

DULLES GLOBAL GATEWAY

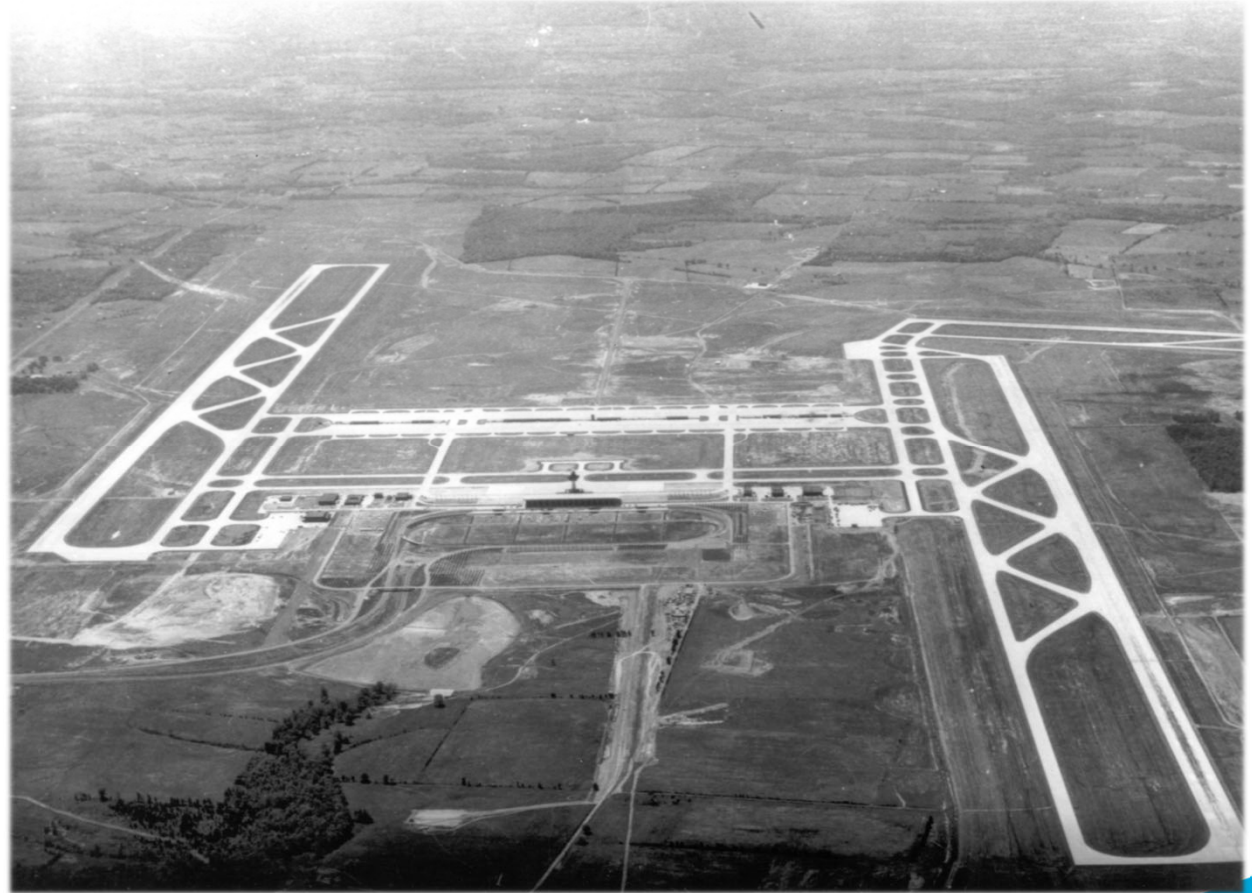
Keith Autry, VP for Engineering & Dulles Capital Program

October 9, 2026

AGENDA

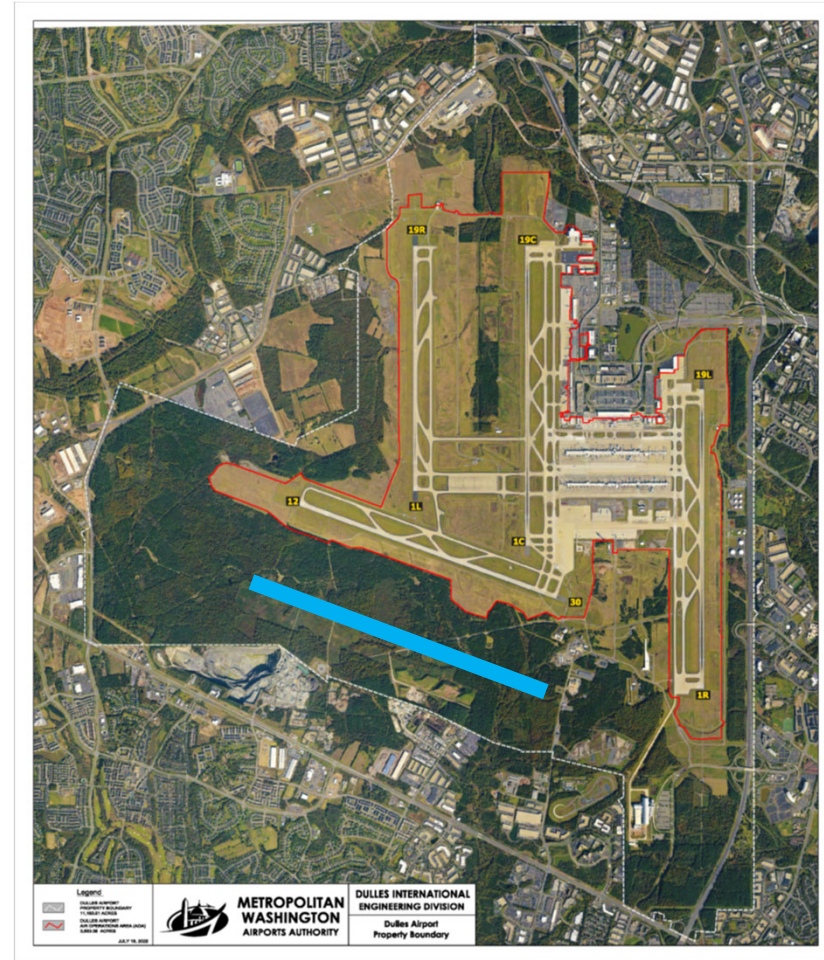
- Dulles International Airport
- Dulles Global Gateway
- Revitalization Washington Dulles International Airport, RFI
 - Package A: Main Terminal, Processor/Connector & Concourse A/B all International
 - Package C: Concourse E/F, Federal Inspection Station, South Central Utility Plant
 - Package D: Concourse G/H
 - Package T: AeroTrain West Extension & Center Spine (passenger & baggage)
 - Package B: New Regional Concourse (replaces Concourse C/D)
- Landside / South Development

