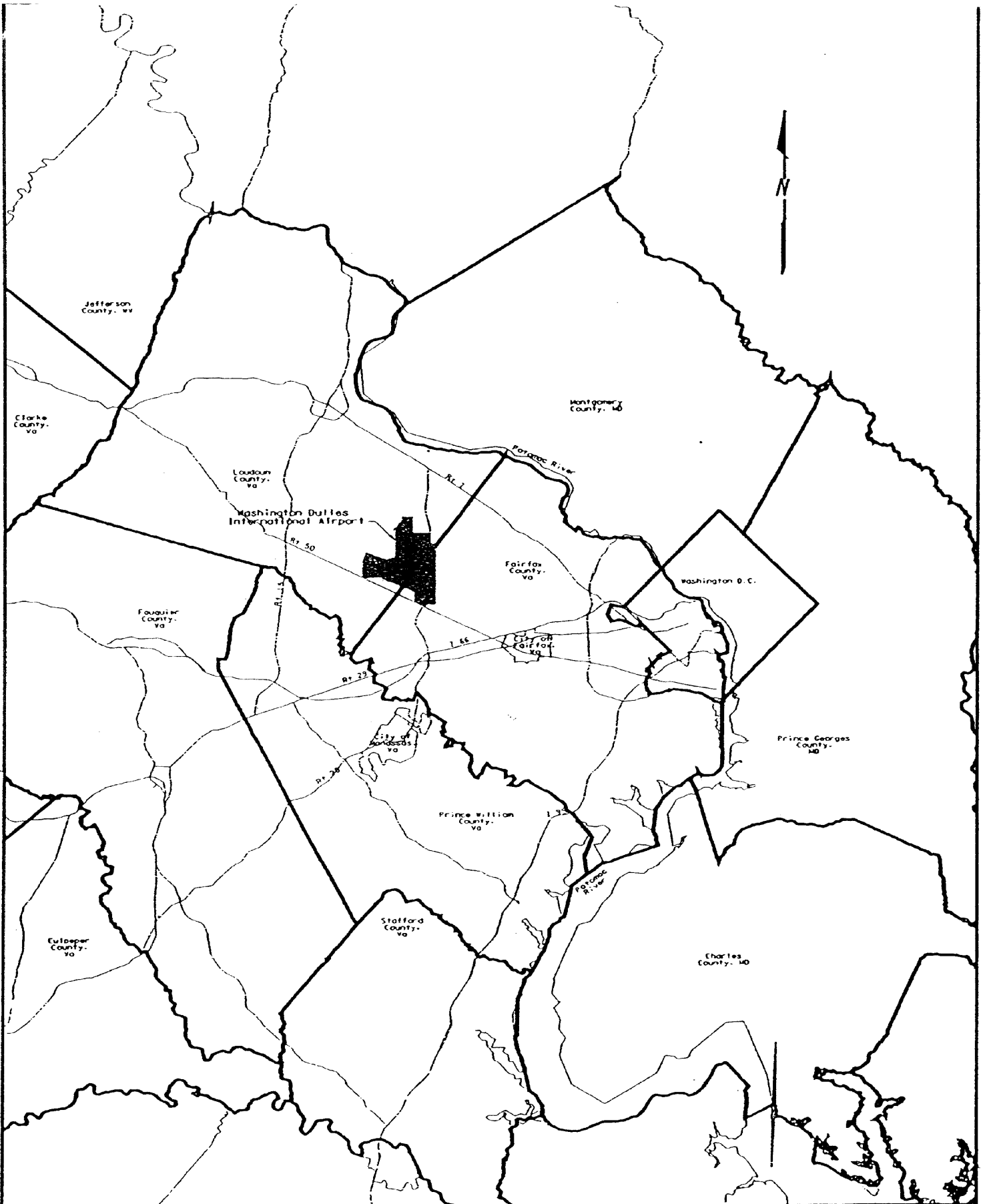
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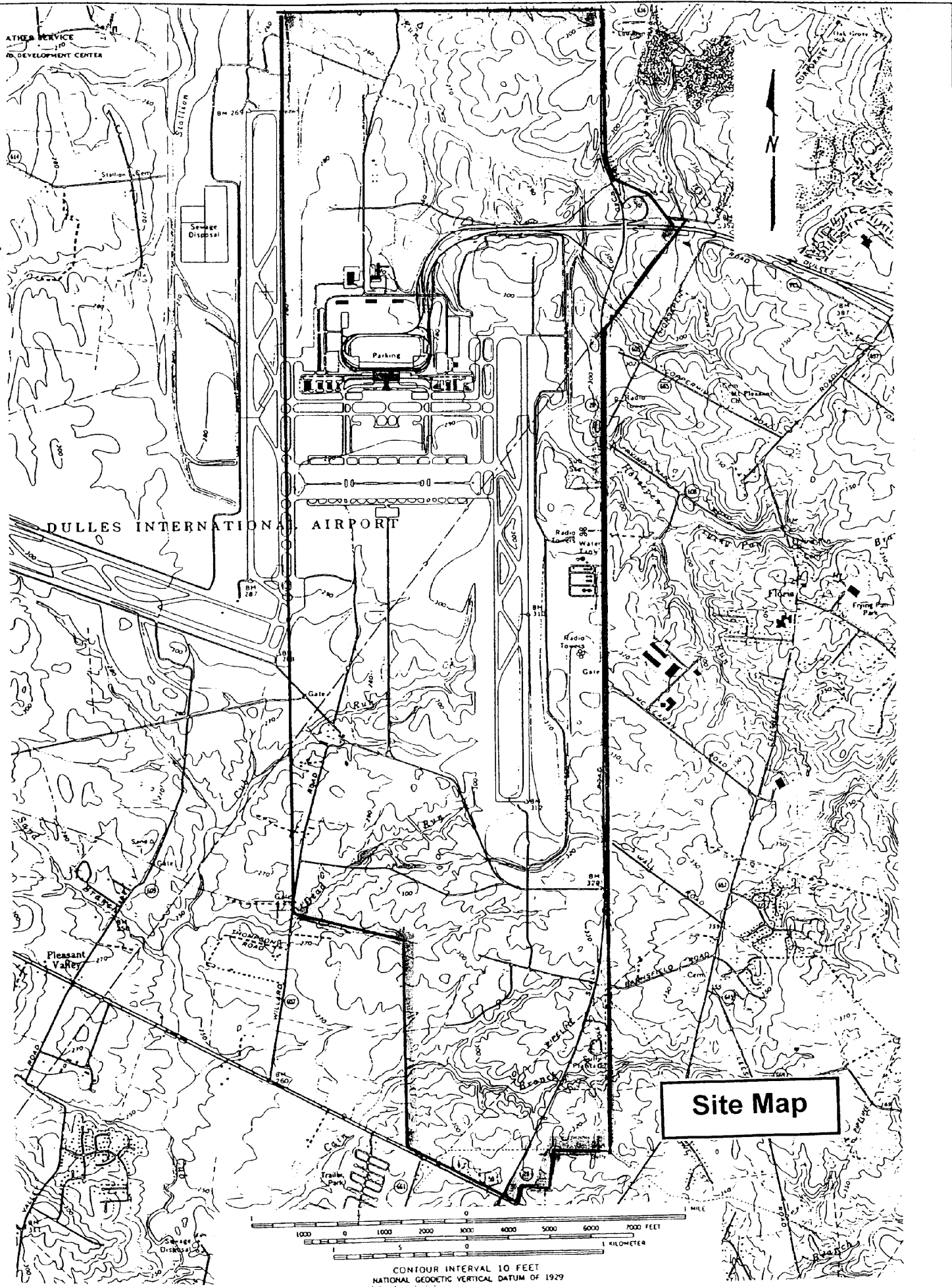
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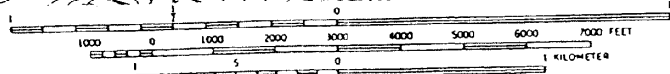
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ATHENA SERVICE  
TO  
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# DULLES INTERNATIONAL AIRPORT

Site Map



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## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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Ronald Reagan Washington National Airport → Washington, DC 20001-4901

AUG - 1 2001

Mr. Chris Collins  
Commonwealth of Virginia  
Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Collins:

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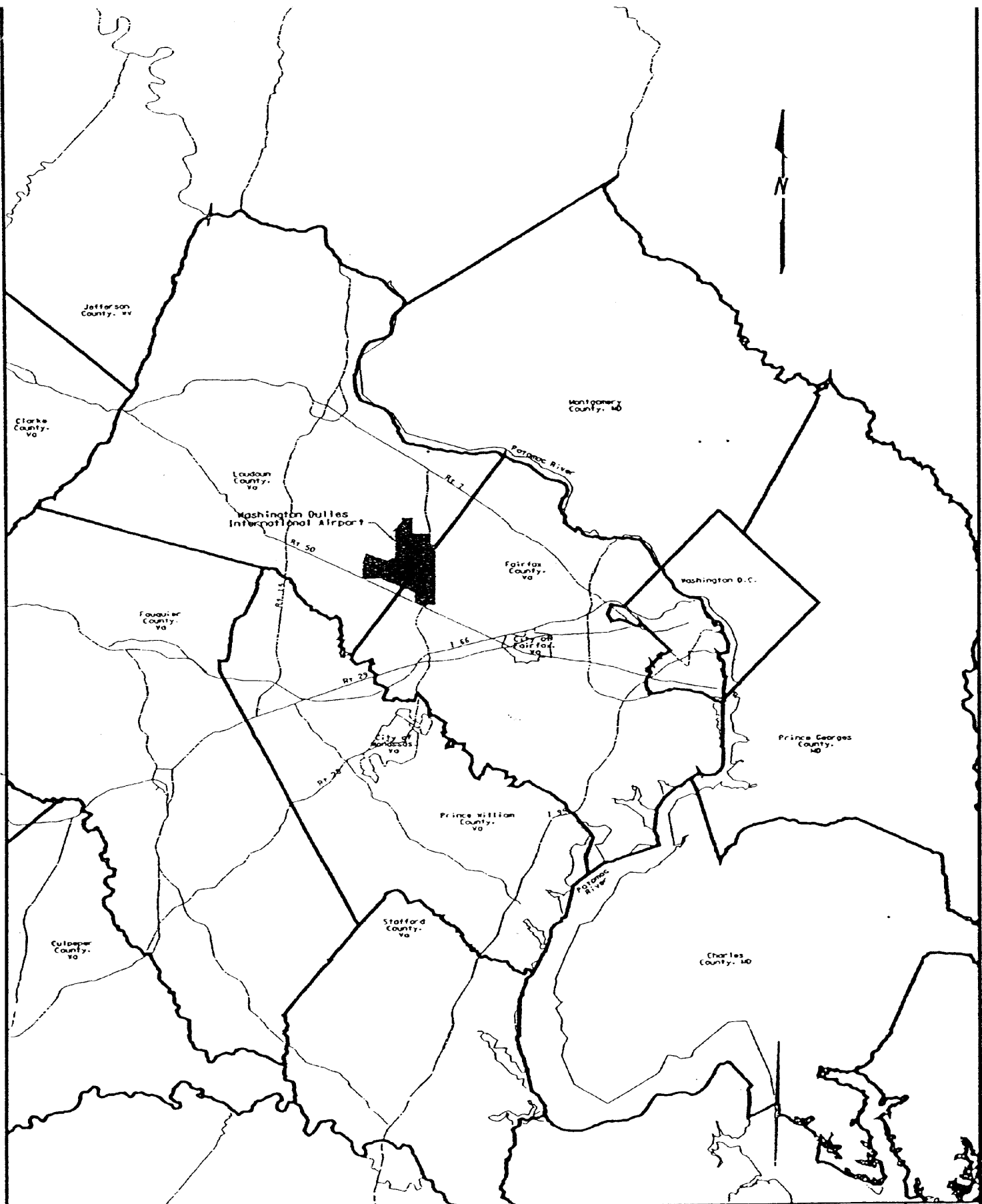
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Enclosures

JCB:pp



	DATE 01/15/01 SCALE 1" = 6miles		METROPOLITAN WASHINGTON AIRPORTS AUTHORITY OFFICE OF ENGINEERING	WASHINGTON DULLES INTERNATIONAL AIRPORT VICINITY MAP	SHEET NUMBER M-1
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## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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Ronald Reagan Washington National Airport → Washington, DC 20001-4901

AUG - 6 2001

Mr. G. Mark Gibb  
Executive Director  
Northern Virginia Regional Commission  
7535 Little River Turnpike, Suite 100  
Annandale, VA 22003-2937

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Gibb:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

The Airport is located approximately 26 miles west of central Washington, DC, astride the boundary between Fairfax and Loudoun Counties, Virginia. The Airport and Dulles Access Highway cover 10,943 acres, of which 7,508 are in Loudoun County and 3,435 are in Fairfax County.

The major proposed improvements at IAD consist of a modern 44-gate passenger concourse to replace Concourse C/D (which will be closed), additional aircraft parking capacity, a utilities complex, a new airport traffic control tower, and an underground automated people mover train system with six miles of tunnels to replace the mobile lounges. The other current proposed improvement projects at IAD are on a smaller scale. The attachment shows the project area.

