

**REPORT OF THE
DULLES INTERNATIONAL AIRPORT
DEVELOPMENT COMMISSION
To
THE GOVERNOR
And
THE GENERAL ASSEMBLY OF VIRGINIA**



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REPORT OF THE
DULLES INTERNATIONAL AIRPORT DEVELOPMENT COMMISSION

January 15, 1970

To: HONORABLE LINWOOD HOLTON, *Governor of Virginia*

and

THE GENERAL ASSEMBLY OF VIRGINIA

On behalf of the Dulles International Airport Development Commission, the following is a report of the activities of this Commission from its establishment by the 1968 General Assembly to the beginning of the 1970 General Assembly Session.

Aware that the State could derive great economic benefit from the development of Dulles International Airport to its fullest potential, the 1968 General Assembly adopted Senate Joint Resolution No. 27 and House Joint Resolution No. 16, which created the Dulles International Airport Development Commission. These resolutions are as follows:

SENATE JOINT RESOLUTION NO. 27
HOUSE JOINT RESOLUTION NO. 16

Creating a Dulles International Airport Development Commission.

Whereas, Dulles International Airport, located in Fairfax and Loudoun Counties in Northern Virginia, is potentially a great economic asset to the Commonwealth and to the Northern Virginia area; and

Whereas, since the State will derive vast economic benefits from the realization of the development of Dulles International Airport to its fullest potential, it is incumbent upon the Commonwealth to provide leadership to function in harmony and cooperation with organizations in Northern Virginia, to promote and encourage the utilization and development of economic potential at Dulles International Airport; now, therefore, be it

Resolved by the Senate, the House of Delegates concurring, That a Commission to be known as the Dulles International Airport Development Commission is hereby created for the purpose of providing the delegation of the Commonwealth to the Congress with an agency which would develop for their use all information relative to and bearing upon the promotion of Dulles International Airport, and to represent the interests of Dulles International Airport as they may arise in the Civil Aeronautics Board.

The Commission shall be composed of fifteen members to be selected by the Governor from the State at large. The members of the Commission shall be paid no compensation for their services but shall be paid their necessary expenses, for which and for such secretarial and other assistance as the Commission may require, there is hereby appropriated from the contingent fund of the General Assembly a sum sufficient not to exceed five thousand dollars.

Pursuant to these resolutions, Governor Mills E. Godwin, Jr., appointed the following as members of the Commission; Senator Robert C. Fitzgerald, Fairfax, who was also named Chairman; Frank R. Armstrong, Jr., Leesburg; Grady W. Dalton, Richlands; W. C. (Dan) Daniel, Danville; Robert V. H. Duncan, Alexandria; W. Calvin Falwell, Lynchburg; Charles R. Fenwick, Arlington; Josef M. Gardiner, Washington, D.C.; Irby N. Hollans, Jr., Richmond; William P. Kellam, Virginia Beach; Charles Majer, Fairfax; Stanley A. Owens, Jr., Manassas; J. Kenneth Robinson, Winchester; Martin L. Schneider, Arlington; and Dewey W. Swicgood, Danville.

The Division of Statutory Research and Drafting served as Secretary to the Commission, Frank R. Dunham representing it.

At the organizational meeting of the Commission the membership was divided into five committees with the following titles and duties:

1. *Federal Liaison Committee*—to maintain liaison with all Congressional and federal administrative proposals, deliberations and actions affecting Dulles International Airport and to appear at all hearings held by Congressional and other federal agencies in support of Dulles International Airport.

2. *Publicity Committee*—to contact and encourage both private and public agencies and individuals to publicize, advertise and utilize Dulles International Airport.

3. *Promotions Committee*—to consider requests for Commission support of the use of Dulles International Airport for promotional purposes and to suggest the use of this airport in possible future promotions.

4. *Airline Liaison Committee*—to work with all airlines to encourage the expansion of flights to and from Dulles International Airport.

5. *Access to Dulles Committee*—to consider various means to support the improvement of transportation access to Dulles International Airport.

All of the Committees worked diligently at their assigned tasks and suggested many proposed activities to the Commission at each meeting. As a result, the Commission undertook many projects on behalf of Dulles International Airport, the highlights of which are the following:

1. A resolution was presented to Governor Mills E. Godwin, Jr., dated September 11, 1968, opposing the opening of the Dulles access road at any point for local traffic. The principal reason for this resolution was that almost all the nation's major airports are plagued with traffic-clogged access roadways, which deter quick arrival and departure at the airport prior to take-off or landing and metaphorically speaking "fracture" the nerves and dispositions of would-be patrons of such airports. The access road to and from Dulles is a great asset to the airport as it is an uncongested super highway from the airport to Interstate 495 and downtown Washington.