NOVEMBER 17, 1962



DULLES BY THE NUMBERS

- **29+ million passengers in 2025** New Record
- ~12,100 total acres
- 92 passenger boarding bridges
- 139 aircraft parking positions
- 52 airlines serving 100 dom and 64 int'l destinations
- Peak of 1,200 operations per day
- United represents about 70% of our business
- Located in Loudoun and Fairfax Counties
- 3 fire stations and 1 police station
- 5th runway to be designed
- ~16 mile Dulles Airport Access Road
- ~14 mile Dulles Toll Road



INTRODUCING A NEW BRAND AND LOGO



GLOBAL
GATEWAY | **DULLES**
INTERNATIONAL

GOING BACK TO THE BEGINNING

DOT published an RFI on December 5, 2025, asking for ideas to transform Dulles into a world-class airport “suitable and grand enough for the capital of the United States of America” and eliminating the “inefficient system of people movers”.



56270

Federal Register / Vol. 90, No. 232 / Friday, December 5, 2025 / Notices

[FR Doc. 2025-22033 Filed 12-4-25; 8:45 am]
BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary
[Docket DOT-OST-2025-1887]

Revitalizing Washington Dulles International Airport

AGENCY: Office of the Secretary, Department of Transportation (Department).

ACTION: Request for information (RFI).

SUMMARY: The Department is interested in design concepts and construction and financing proposals for the development of completely new terminals and concourses to replace or build upon the existing main terminal and satellite concourses at Washington Dulles International Airport. This RFI is being conducted to inform and develop potential approaches for entirely new terminal(s) and concourses to replace the existing terminal and concourses. The Department will also accept submissions that propose to retain portions of the existing airport facilities, including, for example, by incorporating all or part of the historic Eero Saarinen-designed main terminal into a new terminal building.

symbol of the might and prestige of the United States. Washington, DC's airports should be a source of pride for Americans. Yet they are anything but. Washington Dulles International Airport in particular—the busiest of the three airports servicing the National Capital Region—has fallen into a state of disrepair since it opened its doors in 1962. Once known for its iconic aerofoil-inspired main terminal designed by Eero Saarinen, the airport is now better known for its inefficient system of people movers that deliver passengers as much as a half mile or more away from their gates, its infamous moon-rover-like “mobile lounges,” jet fuel smell in the concourses, and a paltry number of gates at the main terminal. In short, Washington Dulles International Airport is no longer an airport suitable and grand enough for the capital of the United States of America.

On August 28, 2025, President Trump signed Executive Order (E.O.) 14344, *Making Federal Architecture Beautiful Again*. The goal of E.O. 14344 is to update the policies guiding Federal architecture so that America's public buildings inspire the American people and encourage civic virtue, and so that architects designing Federal buildings serve the American people. Consistent with E.O. 14344, the Department is requesting ideas from interested parties

The Secretary of Transportation and MWA first executed a lease for Ronald Reagan National Airport and Washington Dulles International Airport and the surrounding properties in 1987 (“the lease”). Prior to the establishment of MWA and the lease of both airports to MWA, the airports had been operated by the Federal Aviation Agency and its predecessor (the Civil Aeronautics Authority). The Metropolitan Washington Airports Act of 1986¹ (the Act), authorized the lease to transfer operating responsibility for both airports to MWA, a public body created by an interstate compact between the Commonwealth of Virginia and the District of Columbia. The lease currently expires in 2100.

The Department seeks responses to the questions posed in this RFI, along with supporting information, developed independently from the current capital improvement plans proposed by MWA, including the Washington Dulles International Airport Master Plan approved by the MWA board of directors on July 16, 2025.

