

**REPORT OF THE
DULLES INTERNATIONAL AIRPORT
DEVELOPMENT COMMISSION**

**TO
THE GOVERNOR
AND
THE GENERAL ASSEMBLY OF VIRGINIA**



SENATE DOCUMENT NO. 9

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF PURCHASES AND SUPPLY**

RICHMOND

1978

MEMBERS OF COMMISSION

ADELARD L. BRAULT, Chairman
GEORGE E. ALLEN, JR., Vice-Chairman
FLOYD C. BAGLEY
EARL E. BELL
VINCENT F. CALLAHAN, JR.
CHARLES J. COLGA
ROBERT C. FITZGERALD
RICHARD R. G. HOBBS
WILLIARD G. PLENTL
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STAFF

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Report of the
Dulles International Airport
Development Commission

To

The Governor and the General Assembly of Virginia

Richmond, Virginia

December, 1977

To: Honorable Mills E. Godwin, Jr., Governor of Virginia
and
The General Assembly of Virginia

In nineteen hundred sixty-eight, the General Assembly recognized the need to create a commission to represent Virginia's interest in the Dulles International Airport hailed to be the "Gateway of the Nation." The Dulles International Airport Development Commission was created that year by Senate Joint Resolution Number 16. This Commission was continued by Senate Joint Resolution Number 6 of the nineteen hundred seventy-six General Assembly, the text of which is as follows:

SENATE JOINT RESOLUTION NO. 6

Continuing the Dulles International Airport Development Commission.

WHEREAS, the nineteen hundred sixty-eight General Assembly by House Joint Resolution Number 16 and Senate Joint Resolution Number 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 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 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 Senate, the House of Delegates concurring, That the Dulles International Airport Development Commission continued by the above referenced resolutions is again continued in existence. The terms of the present members are hereby expired and the continued Commission shall consist of fifteen members, ten to be appointed by the Speaker of the House of Delegates and five to be appointed by the Privileges and Elections Committee of the Senate. Vacancies shall be filled by the same appointing authorities. 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.

No later than September one, nineteen hundred seventy-seven the Commission shall make a report of all 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.

The membership of the Commission, appointed pursuant to the abovementioned resolution, includes: Senator Adelard L. Brault of Fairfax, Chairman; George E. Allen, Jr. of Richmond, Vice-Chairman; Floyd C. Bagley of Prince William; Earl E. Bell of Loudoun; Vincent F. Callahan, Jr. of McLean; Charles J. Colgan of Manassas; W. Calvin Falwell of Lynchburg; Robert C. Fitzgerald of Fairfax; Richard R. G. Hobson of Alexandria; Williard G. Plentl of Richmond; and, Charles L. Waddell of Loudoun. Denton Roberts, staff attorney, and Constance Sprouse, Research Associate, with the Division of Legislative Services provided staffing for the Commission.

Many economic benefits have been derived by the Commonwealth from the continued growth and increased utilization of the Dulles International Airport. However, developments have arisen which have some effect on this Airport. These developments have included the landing of the Concorde supersonic jets, fluctuations in customs service, and construction of Interstate 66. Actions have been taken by the Commission on these and other matters to ensure the continuation of economic growth at this facility which is of great importance to the Commonwealth and the Nation.

The following is a summary of the activities of the Commission on behalf of the Airport and the Commonwealth, including actions taken by the Commission, since the Commission's last report in 1976 (House Document 12).

1. Customs Service.

Several changes in the customs service came to the attention of the Commission. Normal working hours, which had been from 8:30 a.m. to 8:30 p.m., were reduced to 8:30 a.m. to 5:00 p.m. Air carriers and brokers testified that because of the reductions in working hours they would be subject to paying a time-and-a-half overtime charge to customs personnel required to check cargo after 5:00 p.m. One of the advantages Dulles has had over John F. Kennedy in New York is same day clearance of cargo. With the reduction in working hours, airlines would have to either pay overtime or wait until the next morning to clear cargo through customs arriving after 5:00 p.m.

The Commission also discovered that personnel in the Bureau of Customs assigned to Dulles had been reduced by four. This made customs service even worse. Not only were working hours shorter but the number of persons providing the service was inadequate.