To assist us in identifying environmental issues that may affect the future implementation of the facility improvements, please provide us with written comments concerning interest within your agency's responsibility.

Your response within 20 days from the date of receipt of this letter will be greatly appreciated.

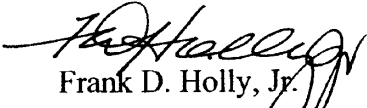
Similar requests for input to the scoping of the NEPA process are being sent to:

Fairfax County  
Loudoun County  
Virginia Chesapeake Bay Local Assistance Department  
Virginia Department of Agriculture and Consumer Services  
Virginia Department of Aviation  
Virginia Department of Conservation and Recreation  
Virginia Department of Environmental Quality  
Virginia Department of Forestry  
Virginia Department of Game and Inland Fisheries  
Virginia Department of Health  
Virginia Department of Historic Resources  
Virginia Department of Mines, Minerals and Energy  
Virginia Department of Transportation  
Virginia Institute of Marine Science  
Virginia Marine Resources Commission  
U.S. Environmental Protection Agency  
U.S. Fish and Wildlife Service

If you have any questions regarding this request, please contact Charles Baummer of our Department of Planning at (703) 417-8168.

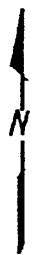
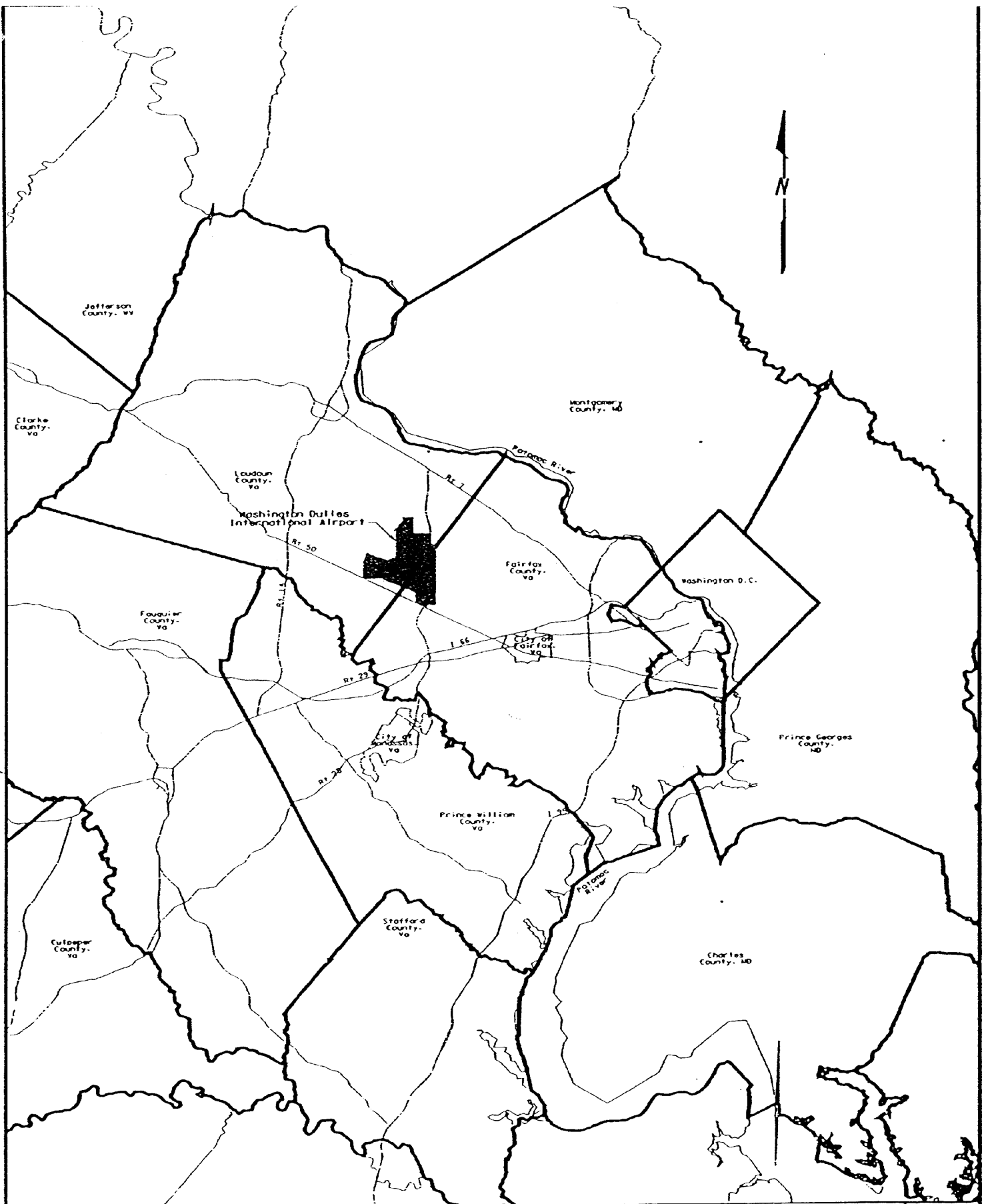
Thank you.



Sincerely,

  
Frank D. Holly, Jr.  
Vice President, Engineering

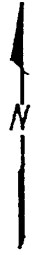
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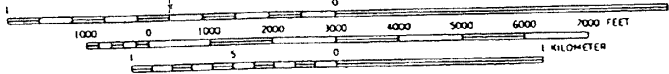
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AIR SERVICE  
DEVELOPMENT CENTER

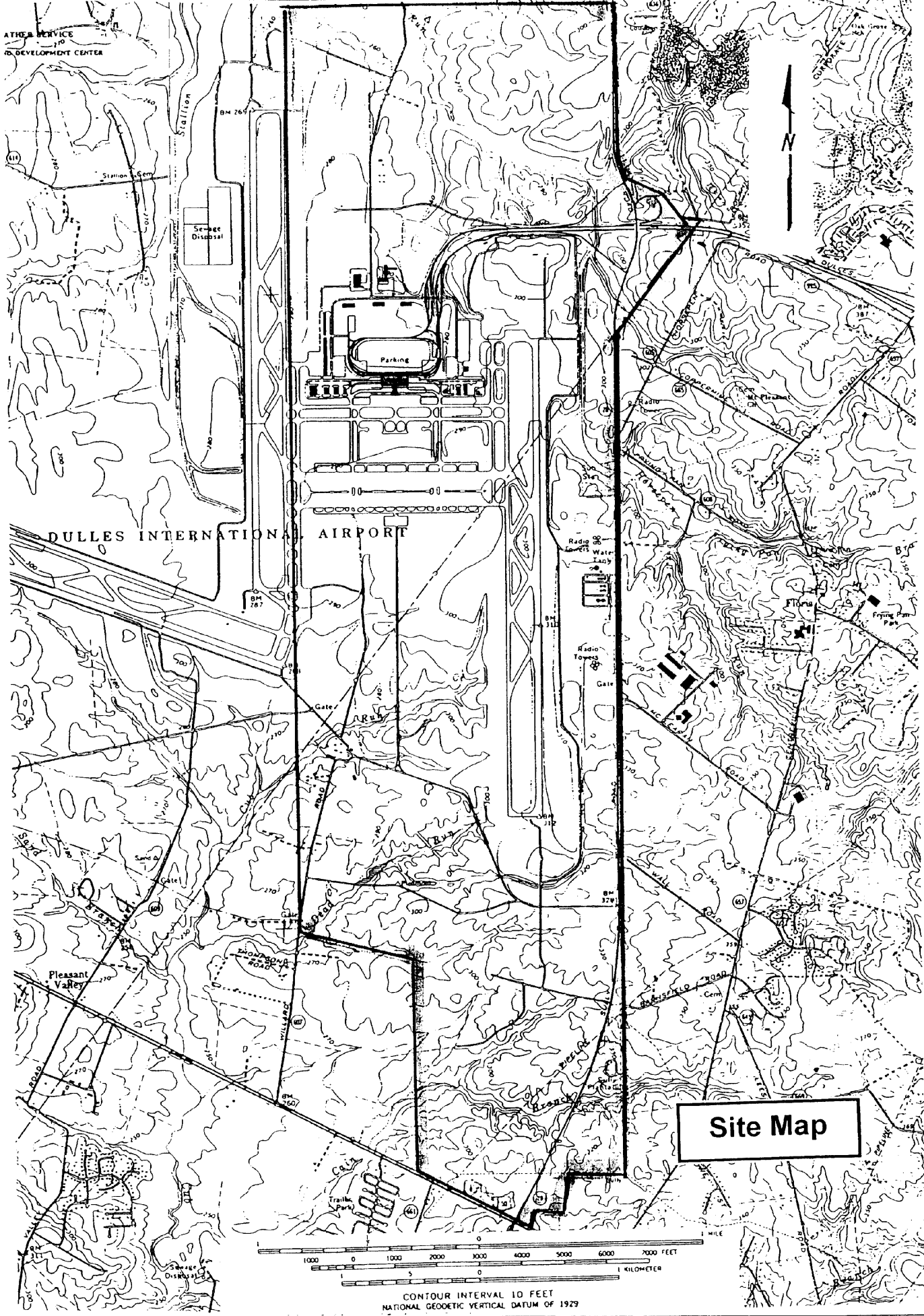


# DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODEIC VERTICAL DATUM OF 1929





## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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Ronald Reagan Washington National Airport → Washington, DC 20001-4901

AUG - 6 2001

Hon. Kirby M. Bowers  
County Administrator, Loudoun County  
1 Harrison Street, S.E., Fifth Floor  
P.O. Box 7000  
Leesburg, VA 20177-7000

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Bowers:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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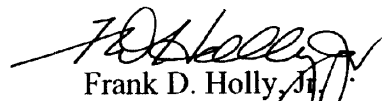
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Virginia Department of Transportation  
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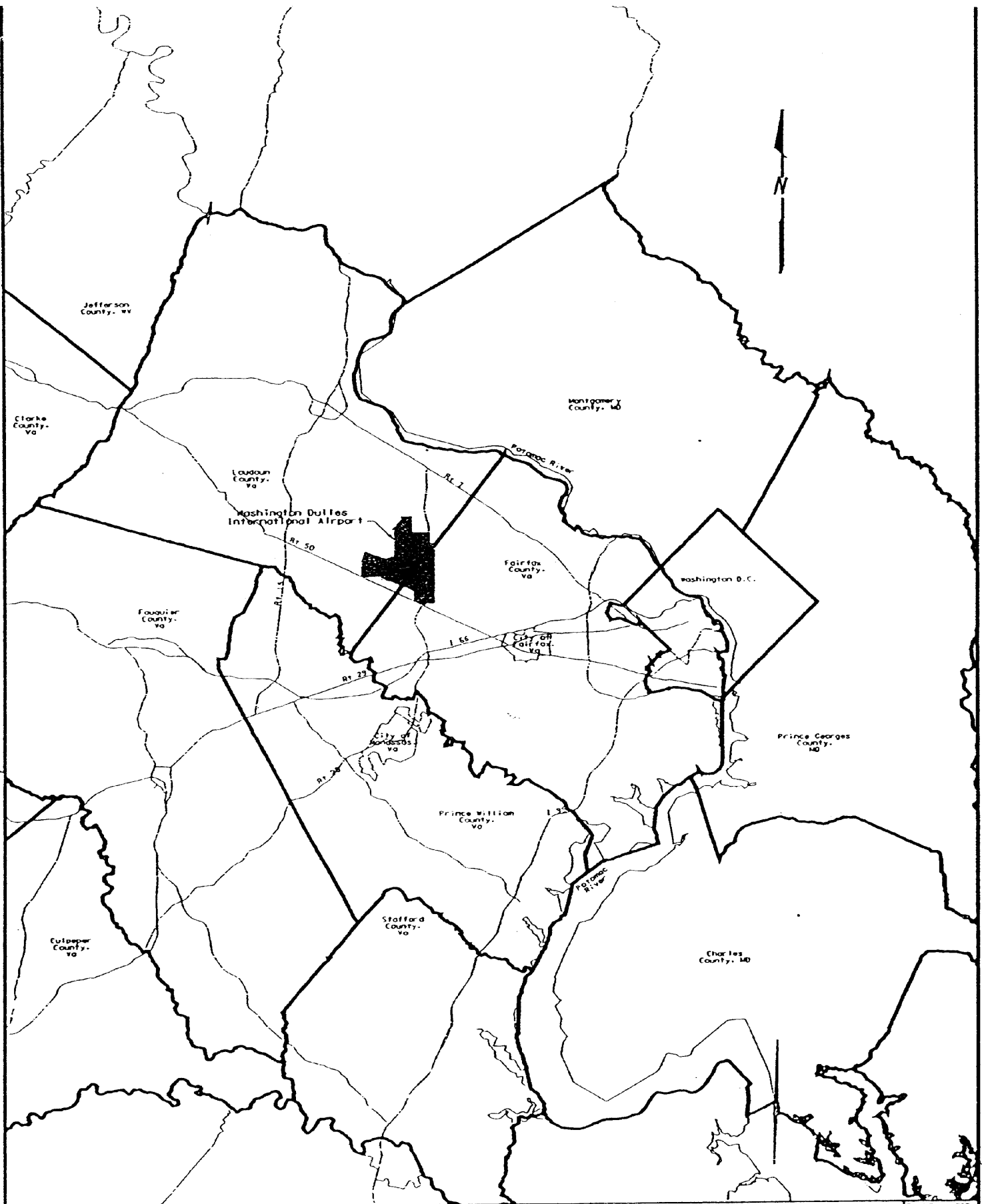
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Vice President, Engineering