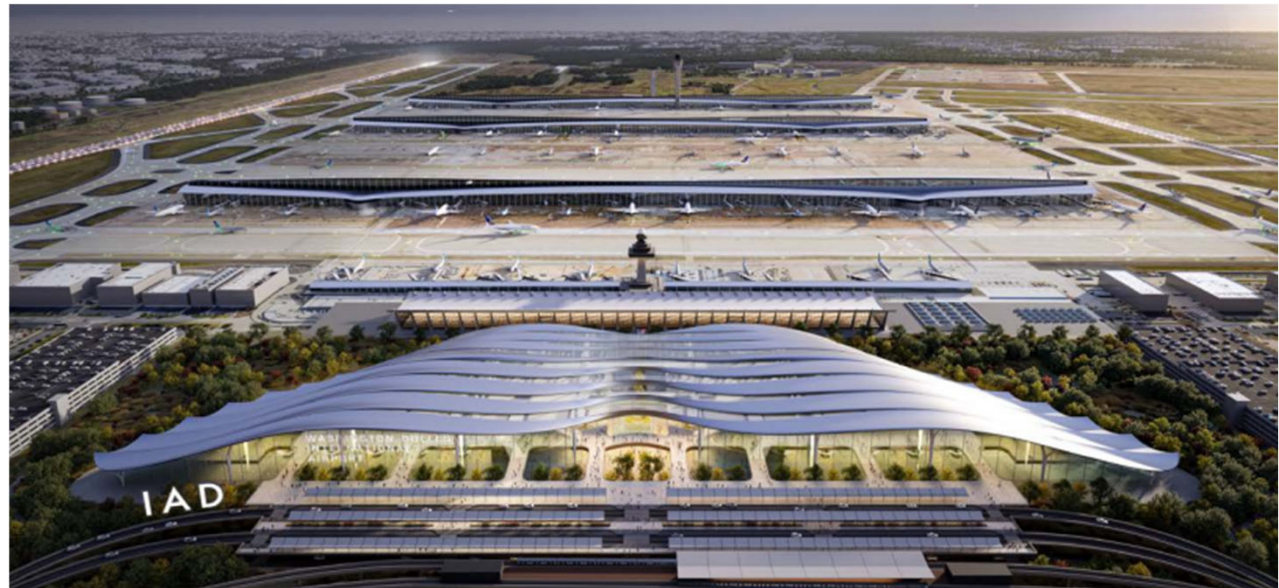
3. Nature of Information Request²

The purpose of this RFI is to solicit information for design-construction plans for new terminal(s) and concourses to replace or build upon the existing terminal and concourses at Washington Dulles International Airport

31 RESPONSES RECEIVED JANUARY 20

Proposals from firms included:
various concepts:

- new north terminal
- new south terminal
- skybridges connecting concourses
- new mid-field concourses
- 75-year lease to take over the airport



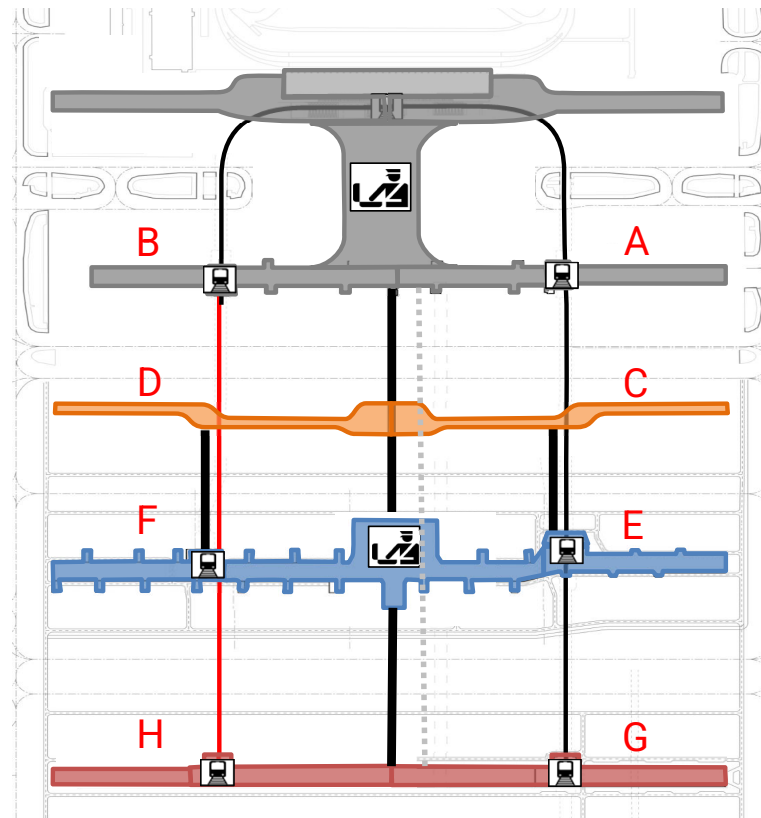
Initial Design Concept from Ferrovial Airports/Grimshaw

JOINT MWAA/UNITED AIRLINES PROPOSAL

Our proposal was an enhanced and accelerated version of the Dulles Master Plan including \$7B of existing 2025-2039 Airline Use & Lease Agreement projects plus \$15.5B of additional airside projects using MWAA bond funding capacity and offered the following benefits:

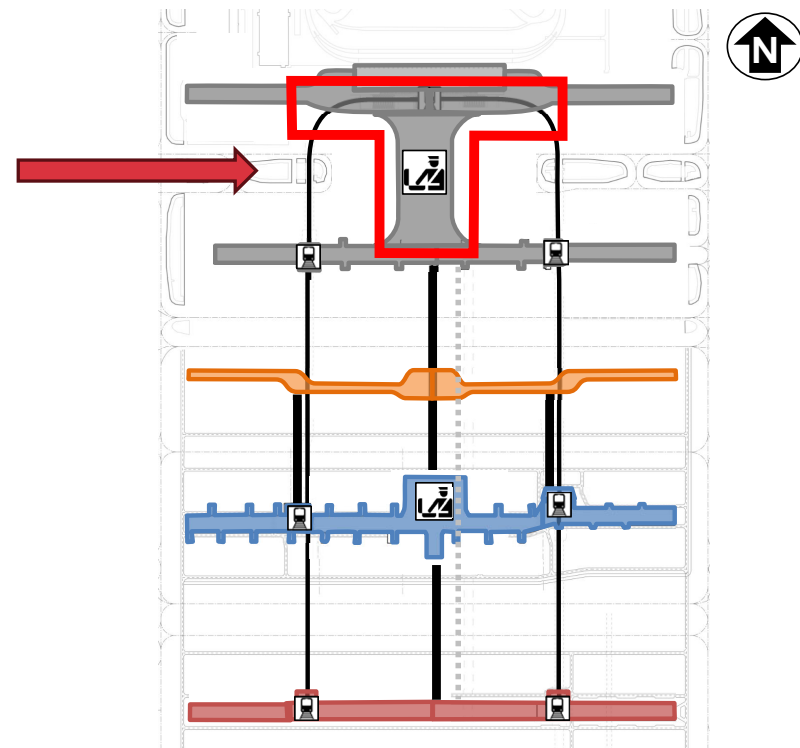
- takes advantage of existing regulatory structure
- provides lowest cost of capital through municipal bond funding
- assures airline participation/role in shaping the future of IAD
- ensures phasing in a manner that will maintain the customer experience during transition to facilities worthy of the nation's capital

