



# Dulles New Runways Study Notes

JANUARY 2005

NEWS ABOUT THE PROPOSED NEW RUNWAYS STUDY AT WASHINGTON DULLES INTERNATIONAL AIRPORT

## Draft Environmental Impact Statement Ready for Public Review



### Dulles Airport New Runways Environmental Impact Statement

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*This is the third in a series of newsletters that will report on the status of the Washington Dulles International Airport New Runways Environmental Impact Statement (EIS) study. This edition of the newsletter will give you a summary of the DEIS process, an overview of the refined Alternatives under consideration and guidelines for participating in the upcoming public hearings.*

The Federal Aviation Administration (FAA) and the Metropolitan Washington Airports Authority (MWAA) are one step closer to determining the feasibility of expansion at Washington Dulles International Airport (IAD). After a year of intense scientific study and careful review of more than 240 public comments and concerns, the FAA has developed a Draft Environmental Impact Statement (DEIS) for two proposed runways and concourse development at IAD.

The purpose of the DEIS is three-fold. First, the DEIS documents the need for additional airport infrastructure to satisfy the forecast aviation demand. Second, it analyzes multiple alternatives, including a No-Build scenario, and details the potential direct and indirect environmental effects of two reasonable build alternatives. Finally, the DEIS lists several measures to minimize and/or compensate for the impacts associated with the proposed improvements at IAD.

The DEIS is available for public review beginning January 13, 2005 at Fairfax County and Loudoun County public libraries within the project study area and on the study website at [www.mwaa.com/dulles/EnvironmentalStudies/RunwaysEIS.htm](http://www.mwaa.com/dulles/EnvironmentalStudies/RunwaysEIS.htm). Following the release of the DEIS, citizens are encouraged to share their comments and concerns at a series of upcoming public hearings. Public input is crucial in the development of a Final Environmental Impact Statement (FEIS) and selection of a Preferred Alternative by the FAA.



### Where to Review the DEIS

The Draft Environmental Impact Statement will be available for public review beginning January 13, 2005 at the following locations:

#### FAIRFAX COUNTY

**Centreville Regional Library**  
14200 St. Germaine Drive  
Centreville, VA

**Chantilly Regional Library**  
4000 Stringfellow Road  
Chantilly, VA

**Great Falls Library**  
9830 Georgetown Pike  
Great Falls, VA

**Herndon Fortnightly Library**  
768 Center Street  
Herndon, VA

**Reston Regional Library**  
11925 Bowman Towne Drive  
Reston, VA

**Fairfax City Regional Library**  
3915 Chain Bridge Road  
Fairfax, VA

**Tysons-Pimmit Regional Library**  
7584 Leesburg Pike  
Falls Church, VA

#### LOUDOUN COUNTY

**Ashburn Library**  
43316 Hay Road  
Ashburn, VA

**Rust Library**  
380 Old Waterford Road  
Leesburg, VA

**Middleburg Library**  
101 Reed Street  
Middleburg, VA

**Purcellville Library**  
220 E. Main Street  
Purcellville, VA

**Sterling Library**  
120 Enterprise Street  
Sterling, VA

**Eastern Loudoun Regional Library**  
21030 Whitfield Place  
Sterling, VA

#### FAA & MWAA OFFICES

Call to make an appointment for viewing at these locations:

**Federal Aviation Administration**  
Washington Airports  
District Office  
23723 Air Freight Lane, Suite 210  
Dulles, VA  
(703) 661-1364

**MWAA**  
Airport Manager's Office  
Washington Dulles  
International Airport  
Main Terminal  
Baggage Claim Area  
Dulles, VA  
(703) 572-2710



## WHERE ARE WE & WHAT'S NEXT?

### Developing a Final Environmental Impact Statement

#### Phase 1

Notice to Proceed ..... Spring 2002  
Scoping/Public Meetings: ..... Summer 2002

#### Phase 2

Purpose and Need: ..... Summer 2003  
Alternatives Development: ... Summer 2002- Fall 2003  
Public Workshops: ..... Fall 2003  
Environmental Consequences Analysis: ..... Fall 2003-Summer 2004  
Public Workshops: ... April 20 & 21, 2004  
Development of Draft EIS: ... Summer 2004-Winter 2004  
Draft EIS Available .... January 13, 2005  
Public Workshops/ Public Hearings: ... February 22-23, 2005  
Close of DEIS  
Comment Period ..... March 7, 2005

