

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



**House Document No. 12**

**COMMONWEALTH OF VIRGINIA  
Department of Purchases and Supply  
Richmond  
1976**

## **MEMBERS OF COMMISSION**

**ROBERT C. FITZGERALD, Chairman**

**VINCENT F. CALLAHAN, JR.**

**GRADY W. DALTON**

**W. C. DANIEL**

**ROBERT V. H. DUNCAN**

**W. CALVIN FALWELL**

**JOSEF M. GARDINER**

**IRBY N. HOLLANS, JR.**

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**CHARLES MAJER**

**STANLEY A. OWENS, JR.**

**J. KENNETH ROBINSON**

**MARTIN L. SCHNIDER**

**GEORGE P. SHAFRAN**

**DEWEY W. SWICEGOOD**

**.....**

### **STAFF**

**JOHN A. BANKS, JR.**

**LAURENS SARTORIS**

**DENTON ROBERTS**

**CONSTANCE D. SPROUSE**

**Report of the  
Dulles International Airport Development Commission  
to  
The Governor and the General Assembly of Virginia  
Richmond, Virginia  
November, 1975**

To: Honorable Mills E. Godwin, Jr., Governor of Virginia

and

The General Assembly of Virginia

The 1968 General Assembly recognized the economic benefits to be derived by the Commonwealth from the continued growth and increased utilization of Dulles International Airport. To assist such development, the Dulles International Airport Development Commission was created through House Joint Resolution No. 16.

Through reports of the Commission's activities, the General Assembly has been informed of the work of the Commission and recognized the value of this work by continuing the Commission for three additional two-year terms. Most recently, in 1974, the General Assembly continued the Commission through the passage of House Joint Resolution No. 22, the text of which is as follows:

**HOUSE JOINT RESOLUTION NO. 22**

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 Resolution No. 90 did continue in existence such Commission; and

WHEREAS, the nineteen hundred seventy-two General Assembly did once again continue in existence such Commission by the terms of Senate Joint Resolution No. 32; and

WHEREAS, the activities of the Commission to promote the

interests of Dulles International Airport and thereby the Commonwealth have been pursued in a highly successful fashion at little cost to Virginia; and

WHEREAS, the continued encouragement and promotion of the Dulles International Airport is essential to its growth and of economic 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 continued by the above referenced resolutions is again continued in existence. 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 by the Privileges and Elections Committee of the Senate from the membership of the Senate or the Speaker of the House of Delegates from the membership thereof in turn as such vacancies occur. 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-five, 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 carrying out the charge there is appropriated from the contingent fund of the General Assembly a sum sufficient not to exceed seven thousand five hundred dollars.

The membership of the Commission is as follows: Robert C. Fitzgerald of Fairfax, the Chairman of the Commission; Grady W. Dalton of Richlands; 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 Fairfax; William P. Kellam of Virginia Beach; Charles Majer of Fairfax; Stanley A. Owens, Jr. of Prince William County; George P. Shafran of Arlington; J. Kenneth Robinson of Winchester; Martin L. Schnider of Arlington; Dewey W. Swicegood of Danville; and, Vincent F. Callahan of McLean.

The Virginia Advisory Legislative Council and the Division of Legislative Services made staff and facilities available to the Commission, with Laurens Sartoris and Constance D. Sprouse serving the Commission.

The Dulles International Airport Development Commission has closely followed several recent developments which would have

enormous impact upon Dulles Airport. These developments have included the proposed landing of Concorde supersonic jets, discriminatory air freight rates, improved custom facilities, and a possible foreign trade zone designation. Actions taken by the Commission on these and other issues have maintained the Commonwealth's economic interest in this vitally important facility.

The following is a summary of the activities of the Commission on behalf of the Airport and the Commonwealth since the 1974 report.

(1) The Commission has continued its activities to protect the access road to Dulles. The members remain convinced that this road is the "life line" of the Airport and must be free of local traffic. The Commissioner of Highways and Transportation has been urged by the Commission to proceed as quickly as practicable with the construction of a parallel roadway for local traffic to reduce local pressure favoring public use of the access road.

(2) One of the greatest hindrances to the development of Dulles has continued to be the discriminatory air freight rates imposed by the Civil Aeronautics Board. Although some improvement has been made, John F. Kennedy International Airport has retained its favored status over Dulles as an East Coast terminal due to the lower rates allowed at Kennedy Airport. Working with several other interested parties, including the Office of the Attorney General and the Fairfax County Economic Development Authority, the Commission is making every effort to equalize the rate structures for freight and passenger service.