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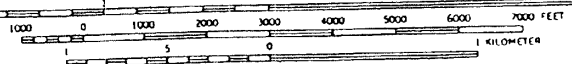
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	SCALE 1" = 6miles				

AIRPORT SERVICE  
DEVELOPMENT CENTER

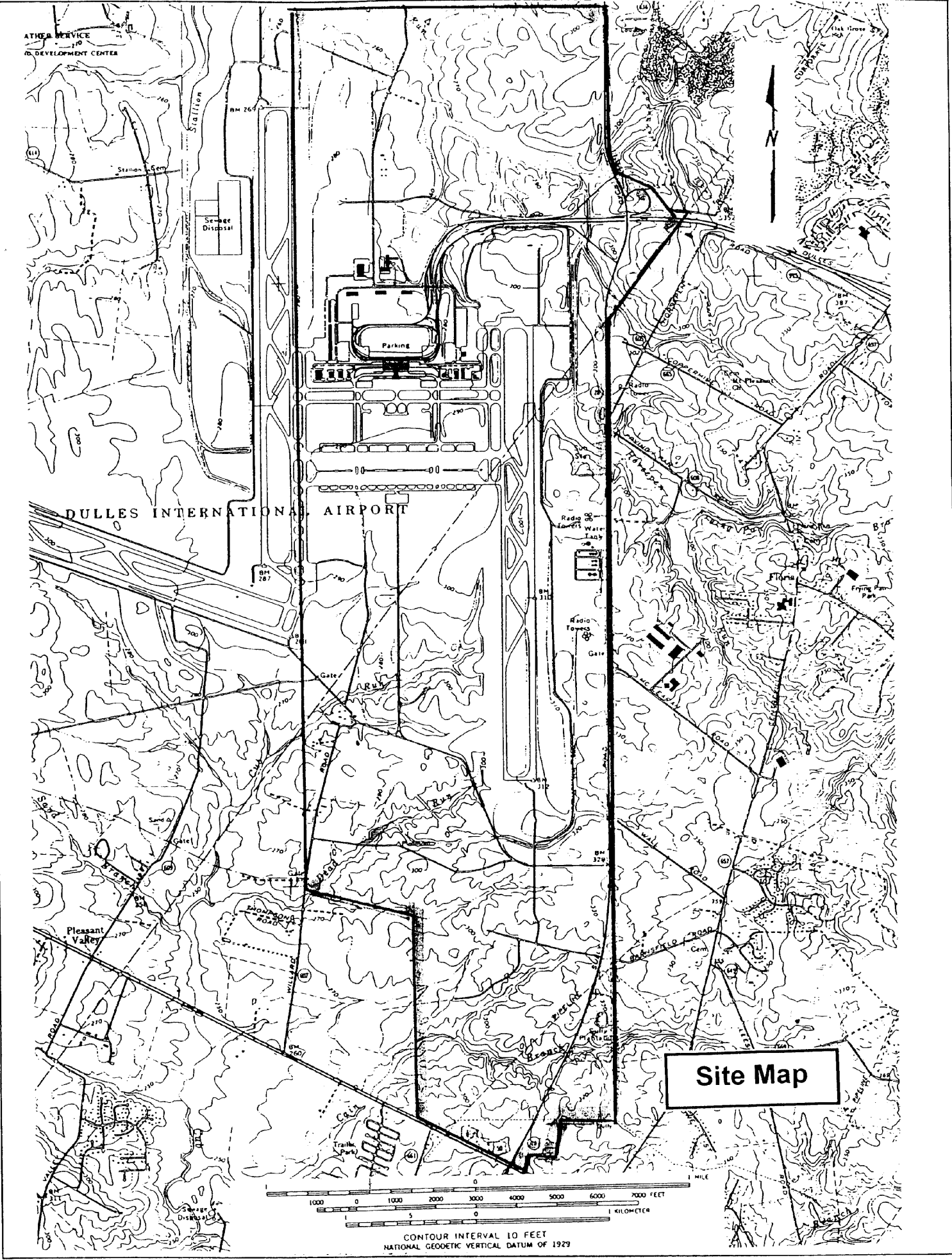


# DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929







## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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Ronald Reagan Washington National Airport → Washington, DC 20001-4901

AUG - 6 2001

Hon. Anthony H. Griffin  
County Executive, Fairfax County  
12000 Government Center Parkway, Suite 552  
Fairfax, VA 22035-0066

Re: Proposed Facility Improvements at Washington Dulles International Airport

Dear Mr. Griffin:

The Metropolitan Washington Airports Authority (MWAA) is preparing National Environmental Policy Act (NEPA) documentation for proposed facility improvements at Washington Dulles International Airport (IAD). The improvement projects are intended to replace outmoded facilities, and to enhance the quality and efficiency of passenger handling at IAD within the constraints of the present system of three runways. The documentation will be prepared in accordance with FAA regulations implementing NEPA.

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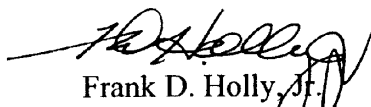
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Virginia Department of Historic Resources  
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If you have any questions regarding this request, please contact Charles Baummer of our Department of Planning at (703) 417-8168.

Thank you.

Sincerely,



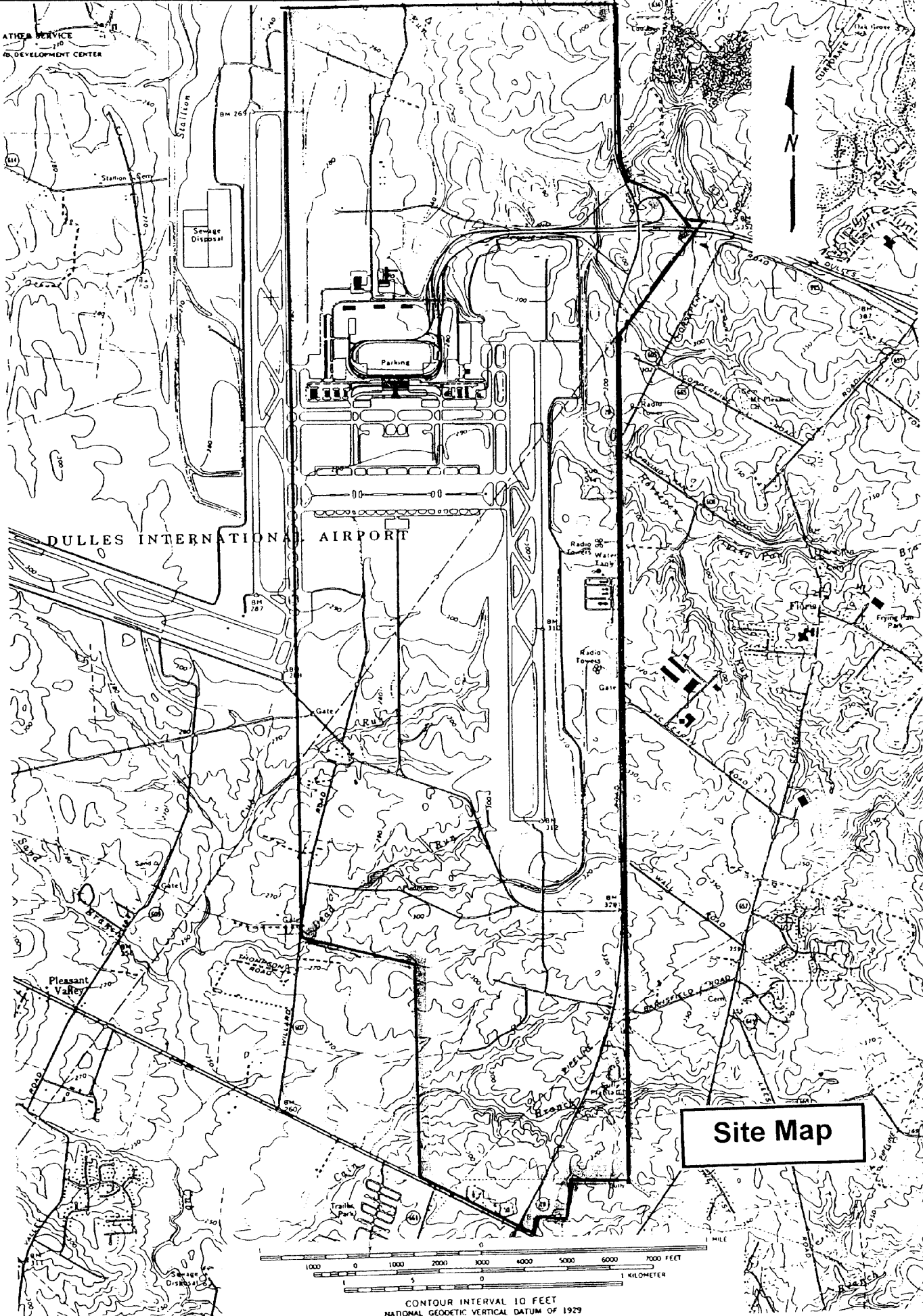
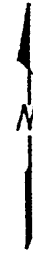
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Enclosures

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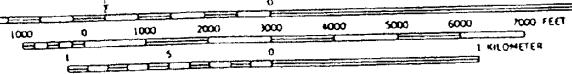


ATHENA SERVICE  
710  
40 DEVELOPMENT CENTER



DULLES INTERNATIONAL AIRPORT

Site Map



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETTIC VERTICAL DATUM OF 1929

APPENDIX E  
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APPENDIX F  
COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT AND RESPONSES

**APPENDIX F**  
**COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT AND**  
**RESPONSES**  
**TABLE OF CONTENTS**

Section 1: Public Notice

Section 2: Distribution List

Section 3: Summary of Written Comments on the Draft EA and Responses

Section 4: Comment Letters Received on Draft EA

Appendix F  
Section 1

Public Notice

The Public Notice for the availability to review and comment on the Draft Environmental Assessment for the Proposed ATCT at Washington Dulles International Airport was published in the Washington Post and the Washington Times on December 1, 2002. The Public Notice, Affidavits of Publication and document distribution list are included in the following pages.

**PUBLIC NOTICE**

**WASHINGTON DULLES INTERNATIONAL AIRPORT  
ENVIRONMENTAL ASSESSMENT FOR A NEW AIRPORT TRAFFIC CONTROL  
TOWER (ATCT)  
NOW AVAILABLE FOR REVIEW AND COMMENT**

The Metropolitan Washington Airports Authority (MWAA) is proposing to construct a new Airport Traffic Control Tower (ATCT) at Washington Dulles International Airport. The project includes the site development, site utilities, access road, the actual tower and base building, support buildings, and all necessary Federal Aviation Administration (FAA) control communications connections to airfield lights and navigational aids.

As an integral part of the planning for this project, a Draft Environmental Assessment (EA) was prepared to evaluate existing conditions and potential environmental effects. The Draft EA addresses the environmental consequences of the Proposed Action (Build Alternative) and No Build Alternative, as well as other issues including air quality, water quality, historical, architectural, archeological and cultural resources, visual impacts and wetlands. The Draft EA was prepared and comments are requested in conformance with the provisions of the National Environmental Policy Act (NEPA).

**Beginning, December 2, 2002, copies of the Draft Environmental Assessment are being made available for public review and comment at the following libraries:**

Eastern Loudoun Regional Library (21030 Whitfield Place Sterling, VA), Rust Library (380 Old Waterford Rd. Leesburg, VA), Centreville Regional Library (14200 St. Germaine Dr. Centreville, VA), Chantilly Regional Library (4000 Stringfellow Rd. Chantilly, VA), Fairfax City Regional Library (3915 Chain Bridge Rd. Fairfax, VA), Reston Regional Library (11925 Bowman Towne Dr. Reston, VA), and Tysons-Pimmit Regional Library (7584 Leesburg Pike Falls Church, VA).

**The Draft EA can also be reviewed at [www.mwaa.com](http://www.mwaa.com).**

This public review and comment period is also being conducted pursuant to the MWAA's 1987 Programmatic Memorandum of Agreement with the Virginia State Historic Preservation Officer and the Advisory Council on Historic Preservation (as regards Section 106 of the National Historic Preservation Act of 1966 – 36 CFR 800). For further information, questions or to submit written comments concerning the EA and historic preservation matters please contact:



Office of Communications, MA-10  
Metropolitan Washington Airports Authority  
One Aviation Circle  
Ronald Reagan Washington National Airport  
Washington, DC 20001-6000

703-417-8745

**The record is open for public comment until 5:00 p.m. on January 10th, 2003.**

Please note that this notice is for a new ATCT at Washington Dulles International Airport and is not associated with the ongoing EIS for new runways and associated improvements at the Airport.

