

MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN THE
NATIONAL CAPITAL PLANNING COMMISSION
AND THE
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

This Memorandum of Understanding (MOU) is for the purpose of setting forth the agreement between the National Capital Planning Commission (hereinafter called the Commission) and the Metropolitan Washington Airports Authority (hereinafter called the Authority) regarding the provision of advisory planning services by the Commission to the Authority in its planning for Washington Dulles International Airport (hereinafter called Dulles) and for Washington National Airport (hereinafter called National).

WHEREAS, the Metropolitan Washington Airports Act of 1986 (P.L. 99-591) authorized the transfer of operating responsibility, under a long-term lease of Dulles and National, to an independent airport authority created by the Commonwealth of Virginia and the District of Columbia in order to achieve local control, management, operation, and development of these airports.

WHEREAS, the Authority was created to take over operating responsibilities from the Federal Aviation Administration and, on March 2, 1987, the Authority and the Secretary of the U. s. Department of Transportation did execute a 50-year renewable lease for Dulles and National.

WHEREAS, on June 7, 1987, the Authority did take over and is now operating Dulles and National, including access highways and other related facilities.

WHEREAS, Section 6009(d) of P.L. 99-591 provides that the Authority shall consult with the Commission before undertaking any major alterations to the exterior of the main terminal at Dulles and before undertaking development that would alter the skyline of National when viewed from the opposing shoreline on the Potomac River or from the George Washington Memorial Parkway.

WHEREAS, the Authority and the Commission recognize that: (1) given the special landmark and symbolic character of the main terminal at Dulles, alterations to the exterior of the terminal or new construction that would significantly impact views of the main terminal should be carefully assessed with respect to their potential aesthetic or visual impact on this important building; (2) the visual character and quality of the Dulles Access Road and the related approaches to the main terminal which serve as a major scenic gateway for tourists and visitors to the Nation's Capital should be protected from adverse adjacent development, and (3) given the strategic and highly visible location of National on the Potomac River adjacent to the Monumental Core of the Nation's Capital, views from the Monumental Core as well as the views from the George Washington Memorial Parkway need special protection. A map indicating the boundaries of the Monumental Core is attached.

WHEREAS, the Authority recognizes the Commission's interest, as the central planning agency for the Federal Government in the National Capital, in establishing a process for reviewing the Authority's plans under Section 6009(d) and determining what, if any, impact those plans may have on Federal activities or interests in the National Capital, including, but not limited to (1) existing and proposed Federal on-site activities at Dulles and National - such as the U. S. Custom service, the U. S. Postal Service and the possible future Dulles Wing of the National Air and Space Museum, and (2) existing federal lands - such as the Sterling Radio Laboratory (National Bureau of Standards) adjacent to Dulles and Gravelly Point, the Roaches Run Wildlife Refuge, the George Washington Memorial Parkway, Daingerfield Island and the Sailing Marina (National Park Service) adjacent to National.

WHEREAS, the Commission, as the central planning agency for the Federal Government in the National Capital, has had years of experience in reviewing and commenting on the master plans and projects plans for both Dulles and National, and the Authority desires to utilize this experience in an advisory capacity to complement its own planning and help facilitate part of its decision-making.

WHEREAS, the Authority and the Commission desire to establish an effective working relationship and to coordinate their respective planning activities and concerns:

NOW, THEREFORE, while it is recognized that the Authority is not a Federal entity, it is agreed that:

1. The Commission will continue to monitor development proposals, including rezonings and site plan applications, in areas adjacent to or within the immediate vicinity of that portion of the Dulles Access Road between the eastern boundary of the airport property at the Fairfax County/Loudoun County line and a point approximately 1,200 feet east of that line where major views of the Tower and the Main Terminal building are available and submit its comments and recommendations to the Authority on those proposals which might adversely impact these views.

2. The Authority will submit to the Commission and within (45) days, the Commission will review and comment to the Authority on the following plans after consultations with other affected Federal agencies:

a. Proposed revisions to the master plan for Dulles, with available related technical studies including available aircraft noise impact studies;

b. Proposed revisions to the master plan for National, with available related technical studies including available aircraft noise impact studies,

c. Preliminary site and building plans for construction projects at Dulles which would alter the exterior or significantly impact views of the terminal building, and at National for projects which would alter the skyline of National when viewed from the opposing shoreline on the Potomac River or from the G. W.- Parkway.

d. Final site and building plans for construction projects at Dulles and National (as described in "c" above) only in any of the following circumstances:

(1) if there has been a change in the preliminary plans, or
(2) if the Commission requests to see the final plans at the time of its review of the preliminary plans, because of their potential impact on the Dulles Terminal, or the National skyline.

3. The Commission, in conjunction with the Authority, will review and, where necessary, revise its Federal Civil Air Facilities policies in the Federal Facilities element of the Comprehensive Plan for the National Capital and the related Implementation Proposals in order to: (1) make them more consistent with the Metropolitan Washington Airports Act of 1986; and (2) to provide an up-to-date policy framework for the Commission's review of master plans for Dulles and National.