A conference with the United States Commissioner of Customs, Vernon Acree, was arranged for the Commission to discuss these problems. The members questioned Commissioner Acree about working hours, personnel, the difference in customs services provided to John F. Kennedy and Dulles Airports and a Congressional appropriation of three million dollars for Dulles which had not been utilized. Commissioner Acree reported a month later that Dulles had customs service equal to that of John F. Kennedy and that the four vacant positions had been filled. He stated the appropriation to Dulles had been cut in the administration's budget. A management study of working hours was conducted and they found the new hours to be the most efficient for providing customs service. Air carriers and brokers were consulted and it was determined that regular customs service could be provided to all parties with one exception. This exception was an air carrier which could not be given service because of its internal procedures and not because of any shortcoming in the Customs Service.

The Commission has been especially pleased with the willingness of the Customs Service to address these problems at Dulles. Since the initial addition of four persons, the Customs Service has hired seven more people to provide even greater service to the aviation community. Assistance to

air travellers has also been improved through computerization of custom primary clearance areas which processes their belongings in an expeditious manner.

2. Dulles sewerage capacity.

A grave situation has developed at the Airport with regards to its sewerage capacity. Presently, ninety percent of its allocated capacity is being utilized and no further development can occur until additional capacity can be obtained. The County of Fairfax has applied to the State Water Control Board and the Environmental Protection Agency for approval and funding of a sewer "pump down" project which hopefully will provide the necessary additional capacity for the County and the Airport. The Commission represented the Airport's dilemma to the State Water Control Board and assisted the County of Fairfax in obtaining that body's approval of the "pump down" project.

3. Interstate 66.

The completion of Interstate 66 has long been regarded by the Commission as the single most important project necessary to increase the Airport's utilization to its optimum capacity. The Commission continues its support of Interstate 66 which will provide the Airport with a convenient and efficient highway for the movement of people and goods relying on air transportation.

4. Representation of Virginia interests before Federal regulatory agencies.

One of the most distressing problems the Commission has dealt with since its inception has been the discriminatory freight and passenger rate applied at Dulles by the Civil Aeronautics Board. No agency in the Commonwealth has the responsibility of representing Dulles in such matters. The State Corporation Commission and the Office of the Attorney General had been in the position only to react on short notice to petitions filed before regulatory agencies which affect aviation. After many discussions between the Commission, the State Corporation Commission and the Attorney General, the Commission was able to make its concerns known and the State Corporation Commission has hired an attorney specifically for this purpose.

Several matters have since come before the Civil Aeronautics Board in which Virginia has been well represented. This summer certain airlines petitioned the Board to allow them to offer a promotional fare, referred to as a "Super-saver," on New York to West Coast flights. These super-saver flights would reduce the purchase price of a ticket from thirty-five to forty-five per cent. Virginia petitioned the Board to allow such promotions to be offered at Dulles. Without such fares, Dulles would lose many passengers to New York. The State Corporation Commission and its aviation counsel received a favorable ruling from the Civil Aeronautics Board. Presently American Airlines, Trans World Airlines and United Airlines offer this promotional fare at Dulles.

On October twenty, nineteen hundred seventy-seven a notice of proposed rule changes was issued by the Civil Aeronautics Board. Such change would include new procedures for certificated carriers in filing for new or modified route authority. One of the procedural changes would require airline to service notice to the state of their filing a modification of a route in that state. Also, the filing deadlines would be extended from seven to thirty days. Both proposals would enhance the ability of the Commonwealth and the Commission in responding to matters before the Board. Therefore, the Commission endorses the State Corporation Commission's favorable response to the proposed rule changes.

5. Surface transportation from the District of Columbia to Dulles.

Recently, the Metropolitan Washington Council of Government received a ten million dollar grant to examine the surface transportation available between the District of Columbia and Dulles. Also included in the Council's work is a study of the Dulles Access Road and its possible use for commuter traffic. The Committee appointed to conduct this study has invited this Commission to appoint a representative to serve on the Committee. Senator Brault appointed Charles Colgan of Manassas to serve. The Commission is vitally interested in improving transportation from the District to the Airport but remains steadfast in its objection to opening the Dulles Access Road to commuters. This objection has been outlined in the Commission's previous reports since several attempts have been made to allow commuter use of the Access Road. The Access Road continues to be the "life line" of the Airport for serving its ever-increasing constituency. To further congest the road with local traffic would severely impair traffic connected with Dulles.