Appendix F  
Section 2

Distribution List

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Appendix F  
Section 3

Summary of Written Comments on the Draft EA and Responses

WASHINGTON DULLES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT

The following table includes a summary of comments made during the public comment period. The comments are listed in the order that the complete letters are presented in this appendix. The “I.D.” column in the table gives an identification number (1, 2, 3 etc.) assigned to the summarized comment in the order presented and the page number where the comment begins.

<b>Commentor</b>	<b>I.D.</b>	<b>Subject</b>	<b>Summary of Comment on Draft EA</b>	<b>Response</b>
Washington Airports Task Force	2-1	Visual Impact	Strongly recommend the actual design of the ATCT blend harmoniously without detracting from the airport’s landmark architecture.	The historic nature of IAD and its structures was considered as part of the design, even though the tower is a standard FAA facility. The preliminary design for the ATCT has been coordinated fully with the Virginia SHPO and is being coordinated with NCPC. The viewshed analysis showed that because of the distance from the ATCT to the IAD historic district there would be no adverse effect from the proposed ATCT design.
Fairfax County	1-1	Construction Related Noise	Concerned with construction noise impacts on a residential community.	Pile driving will not be required therefore, grading and scraping operations are the noisiest activities, with equipment generating noise levels as high as 70 to 95 dB within 50 feet of operations. However, distance would rapidly attenuate noise levels so the closest area residences (more than 7,000 feet from the Proposed ATCT) would experience only a slight temporary increase in ambient background noise.
Fairfax County	2-2	Planning and Zoning	Change heading of Section 3.3.1 from “Zoning in Loudoun and Fairfax Counties” to “Zoning and Planning in Loudoun and Fairfax Counties”.	Final EA text edited to reflect comment.
Fairfax County	3-2	Planning and Zoning	Discussion of Fairfax County’s Airport Noise Impact Overlay District is inaccurate.	Final EA text edited to reflect comment.
Fairfax County	4-2	Planning and Zoning	Add sentence to text to state that Fairfax County’s Comprehensive Plan recognized the need to ensure that buildings constructed near the airport be limited in height so as not to obstruct operations at the airport.	Final EA text edited to reflect comment.
Fairfax County	5-2	Rare Species	Is it possible to transplant affected hairy beardtongue?	The Authority will explore the possibility of relocating the individual affected hairy beardtongue to suitable offsite habitat.
Loudoun County	1-1	Construction Impacts	Recommend including existing residential development surrounding IAD be included as an existing land use.	Final EA text edited to reflect comment.



WASHINGTON DULLES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT

<b>Commentor</b>	<b>ID.</b>	<b>Subject</b>	<b>Summary of Comment on Draft EA</b>	<b>Response</b>
Loudoun County	1-2	Compatible Land Use	Add to discussion of zoning requirements for residential units located between the 60 and 65 DNL contours. In addition to acoustical treatment a full disclosure statement and dedication of an aviation easement are required.	Final EA text edited to reflect comment.
Loudoun County	1-3	Farmlands	The County provided a list of eighteen prime farmland soil types that exist in Loudoun County.	This list was not previously available. Final EA text edited to remove the statement that Loudoun County NRCS office couldn't provide a list of prime soils for the County. However, the list of prime soils will not be added to the text because the soil survey did not include those on IAD.
Loudoun County	2-4	Historical, Architectural, Archeological, and Cultural Resources	County has additional potentially eligible NRHP resources not discussed in the Draft EA.	The Final EA text and graphic were changed to acknowledge these sites.
Loudoun County	2-5	Historical, Architectural, Archeological, and Cultural Resources	County requested a copy of the letter of determination from the SHPO.	Letter included in the Final EA.
Loudoun County	3-6	Socioeconomic Impacts/Environmental Justice	Data obtained from the US census Bureau differs from the data found in Section 3.18.1.	Final EA text edited to reflect comment.
Loudoun County	3-7	Socioeconomic Impacts/Environmental Justice	Update Table 3.15 to show the current top employers in Loudoun County.	Final EA text edited to reflect comment.
Loudoun County	3-8	Water Quality	The ATCT project must also adhere to the Loudon County Facilities Standards Manual.	Final EA text edited to reflect comment.
Loudoun County	3-9	Public Parks within Region of Influence	Add Pleasant Valley Golf Course to Figure 3-6.	Final EA graphic modified to show Peasant Valley Golf Course.
Loudoun County	3-10	Foodplains	Figure 3-9 should include the entire Airport boundary and should delineate Cabin Branch.	The intent of Figure 3-9 was to show any floodplains in the vicinity of the proposed ATCT. Therefore, it is not necessary to show the entire Airport boundary. Cabin Branch will not receive runoff from the proposed ATCT.
Virginia Department of Environmental Quality	2-1	Wetlands and Water Quality	The project may require registration under the Virginia Pollutant Discharge Elimination System General Permit for construction activities.	The project requires a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will be included in the Airport's NPDES permit. Therefore, registration under the Virginia Pollutant Discharge Elimination System General Permit is not required.
Virginia Department of Environmental Quality	2-2	Chesapeake Bay Preservation Act	The Chesapeake Bay Local Assistance Department concurs that the project is consistent with the Chesapeake Bay Preservation Act as locally implemented.	Comment noted and included in Final EA.

WASHINGTON DULLES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT

<b>Commentor</b>	<b>I.D.</b>	<b>Subject</b>	<b>Summary of Comment on Draft EA</b>	<b>Response</b>
Virginia Department of Environmental Quality	3-3	Natural Heritage Resources	The Department of Conservation and Recreation recommends avoidance of the hairy beardtongue plants during construction.	Hairy beardtongue was found near the proposed ductbank and sanitary sewer alignments. The Authority will explore the possibility of relocating the individual affected hairy beardtongue to suitable offsite habitat.
Virginia Department of Environmental Quality	3-4	Natural Heritage Resources	The survey for diabase species, including the earleaf foxglove, white heath aster and stiff goldenrod was not conducted during the appropriate time (September through October).	Another survey was conducted during September and October of 2002. During this survey earleaf foxglove, white heath aster and stiff goldenrod were not found. Also the diabase flatrock does not exist in the area that would be disturbed by the construction of this project.
Virginia Department of Environmental Quality	4-5	Air Quality	During construction, fugitive dust must be kept at a minimum by using applicable control methods outlined in 9 VAC 5-50-60 et seq. of the Regulations for the Control and Abatement of Air Pollution.	Comment noted and included in Final EA.
Virginia Department of Environmental Quality	4-6	Air Quality	DEQ recommends that precautionary measures be employed to reduce ground-level ozone concentrations especially during the ozone alert days.	Cumulative construction air quality impacts were analyzed in the draft EA. The construction emissions from both the ATCT and Tier 2 construction were evaluated. The total emissions were within those included in the SIP allotted for the Airport.
Virginia Department of Environmental Quality	5-7	Pollution Prevention	DEQ has recommendations regarding pollution prevention.	<p>The Authority actively promotes pollution prevention with the following measures:</p> <ul style="list-style-type: none"> <li>? The Authority has in place a Stormwater Pollution Prevention Plan (SWPPP) under its VPDES permit. Any construction project that disturbs 10,000 square feet or more must have its own SWPPP.</li> <li>? Systems are in place to ensure that environmental compliance inspection and monitoring are performed as required by both state and Authority permit programs.</li> <li>? The Authority's sediment and erosion control program complies with state requirements and includes staff certified by DCR as program managers, inspectors and plan reviewers.</li> <li>? The Authority has a recycling program.</li> <li>? Although the Authority has not adopted a formal Environmental Management System the Authority is familiar with the Virginia program and continues to review program materials as they are distributed by VDEQ.</li> </ul>

WASHINGTON DULLES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT

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<b>Commentor</b>	<b>I.D.</b>	<b>Subject</b>	<b>Summary of Comment on Draft EA</b>	<b>Response</b>
Virginia Department of Environmental Quality	5-8	Geology	The Department of Mines, Minerals, and Energy recommends a full geotechnical evaluation of the site be preformed prior to construction.	A geotechnical evaluation of the site will be completed as part of the design process.
Virginia Department of Environmental Quality	6-9	Energy Conservation	The new buildings should be planned and designed to comply with state and federal guidelines and industry standards for energy conservation and efficiency.	Comment noted and included in Final EA.
Virginia Department of Environmental Quality	6-10	Local Issues	Fairfax County had comments regarding construction-related noise planning and zoning and rare species.	These comments were addressed in the responses to the Fairfax County comments.
Virginia Department of Environmental Quality	6-11	Regulatory and Coordination Needs	Virginia DEQ listed the regulation and coordination needs associated with the following topics: Wetlands and Water Quality Erosion and Sediment Control Natural Heritage Resources Solid and Hazardous Waste Federal Consistency Certification	All associated regulations have been added to the list found in Chapter 1 of the Final EA. All coordination requirements were addressed in the responses to comments above.

Appendix F  
Section 4

Comment Letters Received on Draft EA

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Executive Dean, Loudoun Campus  
The George Washington University



**Washington Airports Task Force**

January 2, 2003

Office of Communications, MA-10  
Metropolitan Washington Airports Authority  
One Aviation Circle  
Ronald Reagan Washington National Airport  
Washington, DC 20001-6000

Dear Sirs:

The Washington Airports Task Force has reviewed the Draft Environmental Assessment (DEA) for a control tower at Washington Dulles and recommends that a new tower be constructed as proposed.

The Task Force analysis paid particular attention to air quality, socioeconomic and historic preservation aspects of the Environmental Assessment. We conclude that:

1. Construction of the new tower is an imperative for the provision of airport infrastructure to support the economic growth and thus the quality of life for the National Capital region.
2. Further, Washington Dulles is the international gateway to our Nation's Capital. Therefore, a failure to provide adequate air traffic control would reflect badly upon us as a nation.
3. Safety considerations alone should demand the new tower as the existing tower structure cannot be expanded to contain required staff and modern equipment.

The Task Force further notes that:

1. The impact on air quality is "de minimus" and indeed the airport's current operations are well below permitted levels of emissions.
2. The airport's "historic district" will not be externally changed, as the old control tower will remain as an architectural feature to support the ground surveillance radar. While the new 330 ft.-high tower will visually impact the historic district, it will be a natural part of the airport ambience, and therefore should not detract from the architectural splendor of the Saarinen terminal. Preservation of the Dulles architecture is important as it is a positive factor contributing to the good relations between the airport and its community. Many people are proud to have the Dulles terminal "in their back yard."

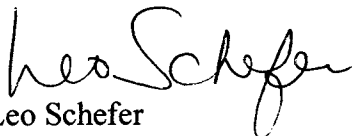
Office of Communications, MA-10  
January 2, 2003  
Page 2

Regarding appearance, the tower used as an illustration in the DEA looked like a standard FAA design. The Task Force strongly recommends the actual design used for Dulles will blend harmoniously without detracting from the airport's landmark architecture.

①

Air transportation is vital infrastructure for the modern economy. After reviewing this Draft Environmental Assessment in the context of the Airports Authority's broader effort to ensure that this region has adequate airport facilities, we have no hesitation in strongly supporting the construction of the proposed new control tower.

Sincerely,

  
Leo Schefer



# FAIRFAX COUNTY

## DEPARTMENT OF PLANNING AND ZONING

Director's Office

Suite 755

12055 Government Center Parkway

Fairfax, Virginia 22035-5506

Telephone: (703) 324-1325

Fax: (703) 324-3924

V I R G I N I A

Mr. William C. Lebegern, P.E., Manager, Planning Department  
c/o Office of Communications, MA-10  
Metropolitan Washington Airports Authority  
One Aviation Circle  
Ronald Reagan Washington National Airport  
Washington, DC 20001-6000

JAN 8 2003

Dear Mr. Lebegern:

Through this letter, I am transmitting to you comments from the Fairfax County Department of Planning and Zoning regarding the Draft Environmental Assessment (EA) for the Proposed Airport Traffic Control Tower at Washington Dulles International Airport. These comments are in response to your letters to both me and the Fairfax County Executive and to a related request from the Virginia Department of Environmental Quality (DEQ). Please be aware that these comments represent the views of this agency and do not necessarily represent positions of the Fairfax County Board of Supervisors.

The site that has been selected for the proposed air traffic control tower is an internal location on the airport property. Based on graphics provided in the EA, it appears that visual impacts of the proposed tower to sensitive locations in Fairfax County near the Airport will not be substantial. As such, we support the proposed action. We do, however, have the following comments:

### Construction-Related Noise

Page 3-12 acknowledges that there will be some level of noise associated with facility construction (including noise from pile drivers and drilling) but suggests that these noise impacts will be minimal due to the internal location of the proposed site and the "absence of noise-sensitive land uses immediately adjacent to the Airport." There is, however, a residential area in Fairfax County that would be located roughly 7,500 feet east of the proposed construction site, and the EA does not clearly establish what, if any, noise impacts construction of the tower may have on this neighborhood. Information should be provided regarding the nature, magnitude, and frequency of noise impacts, if any, that will be audible in residential areas. Any construction-related activity that has the potential to be audible in residential areas of Fairfax County should abide by limits on hours of construction as set forth in Chapter 108 of the *Fairfax County Code*.