4. The Authority will review and evaluate the Commission's comments and recommendations prior to adopting or approving any plan reviewed by the Commission. It will consider ways to minimize and ameliorate significant adverse impacts its proposed actions might have on Federal activities and interests (as identified by the Commission). The Authority will advise the Commission of the result of its considerations.

5. Eighteen months after the execution of this Memorandum of Understanding, the General Manager of the Authority and the Executive Director of the Commission will jointly review the MOU and advise the

Authority and the Commission how effective it has been for guiding relations between the two organizations and what, if any, modifications may be needed.

6. The Commission and the Authority intend this Memorandum of Understanding to facilitate a better mutual understanding of the Authority's plans and their relationships to Federal activities and interests in the National Capital Region. It is not intended to confer any substantive rights or obligations on the parties beyond those established by law or to confer any rights on persons or entities not a party to this agreement.

This agreement may be modified at any time by the mutual agreement of the Authority and the Commission.

WHEREFOR, we have set our hands and seals this 2nd day of November 1988.

Metropolitan Washington Airports Authority

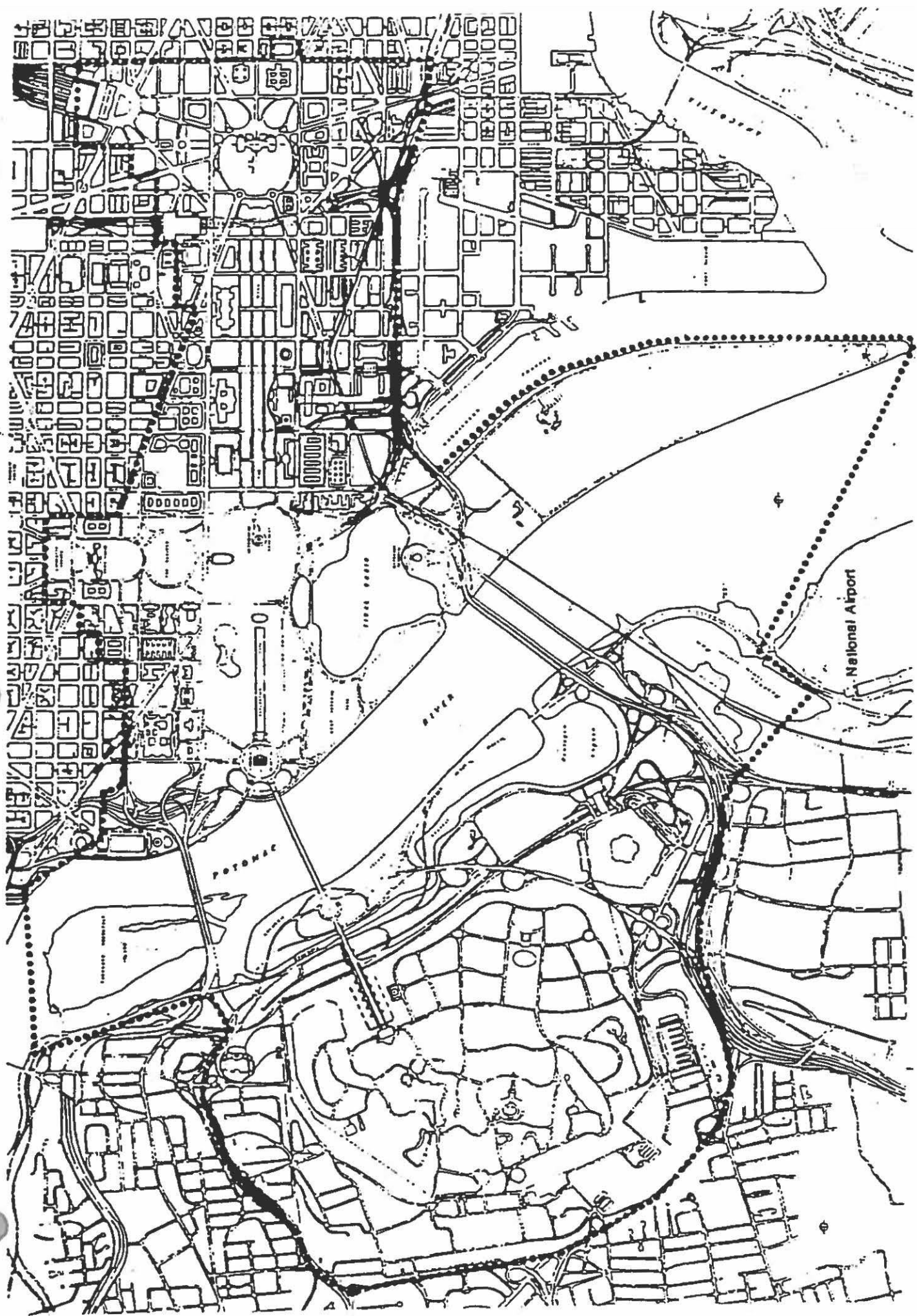
by Linwood Holton

Chairman

National Capital Planning Commission

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