2. To acquaint Virginia news media with Dulles International Airport and its potential, the Commission, in cooperation with the Virginia State Chamber of Commerce and the Committee for Dulles, a Northern Virginia Businessmen's organization, arranged a "fly-in" for newsmen at Dulles on November 22, 1968. Two hundred fifty-five persons attended, of whom one hundred seventy-seven were flown in from all parts of Virginia by corporate aircraft donated by various Virginia business firms. A reception, luncheon and news conference constituted the program. There was excellent coverage in newspapers, and on television and radio and the entire effort paid off handsomely in publicity for Dulles.

3. The "Powder Puff Derby" terminated at Dulles International Airport during the week of July 4, 1969. One hundred ninety-eight private aircraft flown by female pilots made the trip from San Diego, California to Dulles—a total of 2,515.46 statute miles. The Commission served as a catalyst and maintained liaison between the various State agencies rendering assistance. Dulles received a great deal of national publicity from this event.

4. Beginning in the winter of 1969, every six months a Winter-Spring or a Summer-Fall flight schedule of all airline flights in and out of Dulles International Airport was published by the Commission. Twenty thousand copies were printed and distributed by the Virginia Division of Aeronautics, State Chamber of Commerce, and were made available in racks for distribution at Dulles International Airport. These schedules were financed without the expenditure of any State funds

through the cooperation of the various localities surrounding the Airport. The schedules were quite successful in making known to people the facilities of and flights to and from Dulles International Airport.

5. The Commission attended a joint meeting of the Virginia Airport Authority and the Virginia Advisory Commission on Aviation at the Homestead, Hot Springs, Virginia, during the week of August 10, 1969. The Commission was flown to the Second National Aircraft Exposition at Dulles which was the largest display of aircraft ever to gather in the United States. A crowd estimated at five hundred thousand people jammed the airport and the access road during the two days of public viewing.

The meeting considered the overall picture of air transportation in the State and the placing of Dulles International Airport prominently in this picture was strongly advocated by the Commission.

6. The Commission held two meetings with representatives of every airline providing service to and from Dulles International Airport to hear suggestions for improving the airport's service. These meetings were well attended, filled with candor and provided great assistance to the management of Dulles Airport in possible improvement of its service.

7. The Commission maintained close liaison with Virginia's United States Senators and members of the House of Representatives regarding federal legislation concerning Dulles International Airport. Also, Mr. Dan Mahaney, Airport Manager and his staff, who operate Dulles were most cooperative with and responsive to the Commission.

It is important to point out that all of the above activities were carried out without any cost to the Commonwealth and the only State funds expended were for the purpose of reimbursing the Commission members their actual costs of attending meetings.

The problem confronting this Commission, and in fact Dulles International Airport, is the means by which to present to the public the nation's most modern airport which is constitutionally prohibited from expending any public funds for promotion, will not be promoted to any large degree by the airlines using it, is relatively unknown by the majority of the traveling public and has the misfortune of being located many miles from downtown Washington.

These statements hurt the development of Dulles International Airport. Therefore, your Commission has strived diligently to make known the great potentiality of Dulles International Airport and sincerely believes a good start has been made.

The Commission's efforts were warmly received and the Commission was urged by many organizations and individuals to continue its efforts to further the development of Dulles International Airport. Therefore, the Commission respectfully recommends to the Governor and the General Assembly that the Commission be extended during the coming biennium and provided additional funding with which it can more efficiently and productively further the development of Dulles International Airport.

A resolution to accomplish this purpose is attached.

Respectfully submitted,

ROBERT C. FITZGERALD, *Chairman*

SENATE JOINT RESOLUTION NO. _____

Continuing the Dulles International Airport Development Commission.

Whereas, the 1968 General Assembly created the Dulles International Airport Development Commission to further the development of Dulles International Airport to its fullest potential; and

Whereas, the Dulles International Airport Development Commission, since its creation, has engaged in many activities to promote the use of Dulles International Airport, which activities were highly successful and were carried out at no cost to the Commonwealth; and

Whereas, the continued encouragement and promotion of Dulles International Airport is essential to its growth and of benefit to the entire Commonwealth; now, therefore, be it

Resolved by the Senate of Virginia, the House of Delegates concurring, That the Dulles International Airport Development Commission created by Senate Joint Resolution No. 27 and House Joint Resolution No. 16 of the 1968 General Assembly be continued. The present members shall continue as the members of the Commission, provided that if any member be unwilling or unable to serve, or for any other reason a vacancy occurs, his successor shall be appointed in the same manner as the original appointment was made. The Commission shall engage in any activity or project designed to promote Dulles International Airport and shall continue to represent the interests of the Commonwealth of Virginia in the Dulles International Airport as they may arise before the Civil Aeronautics Board and any and all other federal or State agencies.

The Commission is authorized to accept and expend grants and contributions of money for any activity to benefit Dulles International Airport authorized by this resolution.

The members of the Commission shall receive no compensation for their services but shall be paid their necessary expenses, for which and for the purposes of this Commission there is appropriated from the contingent fund of the General Assembly a sum sufficient not to exceed twenty thousand dollars.