1

**Planning and Zoning**

Section 3.3.1 includes a heading entitled "Zoning in Loudoun and Fairfax Counties." It would be more appropriate to title this section "Zoning and Planning in Loudoun and Fairfax Counties." The discussion of Fairfax County's Airport Noise Impact Overlay District within this section (page 3-10) is inaccurate. While it is correct that there are policies in the County's Comprehensive Plan that recommend against new residential development inside the County's adopted DNL 60 dBA noise contour, the Overlay District itself does not regulate land use outside the adopted DNL 65 dBA noise contour. Finally, regarding the last sentence of the paragraph on top of page 3-10, it may be best to state that Fairfax County's Comprehensive Plan recognizes the need to ensure that buildings that will be constructed near the airport will not be so high as to obstruct operations at the airport.

2

3

4

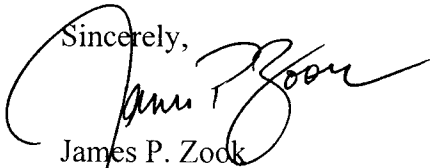
**Rare Species Impact**

Page 3-25 notes that individual specimens of a state-listed rare species (hairy beardtongue) would be impacted by the proposed action, but that this impact would not be a significant one. Might it be possible to transplant affected specimens?

5

Thank you for affording us with the opportunity to provide these comments. If you have any questions about these comments, please feel free to contact Noel Kaplan of my staff at 703-324-1210.

Sincerely,



James P. Zook  
Director

JFZ:NHK

cc:

Board of Supervisors

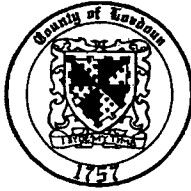
Fairfax County Airports Advisory Committee

Anthony H. Griffin, County Executive

Noel H. Kaplan, Environment and Development Review Branch, Department of Planning  
and Zoning

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## Loudoun County, Virginia

County Administration

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

January 10, 2003

Office of Communications, MA-10  
Metropolitan Washington Airports Authority  
One Aviation Circle  
Ronald Reagan Washington National Airport  
Washington, DC 20001-6000

Re: Draft Environmental Assessment, New Airport Traffic Control Tower  
Washington Dulles International Airport

Dear Mr. Lebegern,

Thank you for the opportunity to comment on the above referenced project. The County's Revised General Plan, adopted on July 23, 2001, supports the continued growth and expansion of Washington Dulles International Airport for both passengers and cargo. I have outlined by section and topic the County's comments below:

### Section 3.5 CONSTRUCTION IMPACTS:

**Section 3.5.1 Affected Environment, Noise:** While the County discourages new residential development within the noise contours surrounding IAD, there are existing residential units within the IAD noise contours. It is recommended that existing residential development surrounding IAD be included as an existing land use in this section. ①

### Section 3.3 COMPATIBLE LAND USE:

**Section 3.3.1 Affected Environment, Zoning in Loudoun and Fairfax Counties:** While Loudoun County's 1993 Zoning Ordinance, as Revised January 6, 2003, does call for acoustical treatment for all residential units located between the Ldn 60-65 noise contours, it should also be noted that a full disclosure statement and dedication of an aviation easement are also required. ②

### Section 3.9 FARMLANDS

**Section 3.9.1 Affected Environment:** Lands adjacent to the airport are not planned for rural uses and, therefore, are not subject to the provisions of the Farmland Protection Policy Act (FPPA).

This section states that "The USDA Natural Resources Conservation Service office in Loudoun County could not provide a list of prime soils for the County". Eighteen prime farmland soil types exist in Loudoun County and are provided below for your use. ③

3A Comus silt loam  
7A Huntington silt loam  
13B Morven silt loam  
17B Middleburg silt loam  
23B Purcellville silt loam  
28B Eubanks loam  
31B Philomont and Tankerville soils  
43B Myersville-Catoctin Complex  
45B Fauquier silt loam  
55B Gleneig silt loam  
70B Leedsville cobbly silt loam  
70C Leedsville cobbly silt loam  
71B Panorama silt loam  
76B Sudley-Oatlands Complex  
90B Springwood silt loam  
93B Hibler silt loam  
94B Allegheny silt loam  
95B Goresville gravelly silt loam

The Interpretive Guide to the Use of Soils Maps of Loudoun County, Virginia and the Loudoun County Soil Map are available should you need them (Please note that the Loudoun County Soil Map does not include those soils located within IAD).

### **Section 3.13 HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, & CULTURAL RESOURCES:**

**Section 3.13.2 Environmental Consequences:** Section 106 applies to properties eligible for inclusion in the National Register of Historic Places (NRHP). County recorded sites from the Virginia Historic Landmarks Commission Survey indicate several potentially eligible NRHP resources within the ROI that should be evaluated and, if found eligible, should be included in this section as well as the sections entitled: **National, State, and Local Historic Resources within the ROI, Potentially Affected Historic Resources in the Vicinity of IAD, and Visual Impacts.** The Virginia Historic Landmarks Commission survey records the following sites within the ROI: a Barn on Route 50 (Survey # 53-966, County USGS Historical Sites Map), Carter Schoolhouse (Survey # 53-967, County USGS Historical Sites Map), Pleasant Valley Methodist Church (Survey # 53-965, County USGS Historical Sites Map), Alexander D. Lee House (Survey # 53-892, County USGS Historical Sites Map), Arcola School (Survey # 53-982, County USGS Historical Sites Map), Arcola Methodist Church (Survey # 53-983, County USGS Historical Sites Map), Stone Slave Quarters (Survey # 53-984, County USGS Historical Sites Map), and a Stone Outbuilding on Route 774 (Survey # 53-985, County USGS Historical Sites Map). (Please note that County data sets are incomplete at this time, therefore; it is possible that there may be other sites or structures of historic and cultural significance within the ROI.)

④

**Existing National, State and Local Historic Resources at IAD:** Please forward a copy of the letter of determination or Memorandum of Agreement from the State Historic Preservation Officer (SHPO) when received to:

⑤

Loudoun County Planning Department  
 c/o Clark Draper  
 1 Harrison St., S.E., 3<sup>rd</sup> Floor  
 P.O. Box 7000  
 Leesburg, VA 20177-7000

**Section 3.18 SOCIOECONOMIC IMPACTS / ENVIRONMENTAL JUSTICE:**

**Section 3.18.1 Affected Environment, Population Demographics:**

Data obtained from the United States Census Bureau differs from the data reported in this section. Demographics for Loudoun County per the U.S. Census Bureau, Census 2000 are 82.8 percent white, 6.9 percent black, 5.3 percent Asian, 2.6 percent "other," and 2.4 percent multi-racial.

6

**Economic Characteristics:** Table 3.15 illustrates the top 10 employers in Loudoun County per the 1999 Growth Summary, this data has changed and should be updated to reflect the most current data. As of 2002 the top 11 employers in Loudoun County are:

7

COMPANY NAME	EMPLOYEE RANGE
United Air Lines	1000-4999
WorldCom/UUNet	1000-4999
Atlantic Coast Airlines/United Express	1000-4999
America Online, Inc.	1000-4999
Orbital Sciences Corporation	1000-4999
Loudoun Healthcare, Incorporated	1000-4999
Metropolitan Washington Airports Authority	1000-4999
Airline Tariff Publishing Company	500-999
Federal Aviation Administration	500-999
Lansdowne Conference Resort	500-999
Marriott Host International	500-999

**Section 3.19 WATER QUALITY:**

**Section 3.19.2 Environmental Consequences, Surface Water Quality:**

Include the Loudoun County *Facilities Standards Manual* as part of County requirements the Proposed Action will adhere to after "Fairfax County *Public Facilities Manual*".

8

**Section 3.19.3 Mitigation Measures:** The design should also incorporate BMPs for water quality management as required by the *Virginia Stormwater Management Handbook* and the Loudoun County *Facilities Standards Manual*.

**Appendix A Figures:**

Table 3.10 lists Pleasant Valley Golf Course as a recreation area located within the Region of Influence (ROI). However, Figure 3-6 does not show the location of the Pleasant Valley Golf Course.

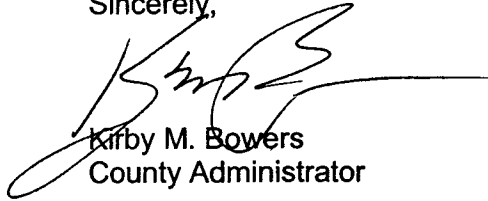
9

Figure 3-9 should include the entire Airport boundary and should delineate Cabin Branch in the western portion of the IAD property.

10

If you have any questions regarding these comments please contact Clark Draper,  
Senior Planner in the Department of Planning at (703) 777-0246.

Sincerely,



Kirby M. Bowers  
County Administrator

cc: Linda Neri, Deputy County Administrator  
Julie Pastor, Planning Director  
Sarah Coyle, Community Planning Division Manager  
Mark Moszak, Environmental and Historic Programs Administrator  
Clark Draper, Senior Planner, Community Planning  
John Clark, Director, Office of Transportation Services



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

*Street address:* 629 East Main Street, Richmond, Virginia 23219

*Mailing address:* P.O. Box 10009, Richmond, Virginia 23240

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W. Tayloe Murphy, Jr.  
Secretary of Natural Resources

Robert G. Burnley  
Director

(804) 698-4000  
1-800-592-5482

January 9, 2003

Office of Communications, MA-10  
Metropolitan Washington Airports Authority  
One Aviation Circle  
Ronald Reagan Washington National Airport  
Washington, DC 20001-6000

RE: Draft Environmental Assessment and Federal Consistency Determination: New Airport  
Traffic Control Tower, Washington Dulles International Airport (DEQ # 02-217F).

Dear Sir/Madam:

The Commonwealth of Virginia has completed its review of the Draft Environmental Assessment (EA) for the above referenced project. The Department of Environmental Quality (DEQ) is responsible for coordinating Virginia's review of federal environmental documents and responding to appropriate federal officials on behalf of the Commonwealth. Also, Department of Environmental Quality (DEQ), as the lead Agency for the Virginia Coastal Resources Management Program, is responsible for coordinating the Commonwealth's review of federal consistency certifications. The following agencies, planning district commission and locality participated in the review of this EA:

Department of Environmental Quality  
Department of Conservation and Recreation  
Department of Game and Inland Fisheries  
Department of Agriculture and Consumer Services  
Department of Historic Resources  
Chesapeake Bay Local Assistance Department  
Department of Health  
Department of Mines, Minerals and Energy  
Northern Virginia Regional Commission  
Fairfax County

Loudoun County was also invited to comment.

**Project Description**

The Metropolitan Washington Airports Authority (MWAA) proposes to construct an airport traffic control tower (ATCT) at Washington Dulles International Airport (IAD). The existing tower would remain due to its historical significance. The proposed base of the new building will disturb approximately 16,700 square feet and the height of the tower will be approximately 330 feet tall. Additional construction activities associated with the new ATCT include the parking lot, support buildings, site utilities, communications ductbanks, sanitary sewer, access roads and stormwater best management practices. Construction will increased the amount of impervious surface at IAD by a total of 1.4 acres.

The Commonwealth of Virginia has no objection to the proposed project provided that it is carried out in accordance with all applicable federal, state and local laws and regulations.

**Environmental Impacts and Mitigation**

**1. Wetlands and Water Quality.** According to the Draft EA (pages 3-46 and 3-47), a wetland survey was complete in 2000 and the U.S. Army Corps of Engineers had approved a jurisdictional determination of wetlands at IAD. Based on the determination and the site plans, approximately 0.252 acres of wetlands will be impacted by the proposed project. Accordingly, a Joint Permit Application for a Virginia Water Protection Permit has been submitted the permits granted by the appropriate regulatory agencies. In addition, the EA states (page 3-47) that the proposed communications ductbanks, sanitary sewer, gas lines, water and electrical lines will impact wetlands. Nationwide Permit #12 covers the impacts from the communication ductbanks and the sanitary sewer. Furthermore, the utility lines will impact wetlands; however, their impacts will be temporary and the wetland areas will be restored to pre-construction contours at the completion of the work. The Draft EA (page 3-47) states that efforts were made to minimize impacts to wetlands.

The DEQ-Northern Regional Office states that the EA addressed the use of Best Management Practices to mitigate construction activities. The project may require registration under the Virginia Pollutant Discharge Elimination System General Permit for construction activities. This requirement will impose additional record keeping, reporting and pollution prevention activities that the MWAA may not be familiar with. Therefore, the facility management should contact Mr. Tom Faha (telephone, (703) 583-3846) of the DEQ-Northern Regional Office for further information. The DEQ-Water Permits Programs states that all temporary wetland impacts due to construction activities must be restored. DEQ encourages the use of appropriate erosion and sediment control measures and careful construction practices to minimize temporary impacts to State waters during construction activities.

