METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

D2 DULLES DEVELOPMENT

Airport Traffic Control Tower

Customer Benefit:

Dramatic changes in the aviation industry over the last thirty years have required airports to ensure that their facilities meet the needs of modern aircraft and air traffic control procedures. The existing Airport Traffic Control Tower, part of the original 1960's construction of the airport, will be replaced in accordance with modern air traffic control requirements to enhance coordination of aircraft movement on the current and additional future runways and taxiways at the airport. The travelers and airline employees who use Washington Dulles International Airport will benefit from the state of the art equipment and tower facility.

Project Description:

This project constructs the structural shell of a new Airport Traffic Control Tower (ATCT) and a support/base building. The new tower is an adaptation of an FAA Standard and was designed so that it will not visually compete with Dulles' existing ATCT , which is an integral element of the historically relevant design of Dulles' Terminal.

The site of the new tower is about 1 mile south of the existing ATCT directly adjacent to the future permanent Concourse C footprint. The new structure is a cast-in-place concrete shaft (32'5" square) with matching architectural precast panels above the 18th floor. The Cab (Floor 25) is a FAA Standard 850 s.f. cab.

The ATCT is connected to the 16,500 s.f. base building on two levels, and includes provisions for a one-story connection to the future permanent Concourse C. The overall height of the Tower is 325. The base building, on the south side of the ATCT , is a two-story steel-framed structure, providing administrative and utility support for the ATCT . A service yard, east of the base building, includes 84 parking spaces. The base building finishes will match those of the future permanent Concourse C.

This project is being closely coordinated with the Federal Aviation Administration, who will finish the project by installing all of the necessary airport traffic control equipment.

Contractors:	Structural Shell Design:	Jacobs Facilities, Inc
	Structural Shell Construction:	Smoot Construction
Contract Award Date:		December 2003
Completion of Structural Shell:		2005
Estimated Operational Date:		2006

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