6. Name change for Dulles.

The Commission is concerned that much confusion surrounds the present name of the Airport. Many travel agents and airline personnel do not realize that Dulles is located on the Nation's doorstep. Often, travel agents or airline personnel in foreign countries confuse Dulles Airport with Dallas, Texas. It has been brought to the attention of the Commission that even airline personnel in New York do not realize Dulles serves the Metropolitan Washington area. The Commission has corresponded with the United States Secretary of Transportation and the Federal Aviation Administrator to request that the name of the Airport be changed to Washington International Airport, Dulles Terminal.

7. FAA Master Plan Update.

The Federal Aviation Administration presently is conducting a study for the purpose of updating the Dulles International Airport Master Plan in order to plan necessary improvements to meet long range demands on the facilities. Senator Brault represents the Commission as a member of an advisory committee reviewing the FAA consultants' recommendations. Thus far, the preliminary recommendations include: (1) expansion of the main terminal building; (2) land acquisition for a northern barrier and two additional air carrier runways; (3) additional parking facilities; and, (4)

controlled land use of land adjacent to Dulles. Close contact has been maintained between the FAA and the counties of Fairfax and Loudoun, as well as the Commission to obtain the views of all parties with interest in the continued development of the Airport.

The Commission and the counties have requested the FAA and the U. S. Secretary of Transportation to conduct a study of the economic impact of the Airport on the Commonwealth and the counties. At this time, only an assessment of the direct economic benefits derived from the Airport has been completed. The Commission, however, feels this is inadequate and hopes to obtain further data from the FAA.

8. Virginia Trade Conference.

As in past years, the Commission participated in the Annual Virginia Trade Conference, held on October thirteen through fifteen, nineteen hundred seventy-six in Norfolk, to promote Dulles. This Conference is sponsored by the Virginia Chamber of Commerce.

The Conference has as its purpose the promotion of exports and imports and Virginia's role as a world trade center to both public and private enterprise. The Commission appropriated \$100 for this Conference at which it reminds industry and business of the economic benefits to be derived by the State and local jurisdictions through greater utilization of Dulles' exceptional facilities.

All of the Commission's activities, with the exception of its participation in the Virginia 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 made in some measure due to its efforts. It is satisfied that the existence of a group to promote the interest of Dulles International Airport is desirable. Therefore the Commission respectfully requests consideration by the General Assembly of the attached resolution continuing the Commission for another biennium.

Respectfully submitted,

Adelard L. Brault, Chairman

George E. Allen, Jr., Vice-Chairman

Floyd C. Bagley

Earl E. Bell

Vincent F. Callahan, Jr.

Charles J. Colgan

Robert C. Fitzgerald

Richard R. G. Hobson

Williard G. Plentl

Charles L. Waddell

SENATE JOINT RESOLUTION NO.....

Continuing the Dulles International Airport Development Commission; allocating funds therefor.

WHEREAS, the nineteen hundred sixty-eight General Assembly by House Joint Resolution Number 16 created the Dulles International Airport Development Commission to further the development of Dulles International Airport to its fullest potential; and

WHEREAS, the General Assembly has recognized the contributions of the Commission to the Commonwealth by extending the life of this Commission since that time, most recently through the adoption of Senate Joint Resolution Number 6 of the nineteen hundred seventy-six Session; 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 the Commonwealth; 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 Senate of Virginia, the House of Delegates concurring, That the Dulles International Airport Development Commission is again continued in existence. The present members shall continue to serve as members; provided, however, 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 same body that made the original appointment. 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 in the Dulles International Airport as they may arise before any and all federal and 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.

No later than September one, nineteen hundred eighty, 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 their necessary expenses incurred in the performance of their duties for the Commission, for which and for the purposes of carrying out their charge there is hereby allocated from the appropriations made to the General Assembly a sum sufficient not to exceed ten thousand dollars.