①

**2. Chesapeake Bay Preservation Act.** The Draft EA (page 3-8) states that the sanitary sewer must pass through the Resource Protection Area associated with Cub Run in order to tie into an existing sanitary sewer line on the other side of the RPA. Land disturbance will be minimized to

②

the extent practicable. The Chesapeake Bay Local Assistance Department concurs that the project is consistent with the Chesapeake Bay Preservation Act as locally implemented.

**3. Natural Heritage Resources.** The Department of Conservation and Recreation (DCR) searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

DCR reiterates comments from their letter on this project dated 26 September 2002. According to the "Survey for Rare, Threatened, and Endangered Species at the Proposed Tier 2 and Related Projects," conducted by EA Engineering, Science and Technology as referenced on page 3-25 of the Draft EA, natural heritage resources are present at the site. Hairy beardtongue (*Penstemon hirsutus*, G4/S2/NF/NS) was documented at three locations within the project boundaries, two adjacent to the proposed APM tunnel and one within the proposed stormwater management facility. DCR recommends avoidance of these natural heritage resources during construction of the proposed project. (3)

The survey for the hairy beardtongue was conducted during June and July of 2001, which is within the survey window for this species. However, the survey period for other associated diabase species, including earleaf foxglove (*Agalinis auriculata*, G2/S1/SOC/NS), white heath aster (*Aster ericoides*, G5/S2/NF/NS) and stiff goldenrod (*Oligoneuron rigidum* var. *rigidum*, G5/S2/NF/NS), is September through October. Therefore, DCR (Chris Ludwig, DCR chief biologist) recommends an additional survey be conducted during the appropriate time for these species. (4)

Also, pursuant to the Memorandum of Agreement established between DCR and the Virginia Department of Agriculture and Consumer Services (VDACS), DCR has the authority to report for VDACS on state-listed plant and insect species. The current activity will not affect any documented state-listed plant or insect species under the jurisdiction of VDACS. VDACS reviewed the Draft EA and states that no additional comments are necessary in reference to endangered plant and insect species regarding this project. Please contact DCR's Division of Natural Heritage at (804) 786-7951 if a significant amount of time passes before the project is implemented.

**4. Wildlife Resources.** Under title 29.1 of the Code of Virginia, the Department of Game and Inland Fisheries (DGIF) is the primary wildlife and freshwater fish management agency in the Commonwealth. DGIF has full law enforcement and regulatory jurisdiction over all wildlife resources, inclusive of state and federally endangered or threatened species, but excluding listed insects. DGIF states that they do not anticipate significant adverse impacts to species under their jurisdiction as a result of the project.

**5. Non-point Source Pollution Control and Stormwater Management.** The Draft EA (page 3-45) states that sediment and erosion control plans will be developed for the proposed project. Stormwater runoff from the construction area will be collected and treated in a temporary

detention pond or in a pond associated with the Tier 2 Improvements at IAD. In addition, runoff from the completed ATCT will be directed to a new dry detention pond located south of the proposed site. Executive Order 12088-Federal Compliance with Pollution Control Standards and the Sikes Act authorizes cooperation between state and federal agencies regarding the conservation of natural resources. Compliance with the state Erosion and Sediment Control and Stormwater Management programs through proper design and implementation is consistent with the mandate of these federal directives. Notwithstanding cooperation with DCR, federal agencies are responsible for ensuring compliance with the state program on regulated activities under their authority through separate agreements with contractors, training, field inspection, enforcement action, or other means that are consistent with agency policy and federal and state mandates.

**6. Air Quality.** During construction, fugitive dust must be kept at a minimum by using applicable control methods outlined in 9 VAC 5-50-60 *et seq.* of the Regulations for the Control and Abatement of Air Pollution. These precautions include, but are not limited to, the following:

5

- Use, where possible, of water or chemicals for dust control;
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials;
- Covering of open equipment for conveying materials; and
- Prompt removal of spilled or tracked dirt or other materials from paved streets and removal of dried sediments resulting from soil erosion.

In addition, this project is located in an ozone nonattainment area. Accordingly, DEQ recommends that precautionary measures be employed to reduce ground-level ozone concentrations especially during the ozone alert days. This can be done by minimizing the generation of ozone precursors such as volatile organic compounds and nitrogen oxides during operation of construction equipment and vehicles. Please contact the DEQ-Northern Regional Office, (703) 583-3800, for additional information.

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**7. Solid and Hazardous Wastes.** The EA (page 3-27) states that since the operation of the new ATCT will replace operation of the old facility, the total amount and type of solid and hazardous waste would not be significantly different. The DEQ-Waste Division did a review of its data files and did not find any sites that might impact this project. Any solid or hazardous wastes generated by this project should be reduced at the source, re-used, or recycled. Solid waste, hazardous waste, and hazardous materials must be managed in accordance with all applicable federal, state, and local environmental regulations.

**8. Wild and Scenic Rivers.** The Department of Conservation and Recreation determined that the proposed action is not anticipated to have any adverse impacts on existing or planned recreational facilities. The project will also not impact any streams on the National Park Service's Nationwide Inventory, Final List of Rivers, potential Scenic Rivers or existing or potential State Scenic Byways.



**9. Historic Structures and Archaeological Resources.** The EA (page 3-32) states that IAD is eligible for listing in the National Register or Historic Places. Therefore, the proposed project requires formal consultation with the State Historic Preservation Officer, who has been contacted concerning the new ATCT. The Department of Historic Resources states that the Department has worked with the Federal Aviation Administration (FAA) and the MWAAs since 1990 regarding the ATCT and other improvements at the Airport. DHR is working closely with these two agencies to ensure the preservation of the historic characteristics of the Washington Dulles International Airport that make the facility eligible for listing in the National Register of Historic Places and Virginia Landmarks Register.

**10. Pollution Prevention.** The Department of Environmental Quality advocates that principles of pollution prevention be used in all construction projects. DEQ has some recommendations regarding pollution prevention:

7

- Consider development of an effective Environmental Management System (EMS). An effective EMS will ensure that the proposed facility is committed to minimizing its environmental impacts, setting environmental goals, and achieving improvements in its environmental performance. DEQ offers EMS development assistance and recognizes facilities with effective EMS through its Virginia Environmental Excellence Program.
- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content, toxicity level, and amount of packaging should be considered.
- Consider contractors' commitments to the environment when choosing contractors. Also, specifications regarding raw material selection (alternative fuels and energy sources) and construction practices can be included in contract documents and requests for proposals.
- Choose sustainable practices and materials in infrastructure and building construction and design. These could include asphalt and concrete containing recycled materials and integrated pest management in landscaping.
- Integrate pollution prevention techniques into the facility maintenance and operation to include the following: inventory control (record keeping and centralized storage for hazardous materials), product substitution (use of low toxic cleaners), and source reduction (fixing leaks, energy efficient products).
- Pollution prevention measures are likely to minimize chemical exposure to employees, reduce potential environmental impacts, and reduce costs for material purchasing and waste disposal.

Pollution prevention measures are likely to reduce potential environmental impacts. For more information, contact DEQ's Office of Pollution Prevention, Mr. Tom Griffin at (804) 698-4545.

**11. Geology.** The Department of Mines, Minerals and Energy submitted comments directly to the MWAAs on August 6, 2001 concerning various facility improvements at the Washington Dulles International Airport. After review of the current project, the DMME states that they concur with their August 2001 evaluation and recommend that a full geotechnical evaluation of

8

the site be preformed prior to construction. For more information, contact Gerald Wilkes of DMME at (434) 951-6364).

**12. Water Supply.** The Department of Health states that the proposed facility will have no adverse effects on a public water supply.

**13. Energy Conservation.** The new buildings should be planned and designed to comply with state and federal guidelines and industry standards for energy conservation and efficiency. For example, maximizing the use of the following can enhance energy efficiency of the facility:

9

- thermally-efficient building shell components (roof, wall, floor, and insulation);
- high efficiency heating, ventilation, air conditioning systems;
- high efficiency lighting systems; and
- energy-efficient office and data processing equipment.

The Department of Mines, Minerals and Energy should be contacted, Gerald Wilkes at (804) 951-6364, for assistance in meeting this challenge.

**14. Local Issues.** Fairfax County, after review of the Draft EA, states that they support the proposed project. However, they offer comments concerning the following issues: construction-related noise, planning and zoning and rare species. Please see their attached comments for more details. For more information regarding the County's Concerns, please contact Mr. James Zook at (703) 324-1325.

10

**Regulatory and Coordination Needs**

11

**1. Wetlands and Water Quality.** A Virginia Pollutant Discharge Elimination System Stormwater General Permit for construction activities is required for impacts of 1 acre or more. For more information, please contact Tom Faha of the DEQ-Northern Regional Office at (703) 583-3846.

**2. Erosion and Sediment Control.** Federal agencies and their authorized agents conducting regulated land-disturbing activities on public or private lands in the Commonwealth of Virginia must comply with the Virginia Erosion and Sediment Control Law, the Virginia Stormwater Management Law, and other applicable federal non-point source pollution control mandates such as section 313 of the Clean Water Act and the federal consistency requirements of the Coastal Zone Management Act. Clearing and grading activities, installation of staging areas, parking lots, roads, buildings, utilities, or other structures, soil/dredge spoil areas, or related land conversion activities that disturb 10,000 square feet or more (2,500 square feet or more in a Chesapeake Bay Preservation Area) are regulated by the Erosion and Sediment Control Law and its implementing regulations. Similar activities that disturb one acre or more are regulated by the Stormwater Management Law and its implementing regulations. Accordingly, the federal agency should prepare and implement Erosion and Sediment Control Plans and Stormwater Management Plans that comply with state law. The federal agency is ultimately responsible for achieving project compliance through oversight of on-site contractors, regular field inspection,

prompt action against non-compliance, and/or other mechanisms consistent with the agency's policy. We encourage the federal agency to contact the Department of Conservation and Recreation's Potomac Watersheds Office (telephone (540) 347-6420) to obtain plan development or implementation assistance so as to ensure project compliance during and after construction.

**3. *Natural Heritage Resources.*** Since the survey period for other associated diabase species is September - October, DCR recommends that an additional survey be conducted during this timeframe to determine that presence or absence of these species. For further information, please contact Chris Ludwig of DCR at (804) 371-6206.

**4. *Air Quality Regulations.*** This project may be subject to regulation by the DEQ. The following sections of Virginia Administrative Code may be applicable: 9 VAC 5-50-60 *et seq.* governing fugitive dust emissions, 9 VAC 5-40-5600 *et seq.* addressing open burning and 9 VAC 5-40-5490 *et seq.* addressing cut-back asphalt usage restrictions. In addition, if additional boilers are proposed for the new buildings, the operation of these new boilers may require operating permits. For additional information, please contact the DEQ-Northern Regional Office at (703) 583-3800.

**5. *Historic Resources.*** The Department of Historic Resources requests that the FAA and the MWAA continue to work with them pursuant to *Section 106 of the National Historic Preservation Act* regarding the proposed project. For further information, contact Marc Holma of DHR at (804) 367-2323.

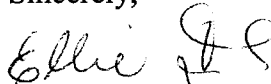
**6. *Solid and Hazardous Waste.*** Any soil encountered during construction that is suspected of contamination must be tested and disposed of in accordance with applicable federal, state and local laws and regulations. Should contamination be discovered, please contact the Northern Regional Office of the DEQ. Also, all solid waste, hazardous waste, and hazardous materials must be managed in accordance with all applicable federal, state, and local environmental regulations. The following state regulations may be applicable: Virginia Waste Management Act, Code of Virginia Sections 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (9VAC 20-60); Virginia Solid Waste Management Regulations (9VAC 20-80) and Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal regulations are the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.* and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Parts 107, 171.1-172.558. Contact the DEQ-Northern Regional Office at (703) 583-3800 concerning the location and availability of suitable waste management facilities in the project area or if free product, discolored soils, or other evidence of contaminated soils are encountered.

**7. *Federal Consistency Certification.*** Pursuant to the Coastal Zone Management Act of 1972, as amended, federal activities (regardless of location) with reasonable foreseeable effects on coastal uses and resources must be constructed and operated in a manner that is consistent with the Virginia Coastal Resources Management Program. Based on the information provided in the consistency certification that the applicant would obtain and comply with all applicable permits

and approvals listed under the enforceable policies of Virginia's Coastal Program and comments received from agencies administering the enforceable programs, we concur with the finding that this proposal is consistent with the VCP. However, other state approvals, which may apply to this project, are not included in this consistency concurrence. Therefore, the MWAA must ensure that this project is constructed in accordance with all applicable federal, state, and local laws and regulations.

Thank you for the opportunity to review the Environmental Assessment. Detailed comments of reviewing agencies are attached for your review. If you have any questions, please contact Anne Newsom at (804) 698-4135.

