

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



HO 18,1972

COMMONWEALTH OF VIRGINIA
Department of Purchases and Supply
Richmond
1972

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REPORT OF THE
DULLES INTERNATIONAL AIRPORT DEVELOPMENT
COMMISSION

To

The Governor and the General Assembly of Virginia

Richmond, Virginia
(December 31, 1971)

TO: HONORABLE LINWOOD HOLTON, *Governor of Virginia*

and

THE GENERAL ASSEMBLY OF VIRGINIA

The Dulles International Airport Development Commission was created by the 1968 General Assembly in recognition of the economic benefits to be derived by the Commonwealth from the continued growth and fuller utilization of Dulles International Airport.

Following the report of the Commission's activities submitted in January of 1970, the General Assembly decided to continue the Commission, by means of House Joint Resolution No. 90, the text of which is as follows:

HOUSE JOINT RESOLUTION NO. 90

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 House of Delegates, the Senate 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 Agency 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 seven thousand five hundred dollars.

The following members of the Commission, appointed by Governor Godwin, continued to serve: Senator Robert C. Fitzgerald of Fairfax, the Chairman of the Commission; Frank R. Armstrong, Jr., of Leesburg *; Delegate Grady W. Dalton of Richlands; Congressman W. C. (Dan) Daniel of Danville; Robert V. H. Duncan of Alexandria; W. Calvin Falwell of Lynchburg; Josef M. Gardiner of Rappahannock County; Irby N. Hollans, Jr., of Richmond; William P. Kellam of Virginia Beach; Charles Majer of Fairfax; Stanley A. Owens, Jr. of Manassas; Congressman J. Kenneth Robinson of Winchester; Martin L. Schnider of Arlington; and Dewey W. Swicegood of Danville. Delegate Vincent F. Callahan of McLean was appointed by Governor Linwood Holton to replace the late Senator Charles R. Fenwick of Arlington.

The Virginia Advisory Legislative Council and the Division of Statutory Research and Drafting made staff and facilities available to the Commission. They were represented initially by David T. Walker and subsequently by Laurens Sartoris and Roger C. Wiley, Jr.

The following is a summary of the activities of the Commission on behalf of the airport since the 1970 Report.

1. The Commission has continued its activities to protect the access road to Dulles. The members remain firm in their conviction that this road is the "lifeline" of the airport and must be kept free of local traffic. In spite of the Commission's objections, a "parttime" exit has been constructed to provide access to performances at the Filene Center for the Performing Arts at Wolf Trap Farm. While the Commission welcomes the Center as a neighbor in the Dulles region, it believes that this exit is a traffic hazard whose existence sets a poor precedent and by resolution has urged the appropriate federal authorities to proceed as soon as possible with the construction of lanes parallel to the Dulles access road from Route 7 to Wolf Trap Farm.

2. To improve ground access to Dulles, the Commission has worked closely with the Virginia delegation in Congress to urge the federal highway authorities and the Virginia Department of Highways to bring about the earliest possible completion of Interstate 66 in Northern Virginia.

3. Also in reference to the problem of ground access at Dulles, the Commission communicated with representatives of the franchised bus operator serving the airport in an effort to bring about improved service to passengers. Efforts have also been made to encourage construction of the METRO rapid rail line to Dulles.

4. The Commission met with the organizers of TRANSPO, the United States International Transportation Exposition, to be held at Dulles in June of 1972. This event, the largest of its kind in history, will, it is hoped, bring millions of visitors to the airport and create a greater awareness of the benefits it offers. The Commission was instrumental in arranging for a delegation of Virginia highway and aviation officials to visit the recent Paris International Air Show, to learn first hand the techniques of managing an event of this magnitude.

The federal government has announced its intention to make TRANSPO a biennial event. If this intention becomes a reality, Virginia

* Deceased

will need an effective liaison capable of representing and promoting her interests with the various agencies of the federal government. Because of this Commission's demonstrated interest and understanding of the needs of Dulles Airport with relation to the well-being of the Commonwealth, it believes itself to be suited to fulfill this function.