DULLES AIRPORT – PROPOSED CONCOURSES



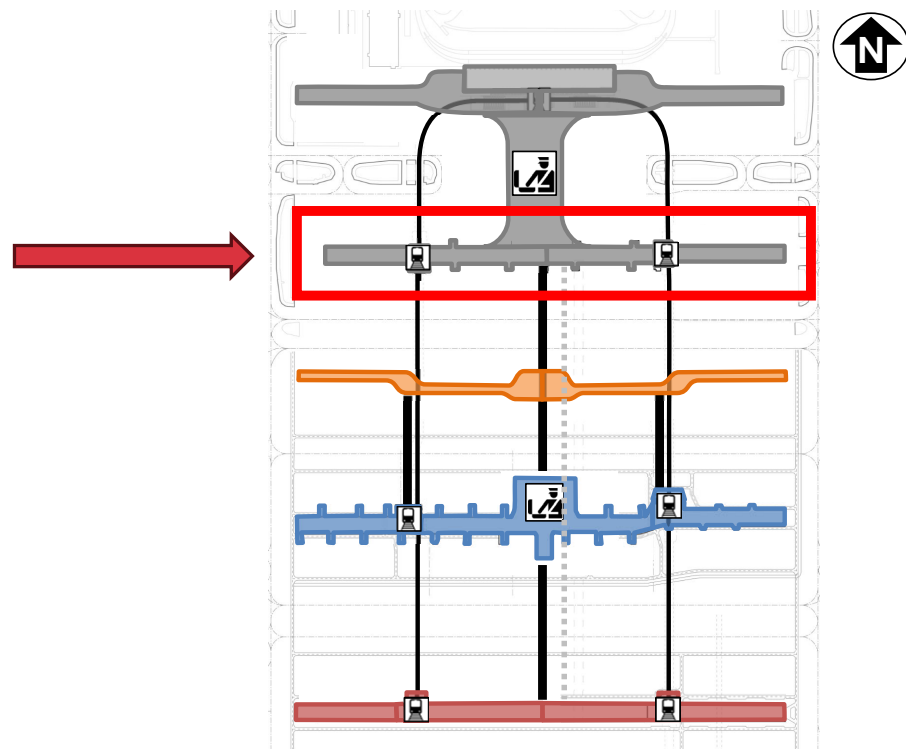
PACKAGE A - PROCESSOR/BAGGAGE/CONNECTOR

- New TSA security checkpoint
 - Ticketing level
- Baggage system upgrades
 - Bag basement connections
 - Upgraded equipment
- New connector with international arrivals processing between Main Terminal and Concourse A/B
- Adds four new widebody gates



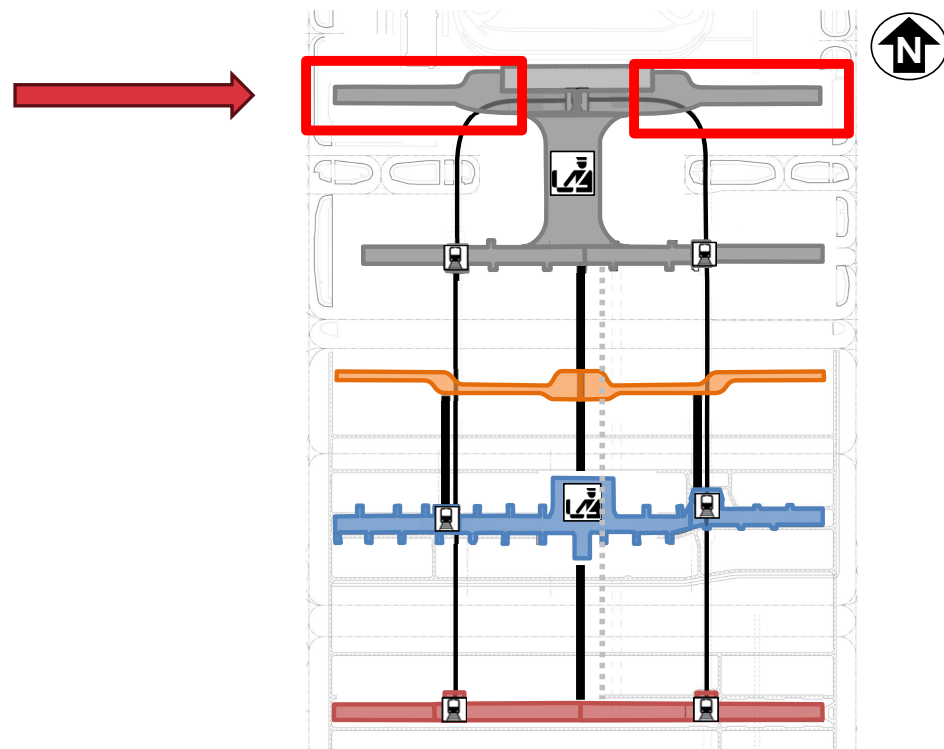
PACKAGE A – CONCOURSE A/B

- Enhanced international gates with sterile corridors at Concourse A/B
- Replacement of current United regional hardstands with contact gates



PACKAGE A - MAIN TERMINAL EXPANSION/GATES

- Main Terminal expansion east and west with modernized passenger check-in areas
- New walkable international gates at Main Terminal

