



METROPOLITAN WASHINGTON  
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**PRESS RELEASE**

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## **Airports Authority Board Approves Continuation of Dulles Expansion Program**

The Metropolitan Washington Airports Authority Board of Directors today approved a \$371,233,000 budget for the 2002 Capital Construction Program and affirmed its commitment to continue the Airport Automated Train System and other Dulles expansion projects that will cost approximately \$2.6 billion dollars.

In 2000, the Airports Authority Board approved a \$3.4 billion program, called d2, for the next phase of construction at Dulles. Previous to that action, the Board approved \$700 million for additional projects – at a total construction budget amount of \$4.1 billion. All of these projects were reevaluated after the events of September 11<sup>th</sup> with the resulting decision to move forward with a \$2.6 billion program.

Said James A. Wilding, President and CEO of the Airports Authority, “Clearly the events of September 11<sup>th</sup> affected the aviation industry and airport construction programs around the country. After careful evaluation we have determined that the projects that will increase capacity at Dulles Airport must continue. Passengers are returning to air service and we want to be ready to meet future demand. Building the airport rail system and new airfield facilities is the only way to do that.

“We applied three criteria to our review of future construction at Dulles – safety, security and capacity enhancement. We think it is critical to move ahead to meet these needs so we have prioritized the projects that must be built and will continue to monitor changes in the industry to determine what additional projects are needed.”

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The Board approved the staff recommendation to move forward on the following projects:

- **Airport Automated Train System**—this underground rail system will replace the Mobile Lounges now used by passengers and airport employees to travel between the terminal and the concourses and aircraft.
- **New runway**—the first new runway built in the region in the last forty years, it will help to reduce delays on the ground and in the air.
- **Pedestrian tunnel connection**—a walkway with moving sidewalks will provide passengers an alternative to the Mobile Lounges from the Terminal to Concourses A and B.
- **Expansion of Concourse B**—four additional gates are under construction now and an additional twelve gates will be built to provide more capacity for new flights and more passengers.
- **Expanded baggage facilities**—necessary to provide more processing area for passengers' luggage and new security screening requirements for luggage.
- **Temporary rail connector to current Concourse C**—until a replacement concourse is built, passengers using the current Concourse C will be able to use the Automated People Mover System to reach that Concourse. Mobile Lounges will continue to serve passengers going to Concourse D and the International Arrivals area in the Terminal.
- **Air Traffic Control Tower**—a new tower to improve the ability of the Federal Aviation Administration air traffic controllers to handle increased arrivals and departures of aircraft at Dulles.
- **New fire station** and associated roads on the airfield—this station, that will open this year, will provide improved emergency services for the airport as well as the Air and Space Museum Hazy Center, which will open on Dulles Airport property in 2003.
- **Utilities**— projects necessary to accommodate increased needs for new facilities.
- **Airfield expansion and improvement projects**—expanded taxiways and parking areas for aircraft and reconstruction of the east-west runway.

While projects that improve capacity, safety or security will move ahead, other projects to replace older facilities will be rescheduled to meet future demand. The major project in this category is the replacement Concourse C and the associated connections to the Airport Automated Train System.

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