#### Phase 3

Preparation of Final EIS and Comment Response ..... Spring 2005  
Publish FEIS ..... Fall 2005  
Record of Decision ..... Winter 2005

## Project Update

Since the last public meetings, the project team has been:

- Refining the environmental consequences analysis
- Developing mitigation strategies to offset potential environmental impacts
- Preparing the DEIS for review by Federal, State and Local agencies as well as the public

## Drafting a Final Environmental Impact Statement:

### How Your Voice Contributes to a Sound Solution.

**N**ow ready for public review, the Draft Environmental Impact Statement (DEIS) is a decision-making tool to help select a course of action for future improvements at Washington Dulles International Airport. A series of public workshops and public hearings are scheduled to provide you with important information and an opportunity to comment on the DEIS before final decisions are made. A Final Environmental Impact Statement (FEIS) will be prepared by FAA following public review and comment on the DEIS. The FEIS will document and respond to public comments received as well as identify the FAA's Preferred Alternative. The FEIS is scheduled to be completed in Fall 2005.

#### What's the difference between Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS)?

An Environmental Impact Statement (EIS) is required for all major federal actions that may affect the environment. The first step in the study is to develop a **Draft EIS** describing the potential impacts of the proposed project and alternatives to the project, including a No-Action or No-Build Alternative. At the end of the study, the **Final EIS** will document and respond to all comments and identify the FAA's Preferred Alternative.

## Public Information Meetings/Public Hearings

### Loudoun County February 22, 2005

Public Information Meeting: 5 p.m. – 8 p.m.  
Public Hearing: 6 p.m. – 8 p.m.  
Farmwell Station Middle School  
44281 Gloucester Parkway  
Ashburn, VA

### Fairfax County February 23, 2005

Public Information Meeting: 5 p.m. – 8 p.m.  
Public Hearing: 6 p.m. – 8 p.m.  
Stone Middle School  
5500 Sully Park Drive  
Centreville, VA

## How to Participate

- Attendees should arrive on time for the public hearing.
- Participants may comment at the podium at the front of the auditorium, privately with a court reporter, or in writing using a comment form.
- Citizens must sign up in advance if they wish to speak at the podium. Comments will be limited to three minutes per person to allow time for all speakers.
- Written comments may be submitted between January 21 and March 7, 2005.
- The hearing will last approximately two hours, depending on the number of speakers.
- The public is encouraged to review the DEIS before taking part in the Public Hearing. The DEIS is available on the study website and at locations listed on page 1 of this newsletter.

All written and verbal comments will be recorded into a database, taken into consideration by FAA, responded to, and included in the FEIS.



## Analyzing the Alternatives: How Did We Get Here?

To meet the growing needs at Washington Dulles International Airport, a number of expansion alternatives have been proposed and analyzed. Options ranged from the use of off-site facilities to the development of new, on-site runways. The alternatives were then evaluated using a two-level screening process.

First, the alternative had to meet the Purpose and Need for the project: To provide an airfield system that will safely accommodate the projected future aviation activity demand levels at IAD without incurring unacceptable levels of aircraft delay. The second level of screening analyzed constructability, practicability and environmental considerations.

After meeting all of the screening criteria, Build Alternatives 3 and 4 were selected for detailed environmental analysis. A No-Build Alternative also was retained for baseline comparative purposes.

In April 2004, a series of public workshops detailed the results of the Environmental Consequences analysis. The analysis studied 23 environmental categories including noise, land use, social impacts, wetlands and threatened and endangered species. The Environmental Consequences analysis was refined based on the comments received at the Public Workshops.

No-Build	Build Alternative 3	Build Alternative 4
This alternative represents the existing three-runway configuration (two north-south runways and one east-west runway) with no other development activity.	North-south runway approximately 9,473' in length, separated by 4,300' from existing Runway 1L/19R; East-west runway 10,500' in length, separated by 4,300' from existing Runway 12/30; Parallel and connector taxiways; Tier 3 Concourse development; and navigational aids.	North-south runway approximately 9,218' in length, separated by 5,000' from existing Runway 1L/19R); East-west runway 10,500' in length, separated by 4,300' from existing Runway 12/30; Parallel and connector taxiways; Tier 3 Concourse development; and navigational aids.

Build Alternatives 3 and 4 both involve the construction of an additional north-south and east-west runway, parallel and connector taxiways, Tier 3 Concourse development, and navigational aids.