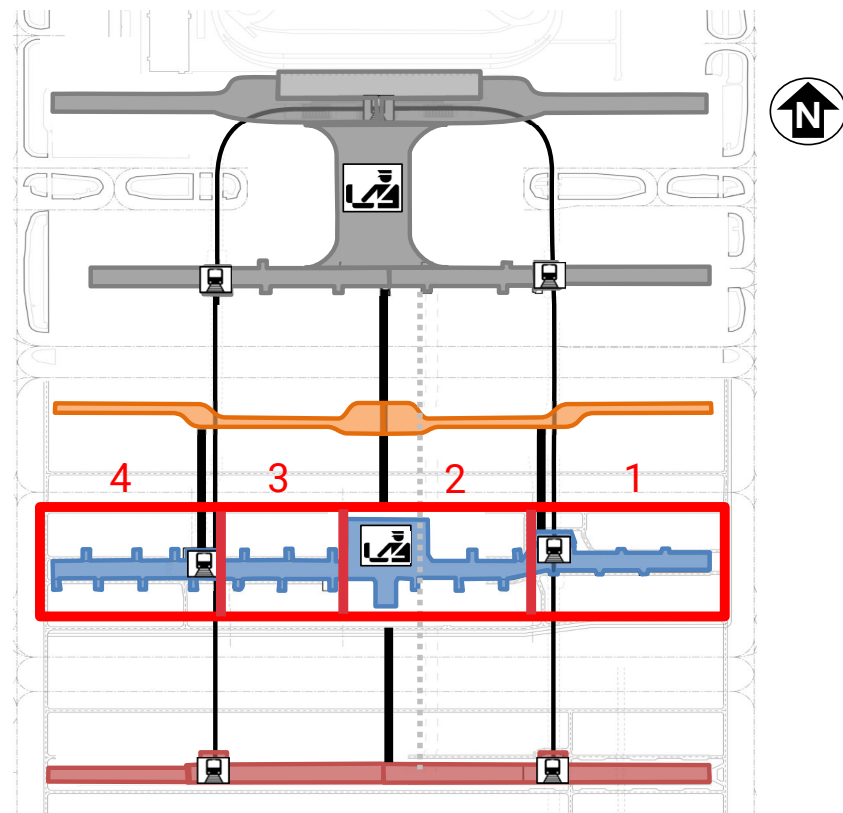


PACKAGE A - MAIN TERMINAL AND CONCOURSE A/B



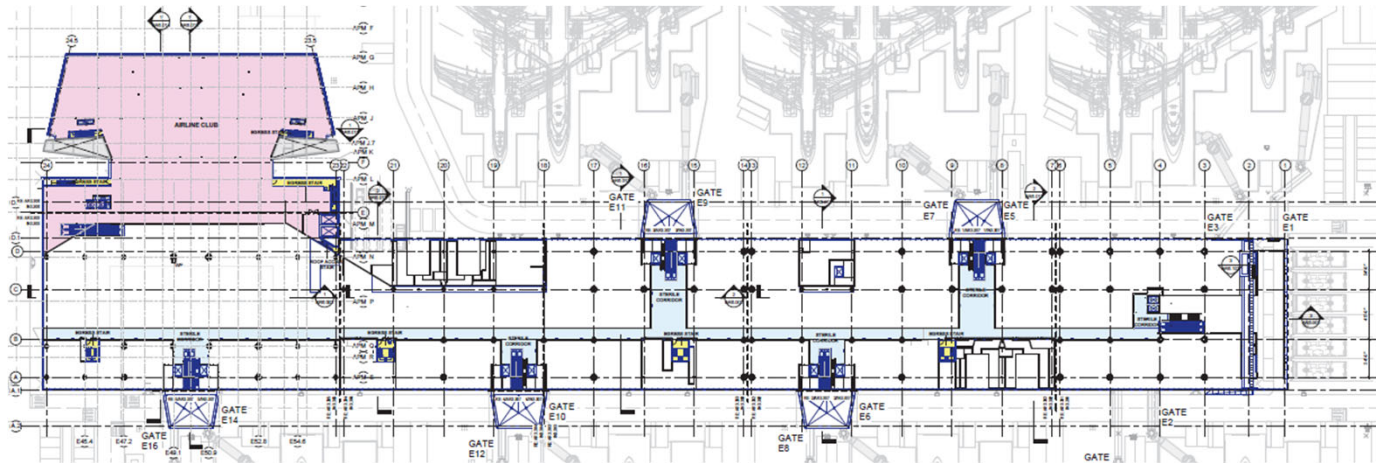
PACKAGE C – CONCOURSE E/F

- Concourse E/F: Phases 1-4
- Federal Inspection Station
- AeroTrain Station (west)
- South Central Utility Plant
(not pictured)