5. One of the greatest hindrances to the development of Dulles has been the existence of a substantial differential in international air freight rates which causes shippers to favor Kennedy International Airport over Dulles as an east coast terminal. The Fairfax Industrial Development Authority has instituted proceedings before the Civil Aeronautics Board to try to correct this discriminatory situation. The Commission contributed the sum of one thousand dollars from its appropriated funds to assist with the expenses of this effort. Further measures were taken to enlist the support of the State congressional delegation in equalizing the rate structure.

6. The Commission believes that the existing structure of federal control at Dulles International Airport is the source of many of the problems hampering its full utilization, and has followed with interest the legislation introduced by Senator William B. Spong, Jr. in Congress which would transfer the national capital airports to the control of an interstate authority. The Commission has gone on record as favoring transfer of Dulles and Washington National Airports to State control, or if this is not feasible, their transfer to an administrative agency whose sole function is the operation of the airports. At the request of the Commission, two of its members, Messrs. Hollans and Schneider, were appointed to serve on the study commission created by the 1971 General Assembly to investigate the possible acquisition of the airports by the Commonwealth. In this way it is hoped that an effective liaison has been established so that the interests of Dulles can be fairly represented in any endeavor to change the existing situation with respect to control of these facilities.

7. In order to publicize the considerable number of flights on many airlines to many places, the Commission prepared a flight schedule brochure to be distributed by the airlines. In the past, printed flight schedules have become obsolete as rapidly as they could be printed. The Commission, therefore, had designed a unique and attractive pamphlet outlining the cities and countries to which one can fly from Dulles, the air carriers providing such service and locations where flight information is obtainable. It is felt that these brochures, by publicizing the services provided at Dulles, will encourage increased consumer usage of the airport.

8. It came to the Commission's attention that a limited number of vendors of real estate in the area adjacent to the Dulles Airport are misrepresenting to potential home-buyers the noise pollution factor which necessarily is caused by aircraft in flight. Purchasers of homes who have accepted such misrepresentations are prone to criticize unfairly the airport's administration for the noise nuisance which they suffer. The Commission instituted a campaign and by resolution adopted has attempted to bring about an end to the practice of these fraudulent misrepresentations. Such unscrupulous conduct by vendors of real property in all areas of Virginia should be condemned.

As was pointed out in the Commission's last report, all of these activities, with the exception of the contribution made to prosecute the rate differential case, were made at no cost to the Commonwealth save the actual expenses of the members' attendance at meetings.

The Commission believes that the development of Dulles Airport to its full potential is progressing and hopes that this progress has been in some

measure due to its efforts. It is satisfied that the existence of a group to promote the interests of Dulles International Airport is desirable. Therefore it respectfully requests consideration of the attached resolution continuing the Commission for another biennium.

Respectfully submitted,

ROBERT C. FITZGERALD, *Chairman*

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HOUSE JOINT RESOLUTION NO. —

Continuing the Dulles International Airport Development
Commission.

Whereas, the nineteen hundred sixty-eight General Assembly by House Joint Resolution No. 16 and Senate Joint Resolution No. 27 created the Dulles International Airport Development Commission to further the development of Dulles International Airport to its fullest potential; and

Whereas, the nineteen hundred seventy General Assembly, by the terms of House Joint Resolution No. 90, did continue in existence such Commission; and

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

Whereas, the federal government has announced its intention to make the United States International Transportation Exposition a biennial event; and

Whereas, it is vital that there exist an effective liaison between this Commonwealth and the federal government to assist in the promotion of such exposition which will bring many travelers and much revenue to this Commonwealth; and

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

Resolved by the House of Delegates of Virginia, the Senate concurring, That the Dulles International Airport Development Commission continued by the above referenced Resolution 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 occur, 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 the 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 any and all federal or State agencies.

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

Not later than December one, nineteen hundred seventy-three, the Commission shall make a report of its activities to the Governor and the General Assembly.

The members of the Commission shall receive no compensation for their services but shall be paid the necessary expenses incurred in the performance of their duties for the Commission, 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 ten thousand dollars.