The proposed new runways would:

- Provide a parallel north-south transport category runway system immediately capable of dual simultaneous independent operations during Instrument Meteorological Conditions (IMC), while reserving the capability of triple simultaneous independent operations during IMC in the future.
- Provide a parallel east-west transport category runway system capable of dual simultaneous independent operations during IMC.
- Provide redundant runways during times of adverse weather, runway maintenance, or runway incidents.

## Thanks for Your Input

We welcome your comments regarding the DEIS and invite you to attend our upcoming public workshops and hearings to present your views. You also may send written comments by mail to:

**Mr. Brad Mehaffy, FAA**  
**Washington Airports District Office**  
**23723 Air Freight Lane, Suite 210**  
**Dulles, Virginia 20166**

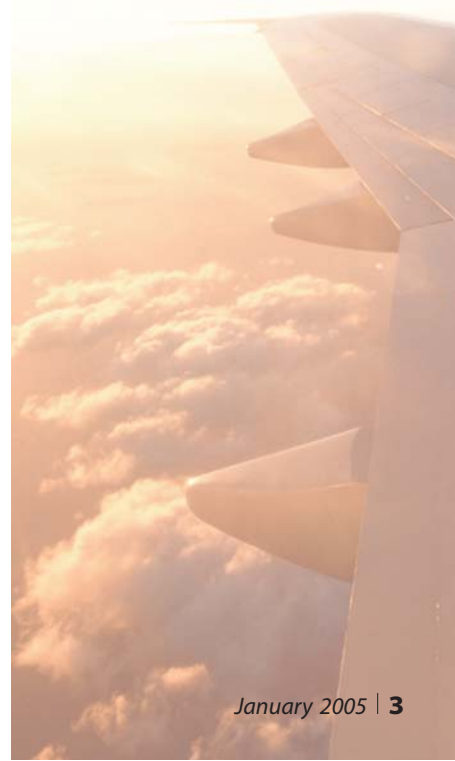
Or fax to:  
**703-661-1370**

(Please include "Dulles New Runways EIS" in the subject line of the fax.)

**We look forward to receiving your comments by March 7, 2005.**

## Stay Informed

To read the DEIS or for the latest information on public hearings, workshops and project updates, visit [www.mwaa.com/dulles/EnvironmentalStudies/RunwaysEIS.htm](http://www.mwaa.com/dulles/EnvironmentalStudies/RunwaysEIS.htm)





# Dulles Airport New Runways Environmental Impact Statement

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Mr. Brad Mehaffy  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

## Public Hearings: February 22 & 23, 2005

*Look inside for details*

## Frequently Asked Questions

- Q.** What demand requires IAD to need additional runways?
- A.** IAD is forecast to serve approximately 30 million passengers, resulting in 568,000 annual operations. Based on accepted aviation industry analysis, IAD would experience unacceptable levels of average delay per aircraft operation with its existing three-runway system. This would result in flight delays for arriving and departing aircraft at IAD, and also have far-reaching effects on the national system. The implementation of MWAA's proposed five-runway system would significantly reduce the average delay per aircraft operation allowing uninterrupted service to IAD passengers as well as benefits to the national air-space system.
- Q.** What environmental impacts would occur as a result of the build alternatives?
- A.** The analysis prepared for the DEIS indicates that Build Alternatives 3 and 4 would result in the filling-in of wetlands and floodplains, loss of upland vegetative and wildlife habitat, temporary air and water quality impacts during construction, and encroachment in the Fairfax County Resource Management Area. The alternatives would have beneficial social and socioeconomic impacts from the creation of new jobs for the construction and operation of the new facilities. A listing of potential mitigation measures for both of the Build Alternatives is included in Chapter 6.2 of the DEIS. After agency and public review of the DEIS, MWAA and FAA will develop a formal mitigation program for the FAA's Preferred Alternative. This mitigation program will be included in the FEIS and made part of FAA's Record of Decision. The mitigation measures included in the program will be implemented by MWAA prior to or in conjunction with the construction of the proposed airport improvements.
- Q.** When would the new runways be constructed?
- A.** The schedule for construction of the runways is dependant on the passenger growth rate at IAD. MWAA anticipates that the north-south runway would be constructed first, with the new east-west runway being constructed shortly thereafter. The north-south runway is expected to be operational before the year 2010.