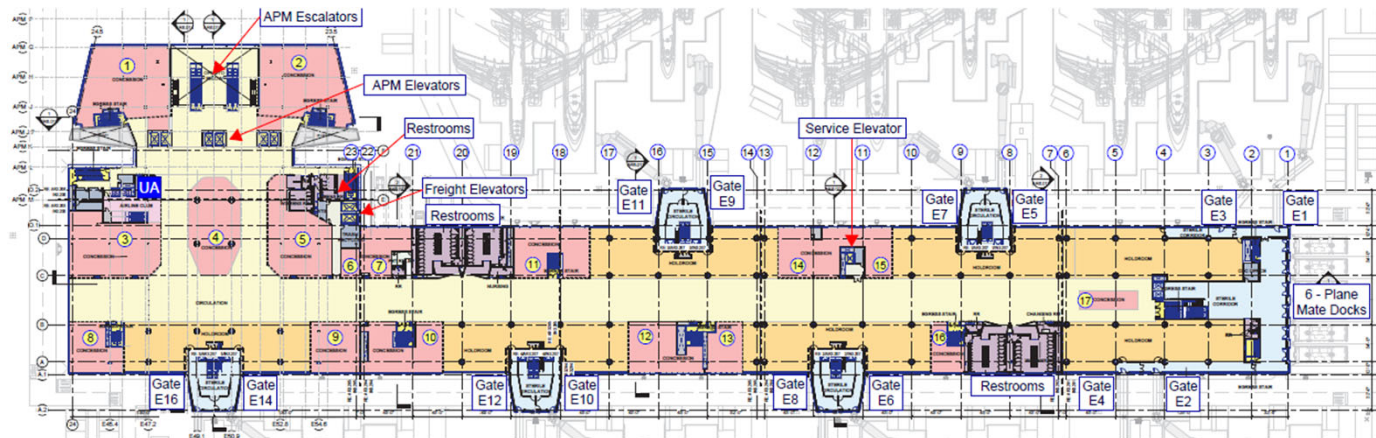


CONCOURSE E, PHASE 1

Mezzanine Level



Concourse Level





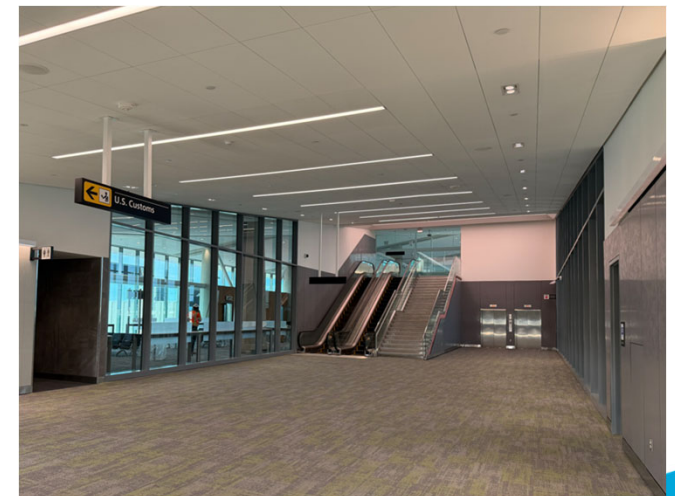
CONCOURSE E, PHASE 1



Gate House – International Flights



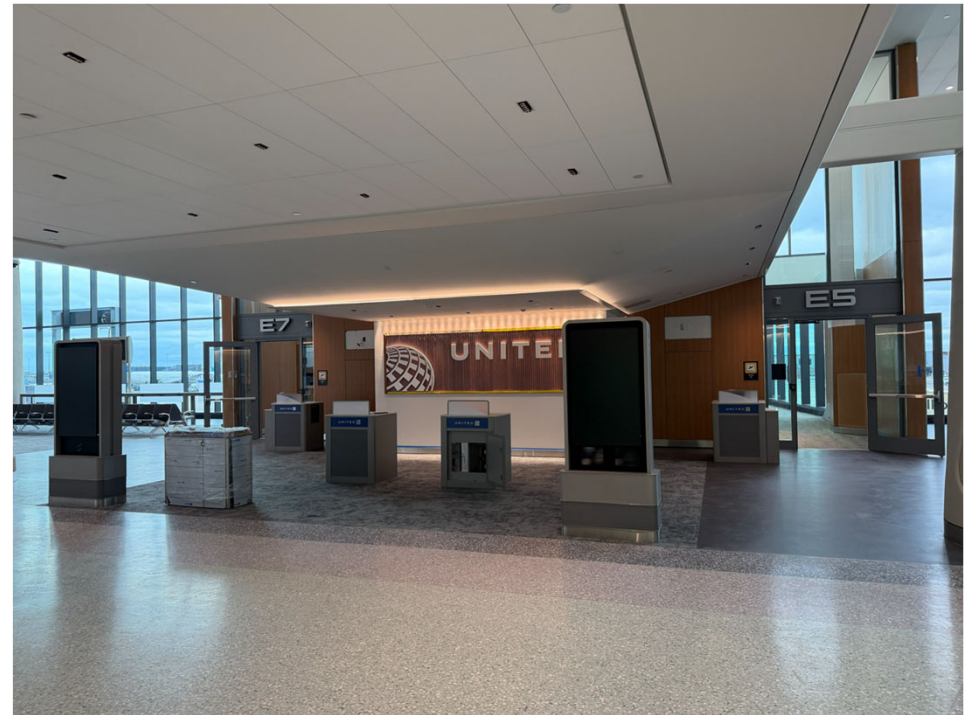
Elevated Sterile Corridor | Access to Planemates