Sincerely,



Ellie L. Irons

Program Manager

Office of Environmental Impact Review

Enclosures

Cc: Martin Ferguson, WPS  
John Bowden, DEQ-NRO  
Derral Jones, DCR  
Ethel Eaton, DHR  
Catherine Harold, CBLAD  
Tom Modena, DEQ-Waste  
Kotur S. Narasimhan, DEQ-Air  
Katherine Mull, NVRC  
Kirby M. Bowers, Loudoun County  
James Zook, Fairfax County

**Newsom, Anne**

---

**From:** Bowden, John  
**Sent:** Monday, December 16, 2002 7:37 AM  
**To:** Newsom, Anne  
**Subject:** EIR Request 02-217F

The purpose of this memo is to provide review comments on the subject EIR request on behalf of NVRO. Specifically, the subject environmental assessment has generally addressed wetland, waste, and air and water pollution issues that fall under the jurisdiction of this office in a satisfactory manner.

However, discussions within the assessment related to construction impacts appear to focus on the use of BMPs and present summaries of the conventional activities designed to implement the same. While this is appropriate, it is also important to note that the project may require registration under the VPDES construction stormwater General Permit, and this requirement will impose additional recordkeeping, reporting, and pollution prevention activities that the EA (and thus the project's managers) does not appear to recognize. To this end, the facility's management should be encouraged to contact Mr. Tom Faha, NVRO's Water Permit Manager, at (703) 583-3846.

P.S. Original in mail.

**John D. Bowden**  
**Deputy Regional Director**  
**Department of Environmental Quality**  
**Northern Virginia Regional Office**  
**(703) 583-3880**  
**[jdbowden@deq.state.va.us](mailto:jdbowden@deq.state.va.us)**

Review Instructions:

- A. Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- B. Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- C. Use your agency stationery or the space below for you comments. **If you use the space below, the form must be signed and dated.**

Please return your comments to:

Ms. Anne B. Newsom  
 Dept. of Environmental Quality  
 Office of Environmental Impact Review  
 629 East Main Street, Sixth Floor  
 Richmond, VA 23219  
 Fax: (804) 698-4319

---

Anne B. Newsom  
 Environmental Program Planner

Comments:

VWPP: Continue to coordinate with the appropriate DEQ regional office regarding permitting requirements for the proposed project. Restore all temporary wetland impacts that occur as a result of site activities. We recommend that the applicant follow appropriate erosion and sediment control measures during construction to minimize runoff into surrounding surface waters.

VPDES: Contact the DEQ Northern Virginia Regional Office regarding VPDES Construction Activity Storm Water permit, SWPP plan.

Name: Martin Ferguson

Date: December 26, 2002

Signature: 

Title:

Agency: DEQ - Water Permits Support

Project: 02-217F

DEPARTMENT OF ENVIRONMENTAL QUALITY  
DIVISION OF AIR PROGRAM COORDINATION

RECEIVED

DEC 20 2002

DEQ-Office of Environmental  
Impact Review

DOCUMENT REVIEW CHECKLIST

TO: Anne B. Newsom

DATE: 12/19/02

DEQ-OEIA PROJECT NUMBER: 02-217F

    STATE EIR   X   FEDERAL EA/FONSI     FEDERAL EIS     SCC APP  
    CONSISTENCY DETERMINATION/CERTIFICATION

PROJECT TITLE: New Airport Traffic Control Tower

PROJECT SPONSOR: FAA/Dulles Airport

**AIR PROGRAM COORDINATION DIVISION FINDINGS:**

    CONCURS WITH THE FONSI     CONCURS WITH THE CONSISTENCY DETERMINATION  
  X   SEE APPLICABLE REGULATORY REQUIREMENTS     NO COMMENTS

**THE PROJECT SITE IS LOCATED IN A:**

  X   OZONE NONATTAINMENT AREA  
    OZONE MAINTENANCE AREA  
  X   STATE VOLATILE ORGANIC COMPOUND & NITROGEN OXIDES EMISSION CONTROL  
(VOC/NO<sub>x</sub>EC) AREA

**REGULATORY REQUIREMENTS MAY APPLY TO:**

  X   CONSTRUCTION     OPERATION

**STATE AIR POLLUTION CONTROL BOARD REGULATIONS FOR THE CONTROL  
AND ABATEMENT OF AIR POLLUTION THAT MAY APPLY:**


1.     9 VAC 5-40-5200 C and 9 VAC 5-40-5220 E - Stage I.
2.     9 VAC 5-40-5200 C and 9 VAC 5-40-5220 F - Stage II Vapor Recovery.
3.   X   9 VAC 5-40-5490 et seq. - Cut-back Asphalt Usage Restriction.
4.   X   9 VAC 5-40-5600 et seq. - Open Burning.

5.  9 VAC 5-50-60 et seq. - Fugitive Dust Emissions.
6.  9 VAC 5-50-130 et seq. - Odorous Emissions; applicable to the \_\_\_\_\_.
7.  9 VAC 5-50-160 et seq. - Standards of Performance for Toxic Pollutants.
8.  9 VAC 5-50-400, Standards of Performance for New Stationary Sources, designates standards of performance for the \_\_\_\_\_.
9.  9 VAC 5-80-10 et seq. of the regulations - Permits for Stationary Sources.
10.  9 VAC 5-80-1700 et seq. of the regulations - Major or Modified Sources located in PSD areas.
11.  9 VAC 5-80-2000 et seq. of the regulations - New and Modified Sources located in nonattainment areas.
12.  9 VAC 5-80-800 et seq. of the regulations - Operating Permits and Exemptions. This rule may be applicable to \_\_\_\_\_.

**OTHER REQUIREMENTS (R) AND/OR CONSIDERATIONS (C):**

- (C) Since the project is located in an ozone nonattainment area, all reasonable precautions to limit emissions of volatile organic compounds (VOCs) and oxides of nitrogen (NOx) should be taken.

PLEASE CONTACT THE \_\_\_\_\_ OFFICE FOR ANY TECHNICAL AND/OR PERMIT ASSISTANCE.

  
 \_\_\_\_\_  
 James P. Ponticello  
 Office of Air Data Analysis

12/9/02  
 \_\_\_\_\_  
 Date





RECEIVED

DEC 23 2002

DEQ-Office of Environmental  
Impact Review

# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

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W. Tayloe Murphy, Jr.  
Secretary of Natural Resources

Robert G. Burnley  
Director

(804) 698-4000  
1-800-592-5482

### MEMORANDUM

**TO:** Anne Newsom

**FROM:** Thomas Modena *ADM*

**DATE:** December 23, 2002

**COPIES:** Kevin Greene

**SUBJECT:** Draft Environmental Assessment  
Washington Dulles International Airport New Airport Traffic Control Tower

The Waste Division has reviewed the Draft Environmental Assessment for the Washington Dulles International Airport New Airport Traffic Control Tower, Fairfax and Loudoun Counties. We have the following comments concerning the waste issues associated with this project.

The report addressed solid and hazardous waste issues and sites. The central office of the Waste Division did a cursory review of its data files and did not find any other sites that might impact this project.

Any soil that is suspected of contamination or wastes that are generated must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations. Some of the applicable state laws and regulations are: Virginia Waste Management Act, Code of Virginia Section 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60); Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-80); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal laws and regulations are: the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Parts 107, 171.1-172.558.

Finally, pollution prevention was addressed in the report. VDEQ encourages all

construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated.

If you have any questions or need further information, please let me know.

W. Tayloe Murphy, Jr.  
Secretary of Natural  
Resources



Joseph H. Maroon  
Director

**COMMONWEALTH of VIRGINIA**  
**DEPARTMENT OF CONSERVATION AND RECREATION**

203 Governor Street  
Richmond, Virginia 23219-2010  
TDD (804) 786-2121  
**MEMORANDUM**

**RECEIVED**

JAN 03 2003

DEQ-Office of Environmental  
Impact Review

**DATE:** 31 December 2002

**TO:** Anne B. Newsom, Virginia Department of Environmental Quality  
*Derral Jones*

**FROM:** Derral Jones, Planning Bureau Manager

**SUBJECT:** DEQ#02-217F: New Air Traffic Control Tower at Washington Dulles International Airport, Loudoun County

The Department of Conservation and Recreation (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

DCR would like to reiterate comments from our letter on this project dated 26 September 2002. "According to the "Survey for Rare, Threatened, and Endangered Species at the Proposed Tier 2 and Related Projects" conducted by EA Engineering, Science and Technology as referenced on page 3-25 of the Draft Environmental Assessment, the Hairy Beardtongue (*Penstemon hirsutus*, G4/S2/NF/NS) was documented at three locations within the project boundaries; two adjacent to the proposed APM tunnel and one within the proposed stormwater management facility. DCR recommends avoidance of these natural heritage resources during construction of the proposed projects.

This survey was conducted during June and July of 2001, which is within the survey window for hairy beardtongue. However, according to Chris Ludwig, DCR's chief biologist, the survey period for other associated diabase species, earleaf foxglove (*Agalinis auriculata*, G2/S1/SOC/NS), white heath aster (*Aster ericoides*, G5/S2/NF/NS) and stiff goldenrod (*Oligoneuron rigidum* var. *rigidum*, G5/S2/NF/NS) is September through October. Therefore, DCR recommends an additional survey be conducted during the appropriate time for these species."

Under the Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Department of Conservation and Recreation (DCR), DCR has the authority to report for VDACS on state-listed plant and insect species. The current activity will not affect any documented state-listed plants or insects.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. New and updated information is continually added to BCD. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Lastly, the proposed project is not anticipated to have any adverse impacts on existing or planned recreational facilities. Nor will it impact on any streams on the National Park Service Nationwide Inventory, Final List of Rivers, potential Scenic Rivers or existing or potential State Scenic Byways.

Thank you for the opportunity to offer comments on this project.

CC: Kim Marbain, USFWS

**Definition of Abbreviations Used on Natural Heritage Resource Lists  
of the  
Virginia Department of Conservation and Recreation**

**Natural Heritage Ranks**

The following ranks are used by the Virginia Department of Conservation and Recreation to set protection priorities for natural heritage resources. Natural Heritage Resources, or "NHR's," are rare plant and animal species, rare and exemplary natural communities, and significant geologic features. The primary criterion for ranking NHR's is the number of populations or occurrences, i.e. the number of known distinct localities. Also of great importance is the number of individuals in existence at each locality or, if a highly mobile organism (e.g., sea turtles, many birds, and butterflies), the total number of individuals. Other considerations may include the quality of the occurrences, the number of protected occurrences, and threats. However, the emphasis remains on the number of populations or occurrences such that ranks will be an index of known biological rarity.

- S1** Extremely rare; usually 5 or fewer populations or occurrences in the state; or may be a few remaining individuals; often especially vulnerable to extirpation.
- S2** Very rare; usually between 5 and 20 populations or occurrences; or with many individuals in fewer occurrences; often susceptible to becoming extirpated.
- S3** Rare to uncommon; usually between 20 and 100 populations or occurrences; may have fewer occurrences, but with a large number of individuals in some populations; may be susceptible to large-scale disturbances.
- S4** Common; usually >100 populations or occurrences, but may be fewer with many large populations; may be restricted to only a portion of the state; usually not susceptible to immediate threats.
- S5** Very common; demonstrably secure under present conditions.
- SA** Accidental in the state.
- S#B** Breeding status of an organism within the state.
- SH** Historically known from the state, but not verified for an extended period, usually > 15 years; this rank is used primarily when inventory has been attempted recently.
- S#N** Non-breeding status within the state. Usually applied to winter resident species.
- SU** Status uncertain, often because of low search effort or cryptic nature of the element.
- SX** Apparently extirpated from the state.
- SZ** Long distance migrant whose occurrences during migration are too irregular, transitory and/or dispersed to be reliably identified, mapped and protected.

**Global ranks** are similar, but refer to a species' rarity throughout its total range. Global ranks are denoted with a "G" followed by a character. Note that GA and GN are not used and GX means apparently extinct. A "Q" in a rank indicates that a taxonomic question concerning that species exists. Ranks for subspecies are denoted with a "T". The global and state ranks combined (e.g. G2/S1) give an instant grasp of a species' known rarity.

These ranks should not be interpreted as legal designations.

**Federal Legal Status**

The Division of Natural Heritage uses the standard abbreviations for Federal endangerment developed by the U.S. Fish and Wildlife Service, Division of Endangered Species and Habitat Conservation.

- LE** Listed Endangered - threatened with extinction throughout all or a significant portion of its range
- LT** Listed Threatened - likely to become endangered in the foreseeable future
- PE** Proposed Endangered E(S/A) Treat as endangered because of similarity of appearance
- PT** Proposed Threatened T(S/A) Treat as threatened because of similarity of appearance
- C** Candidate - enough information is available to propose for listing, but listing is precluded by other pending proposals of higher priority
- SOC** Species of Concern -- species that merit special concern (not a regulatory category)
- NF** No federal legal status

**State Legal Status**

The Division of Natural Heritage uses similar abbreviations for State endangerment.