(3) Through several contacts with the Bureau of Customs, the U. S. Treasury Department and the Virginia Congressional delegation, the Commission obtained for Dulles status as an international port of entry by the Secretary of the Treasury, effective January 2, 1975. Custom facilities have been expanded to provide twenty-four hour clearance for commercial goods entering the United States. Previously, imported goods had to make a ninety mile round trip to the nearest custom facility for inspection. Efficient, convenient customs service should attract greater volumes of commercial goods to the Airport.

(4) The Commission has become aware of the Federal Aviation Administration environmental study regarding the proposed landing of Concorde supersonic aircraft on the East Coast. This aircraft was built through a joint British and French venture. JFK and Dulles have the only facilities where such an aircraft could land in the U. S. After holding a public hearing for area businessmen and citizen comment on the proposal, the members studied the preliminary report of the FAA and several other environmental documents. The conclusions reached by the Commission and expressed to the FAA were that no harmful effects would be experienced at Dulles. The Commission agreed that this innovative type of flight should be allowed to prove its viability. However, the Dulles Commission, in its correspondence to the FAA, stressed its concern over the inequities in the extremely high landing fees imposed on United States' airlines at the London and Paris airports. If the Concorde

should be permitted to land at Dulles, some equalization of landing fees should be made.

(5) In furthering its promotion of Dulles, the Commission participated in the planning of the Annual Virginia Conference on World Trade, sponsored by the Virginia Chamber of Commerce at Reston, Virginia in October, 1974, and assisted the Conference through an appropriation of \$1,000. The Conference involved some twenty sponsors from across the State for the purpose of promoting exports and imports and Virginia's role as a world trade center to both public and private enterprises. The Commission continued its sponsorship of the Conference held in October, 1975 in Roanoke. The Commission has continued to make every effort to remind industry and business of the economic benefits to be derived by the State and local jurisdictions through greater utilization of Dulles' exceptional facilities.

(6) A scheduling difficulty regarding the lack of a return flight from Roanoke, Virginia to Dulles was brought to the attention of the Commission. Subsequently, the flight was rescheduled but the Commission continues to seek additional flights for more efficient service between Dulles and Roanoke.

(7) The Commission has recognized and commended the diligent efforts of the Fairfax County Economic Development Authority to obtain a foreign trade zone status designation at Dulles. (A foreign trade zone is an isolated area adjacent to a port of entry where foreign goods not destined for the zone country may be unloaded for storage, sorting, repacking, mixing or otherwise handled without being subject to import duties.) Such designation would create additional job opportunities as well as increase the cargo traffic at the Airport. United States manufacturers would be able to assemble products with imported parts and export them without clearing customs, reducing the necessity of having such products assembled in foreign countries.

(8) The Commission continues to regard the completion of Interstate 66 as the single most important project necessary to increase the utilization of the Airport to its optimum capacity. Although the United States Secretary of Transportation has decided against the construction of the remaining portion of I-66, the Commission's endeavors to obtain better access to the Airport have not diminished. The possibility that a non-interstate road could be built on the right-of-way owned by the State still exists. The Commission has continued to focus the attention of the U. S. Secretary of Transportation, the Governor and the Commissioner of Highways and Transportation on this vitally necessary project.

All of the Commission activities, with the exception of the assistance to the Virginia World Trade Conference, have been 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, the Commission respectfully requests consideration of the attached resolution continuing the Commission for another biennium.

Respectfully submitted,

Robert C. Fitzgerald, Chairman

Vincent F. Callahan, Jr.

Grady W. Dalton

W. C. Daniel

Robert V. H. Duncan

W. Calvin Falwell

Josef M. Gardiner

Irby N. Hollans, Jr.

William P. Kellam

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**HOUSE JOINT RESOLUTION NO.....**

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WHEREAS, the nineteen hundred seventy General Assembly by the terms of House Joint Resolution Number 90 did continue in existence such Commission; and

WHEREAS, the nineteen hundred seventy-two General Assembly did again continue in existence such Commission by the terms of Senate Joint Resolution Number 32; and

WHEREAS, the nineteen hundred seventy-four General Assembly did again continue such commission by the terms of House Joint Resolution No. 22; and

WHEREAS, the activities of the Commission to promote the interests of Dulles International Airport and thereby the Commonwealth have been pursued in a highly successful fashion at little cost to Virginia; and

WHEREAS, the continued encouragement and promotion of the Dulles International Airport is essential to its growth and of economic 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 continued by the above referenced resolutions is again continued in existence. 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 by the Privileges and Elections Committee of the Senate from the membership of the Senate or the Speaker of the House of Delegates from the membership thereof in turn as such vacancies occur. 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 September one, nineteen hundred seventy-seven, 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 carrying out the charge there is allocated from appropriations made to the General Assembly a sum sufficient not to exceed seven thousand five hundred dollars.