CONCOURSE E, PHASE 1



Hold Room, Gates E1 & E3



Gatehouse Entrance for E5 & E7

CONCOURSE E, PHASE 1

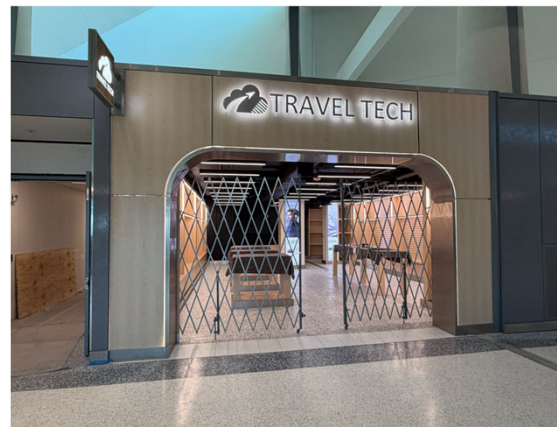


Central Circulation & Elevated Sterile Corridor

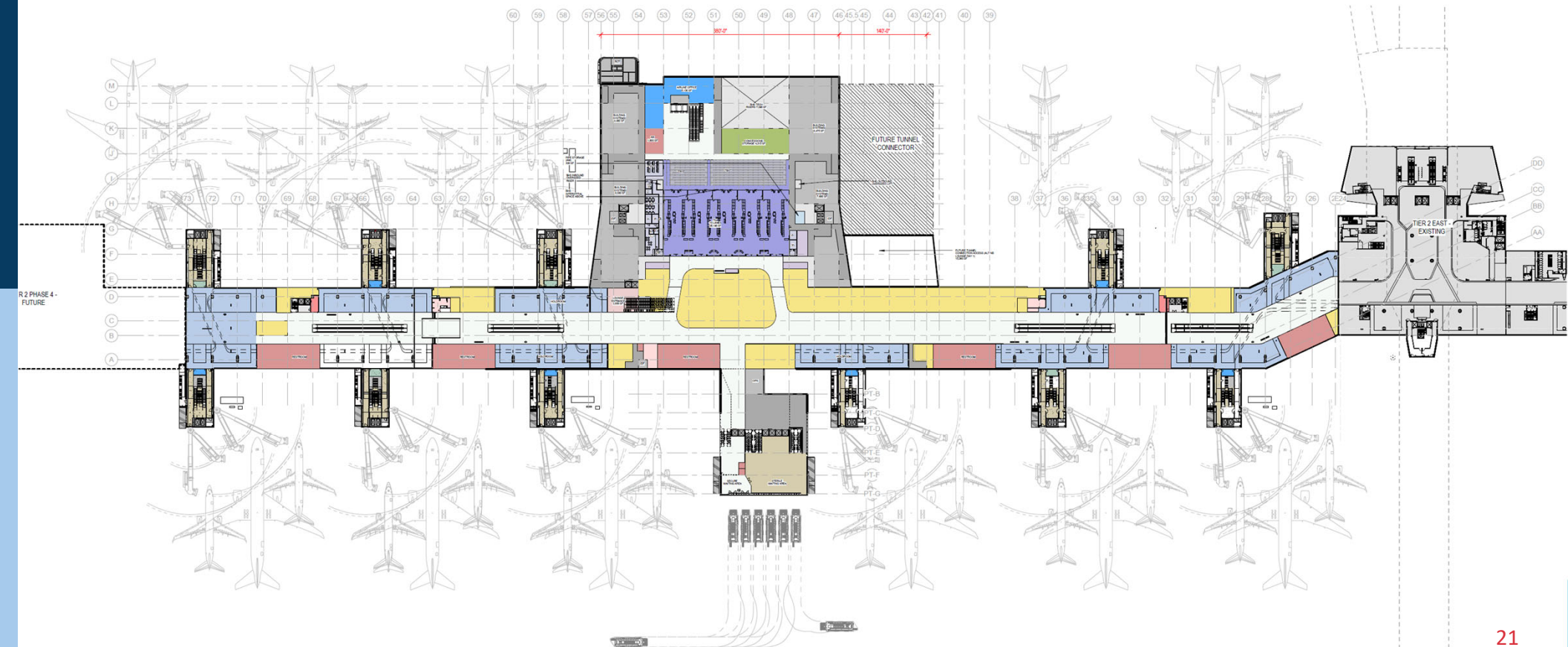


Main Entrance from AeroTrain Station

CONCOURSE E, PHASE 1 - CONCESSIONS



CONCOURSE E/F, PHASES 2-3 & FIS DESIGN

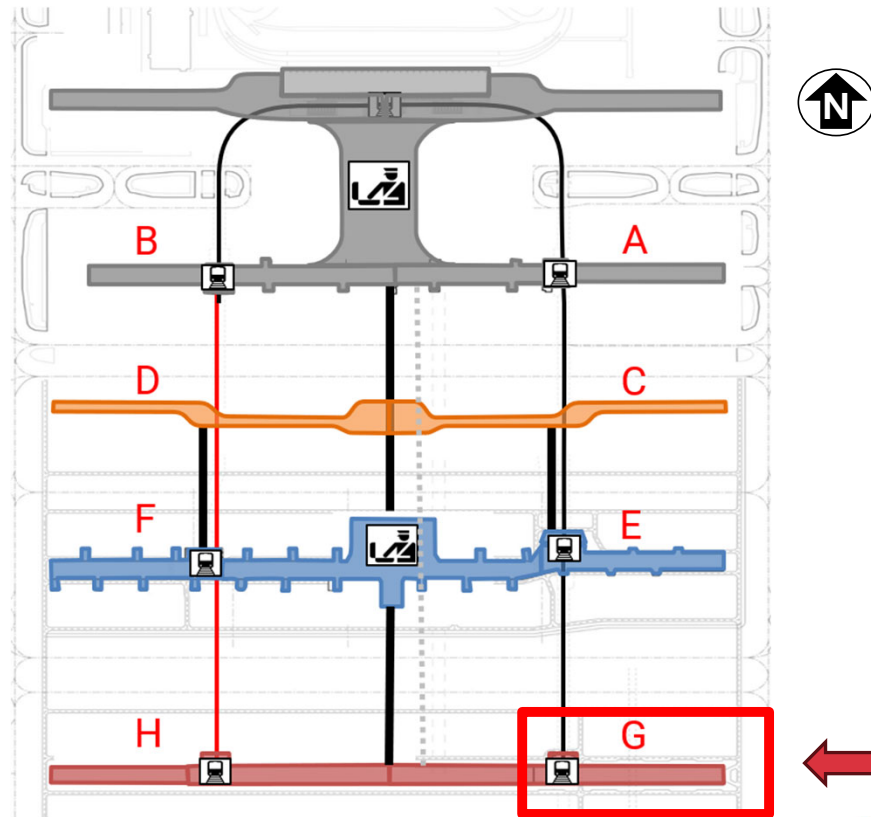


CONCOURSE E/F, PHASES 2-3 & FIS DESIGN



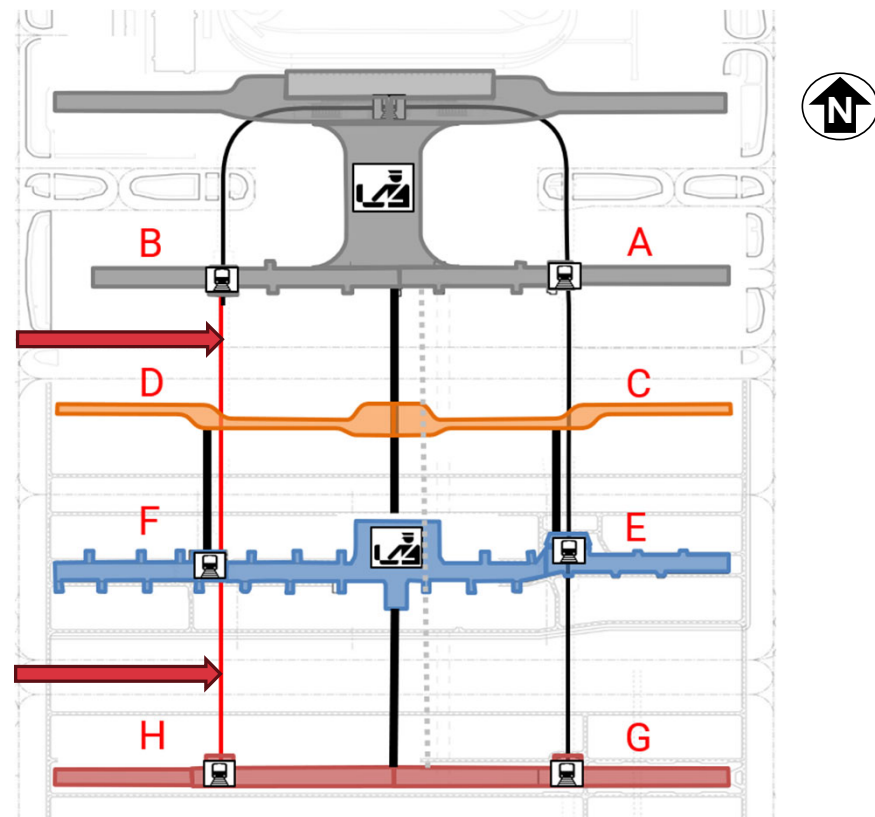