- LE** Listed Endangered **PE** Proposed Endangered
- LT** Listed Threatened **PT** Proposed Threatened
- C** Candidate
- SC** Special Concern -- animals that merit special concern according to VDGIF (not a regulatory category)
- NS** No state legal status

**Conservation Site Ranks**

A rank is a rating of the significance of the conservation site based on presence and number of natural heritage resources; on a scale of 1-5, 1 being most significant:

- B1** - Outstanding significance
- B2** - Very high significance
- B3** - High significance
- B4** - Moderate significance
- B5** - of General Biodiversity significance

Site names ending in Habitat Zone are B5 sites on private lands.

**For information on the laws pertaining to threatened or endangered species, contact:** U.S. Fish and Wildlife Service for all **FEDERALLY** listed species  
Department of Agriculture and Consumer Services Plant Protection Bureau for **STATE** listed plants and insects; Department of Game and Inland Fisheries for all other **STATE** listed animals

If you cannot meet the deadline, please notify ANNE B. NEWSOM at 804/698-4135 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

18418

- A. Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- B. Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- C. Use your agency stationery or the space below for your comments. IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.

Please return your comments to:

MS. ANNE B. NEWSOM  
 DEPARTMENT OF ENVIRONMENTAL QUALITY  
 OFFICE OF ENVIRONMENTAL IMPACT REVIEW  
 629 EAST MAIN STREET, SIXTH FLOOR  
 RICHMOND, VA 23219  
 FAX #804/698-4319

*[Signature]*  
 ANNE B. NEWSOM  
 ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

*We do not anticipate sig adverse impacts to species under our jurisdiction*

(signed) *Raymond T. [Signature]* (date) 12/13/02  
 (title) Environmental Manager  
 (agency) Department of Game and Inland Fisheries

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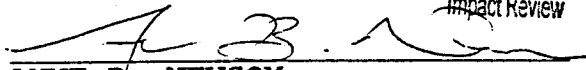
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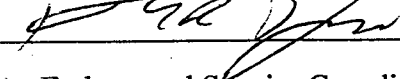
DEC 27 2002

DEQ-Office of Environmental  
Impact Review

  
ANNE B. NEWSOM  
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

Statements in the project document concerning endangered species were reviewed and compared to available information. No additional comments are necessary in reference to endangered plant and insect species regarding this project.

(signed)  (Keith R. Tignor) (date) December 23, 2002  
(title) Endangered Species Coordinator  
(agency) VDACS, Office of Plant and Pest Service

FSR-FAA-01-03

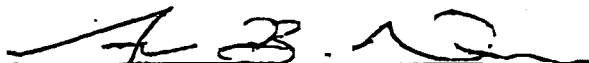
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- C. Use your agency stationery or the space below for your comments. IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.

Please return your comments to:

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 OFFICE OF ENVIRONMENTAL IMPACT REVIEW  
 629 EAST MAIN STREET, SIXTH FLOOR  
 RICHMOND, VA 23219  
 FAX #804/698-4319

  
 ANNE B. NEWSOM  
 ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

Based on the information provided in the Draft Environmental Assessment for this project, we concur that the project is consistent with the Chesapeake Bay Preservation Act as locally implemented.

(signed) Catherine M. Hoall (date) 1/7/03  
 (title) Environmental Engineer  
 (agency) Chesapeake Bay Local Assistance Dept.





# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

W. Tayloe Murphy, Jr.  
Secretary of Natural Resources

Kathleen S. Kilpatrick  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
TDD: (804) 367-2386  
www.dhr.state.va.us

December 23, 2002

Ms Anne B. Newsom  
Department of Environmental Quality  
Office of Environmental Impact Review  
629 East Main Street, Sixth Floor  
Richmond, Virginia 23219

Re: New ATCT at Dulles International Airport  
Washington Dulles International Airport  
DHR File # 1990-0460

RECEIVED

DEC 27 2002

DEQ-Office of Environmental  
Impact Review

Dear Ms Newsom:

We have received the Draft Environmental Impact Statement (DEIS) for our review and comment regarding the above referenced project. It is our understanding that the Federal Aviation Administration (FAA) and Metropolitan Washington Airports Authority (MWAA) propose construction of a new Airport Traffic Control Tower (ATCT) at Washington Dulles International Airport in Loudoun County.

The Department of Historic Resources has worked with the FAA and MWAA since 1990 regarding the new ATCT and other improvements at Dulles. Our previous involvement is pursuant to Section 106 of the National Historic Preservation Act, as amended, and its implementing regulation 36 CFR 800. Dulles International Airport is eligible for listing in the National Register of Historic Places and Virginia Landmarks Register for its significance as the first airport in the United States designed specifically for jet aircraft (Criterion A) and as a work of architecture by internationally renowned architect Eero Saarinen (Criterion C). We are working closely with the FAA and MWAA to ensure that they preserve the historic characteristics of Dulles International Airport that make it eligible for listing. As such, we request that these agencies continue to consult with us through the Section 106 process regarding the new ATCT and other projects occurring at Dulles International Airport.

If you have any questions about the Section 106 review process or our comments, please call me at (804) 367-2323.

Sincerely,

Marc Holma, Architectural Historian  
Division of Resource Services and Review

Administrative Svcs.  
10 Courthouse Avenue  
Petersburg, VA 23803  
Tel: (804) 863-1685  
Fax: (804) 862-6196

Petersburg Office  
19-B Bollingbrook Street  
Petersburg, VA 23803  
Tel: (804) 863-1620  
Fax: (804) 863-1627

Portsmouth Office  
612 Court Street, 3<sup>rd</sup> Floor  
Portsmouth, VA 23704  
Tel: (757) 396-6709  
Fax: (757) 396-6712

Roanoke Office  
1030 Penmar Avenue, SE  
Roanoke, VA 24013  
Tel: (540) 857-7585  
Fax: (540) 857-7588

Winchester Office  
107 N. Kent Street, Suite 203  
Winchester, VA 22601  
Tel: (540) 722-3427  
Fax: (540) 722-7535

If you cannot meet the deadline, please notify ANNE B. NEWSOM at 804/698-4135 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

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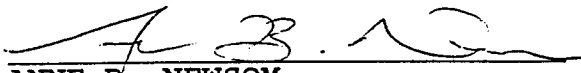
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629 EAST MAIN STREET, SIXTH FLOOR  
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DEC 16 2002

DEQ-Office of Environmental  
Impact Review

  
ANNE B. NEWSOM  
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

CONCUR WITH GEOLOGIC ASSESSMENT BY DMME  
AUGUST 6, 2001, AS FOUND IN APPENDIX D.  
SUGGEST FULL GEOTECHNICAL EVALUATION OF SITE.

(signed)

Cezal Wilkins

(date) 12/11/02

(title)

GEOLOGIST SENIOR

(agency)

DMME / DMR

If you cannot meet the deadline, please notify ANNE B. NEWSOM at 804/698-4135 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

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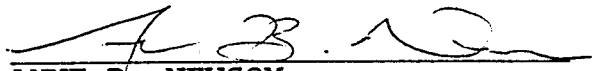
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FAX #804/698-4319

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DEC 11 2002

DEQ-Office of Environmental  
Impact Review

  
ANNE B. NEWSOM  
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

*The proposed Air Traffic Control Tower at the Washington Dallas International Airport will have no adverse impact on a public water supply.*

(signed) *A. E. Douglas* (date) *12-10-02*  
(title) *(acting) Field Services Engineer*  
(agency) *Virginia Department of Health*



## Northern Virginia Regional Commission

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DEC 19 2002

DEQ-Office of Environmental  
Impact Review

December 17, 2002

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**Vice-Chairman**  
Hon. Scott K. York  
**Treasurer**  
Hon. Kristen C. Umstadd  
**Executive Director**  
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David Kirkpatrick, Jr.  
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Robert C. Goessman  
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Hon. William R. Wren

**Town of Dumfries**  
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**Town of Herndon**  
Hon. Michael L. O'Reilly

**Town of Leesburg**  
Hon. Kristen C. Umstadd

**Town of Purcellville**  
Hon. John D. Marsh

**Town of Vienna**  
Hon. Albert J. Boudreau

(as of May 13, 2002)

Ms. Anne B. Newsom  
Department of Environmental Quality  
Office of Environmental Impact Review  
629 East Main Street, Sixth Floor  
Richmond, VA 23219

Re: Draft Environmental Assessment, New Airport Traffic  
Control Tower

The Northern Virginia Regional Commission staff has reviewed the  
application described above and has no comment on the proposal.

Thank you for this opportunity to participate in the intergovernmental review  
process.

Sincerely yours,

*Katherine K. Mull*

Katherine K. Mull  
Environmental Planner

Project: New Airport Traffic Control Tower  
Sponsor: Metropolitan Washington Airports Authority, Washington  
Dulles International Airport



# FAIRFAX COUNTY

## DEPARTMENT OF PLANNING AND ZONING

Director's Office

Suite 755

12055 Government Center Parkway  
Fairfax, Virginia 22035-5506

Telephone: (703) 324-1325

Fax: (703) 324-3924

V I R G I N I A

Mr. William C. Lebegern, P.E., Manager, Planning Department  
c/o Office of Communications, MA-10  
Metropolitan Washington Airports Authority  
One Aviation Circle  
Ronald Reagan Washington National Airport  
Washington, DC 20001-6000

JAN 8 2003

Dear Mr. Lebegern:

Through this letter, I am transmitting to you comments from the Fairfax County Department of Planning and Zoning regarding the Draft Environmental Assessment (EA) for the Proposed Airport Traffic Control Tower at Washington Dulles International Airport. These comments are in response to your letters to both me and the Fairfax County Executive and to a related request from the Virginia Department of Environmental Quality (DEQ). Please be aware that these comments represent the views of this agency and do not necessarily represent positions of the Fairfax County Board of Supervisors.

The site that has been selected for the proposed air traffic control tower is an internal location on the airport property. Based on graphics provided in the EA, it appears that visual impacts of the proposed tower to sensitive locations in Fairfax County near the Airport will not be substantial. As such, we support the proposed action. We do, however, have the following comments:

### Construction-Related Noise

Page 3-12 acknowledges that there will be some level of noise associated with facility construction (including noise from pile drivers and drilling) but suggests that these noise impacts will be minimal due to the internal location of the proposed site and the "absence of noise-sensitive land uses immediately adjacent to the Airport." There is, however, a residential area in Fairfax County that would be located roughly 7,500 feet east of the proposed construction site, and the EA does not clearly establish what, if any, noise impacts construction of the tower may have on this neighborhood. Information should be provided regarding the nature, magnitude, and frequency of noise impacts, if any, that will be audible in residential areas. Any construction-related activity that has the potential to be audible in residential areas of Fairfax County should abide by limits on hours of construction as set forth in Chapter 108 of the *Fairfax County Code*.

William C. Lebegern

Page 2

### Planning and Zoning

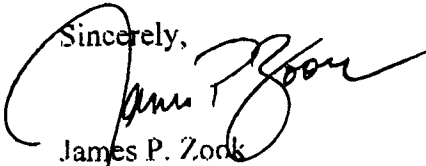
Section 3.3.1 includes a heading entitled "Zoning in Loudoun and Fairfax Counties." It would be more appropriate to title this section "Zoning and Planning in Loudoun and Fairfax Counties." The discussion of Fairfax County's Airport Noise Impact Overlay District within this section (page 3-10) is inaccurate. While it is correct that there are policies in the County's Comprehensive Plan that recommend against new residential development inside the County's adopted DN1, 60 dBA noise contour, the Overlay District itself does not regulate land use outside the adopted DNL 65 dBA noise contour. Finally, regarding the last sentence of the paragraph on top of page 3-10, it may be best to state that Fairfax County's Comprehensive Plan recognizes the need to ensure that buildings that will be constructed near the airport will not be so high as to obstruct operations at the airport.

### Rare Species Impact

Page 3-25 notes that individual specimens of a state-listed rare species (hairy beardtongue) would be impacted by the proposed action, but that this impact would not be a significant one. Might it be possible to transplant affected specimens?

Thank you for affording us with the opportunity to provide these comments. If you have any questions about these comments, please feel free to contact Noel Kaplan of my staff at 703-324-1210.

Sincerely,



James P. Zook  
Director

JFZ:NHK

cc:

Board of Supervisors

Fairfax County Airports Advisory Committee

Anthony H. Griffin, County Executive

Noel H. Kaplan, Environment and Development Review Branch, Department of Planning  
and Zoning

Anne B. Newsom, Virginia Department of Environmental Quality



## Northern Virginia Regional Commission

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(as of May 13, 2002)

December 6, 2002

Office of Communications, MA-10  
Metropolitan Washington Airports Authority  
One Aviation Circle  
Ronald Reagan Washington National Airport  
Washington, DC 20001-6000

Re: Draft Environmental Assessment, New Airport Traffic  
Control Tower

The Northern Virginia Regional Commission staff has reviewed the  
application described above and has no comment on the proposal.

A copy of this letter should be included with your submission to indicate that  
review by this agency has been completed.

Your cooperation in this intergovernmental review process is appreciated.

Sincerely yours,

A handwritten signature in cursive script that reads "Katherine K. Mull".

Katherine K. Mull  
Environmental Planner

Project: New Airport Traffic Control Tower  
Sponsor: Metropolitan Washington Airports Authority, Washington  
Dulles International Airport