PACKAGE D - CONCOURSE G/H

- Concourse G: Phase 1
 - 14 gates domestic
- AeroTrain station fitout



PACKAGE T - AEROTRAIN COMPLETION

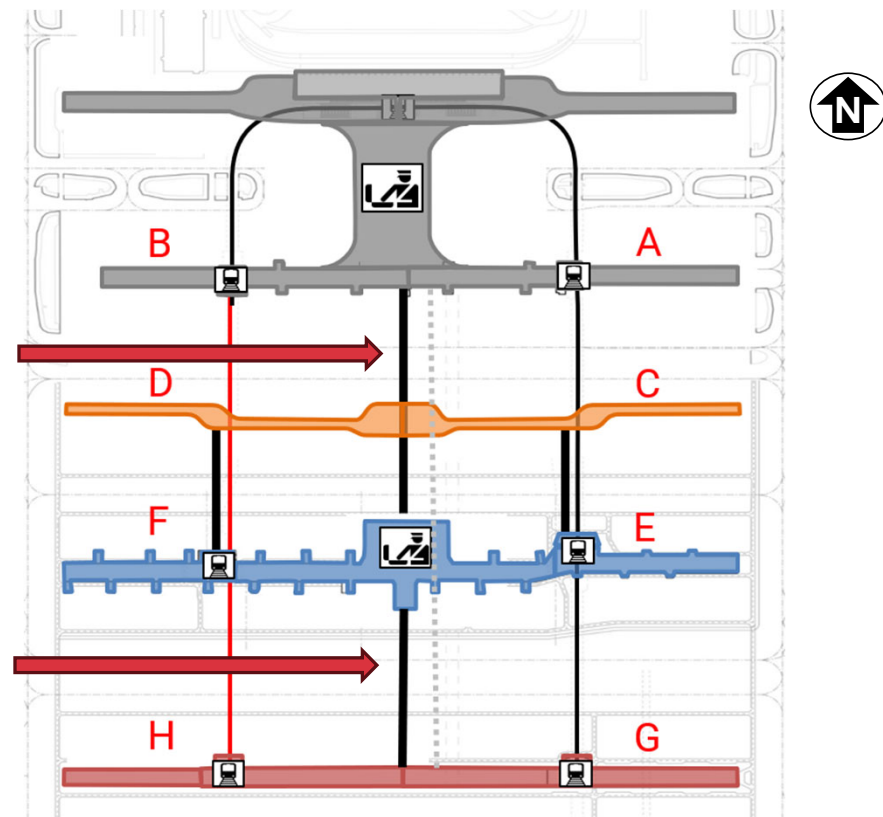
- West extension of AeroTrain from Concourse B to Concourse F and Concourse H



PACKAGE T - WALKWAY CONVEYANCE

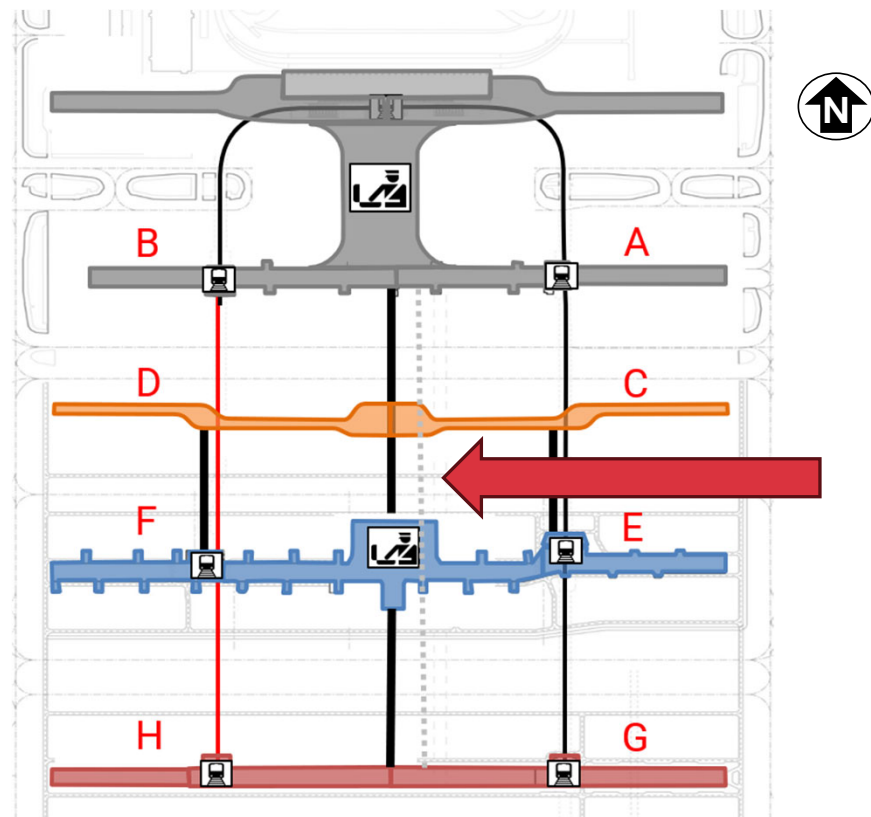
Center spine:

- Sterile walkway from Concourse E/F to international arrivals processing
- Secure walkway from Concourse G/H to Main Terminal



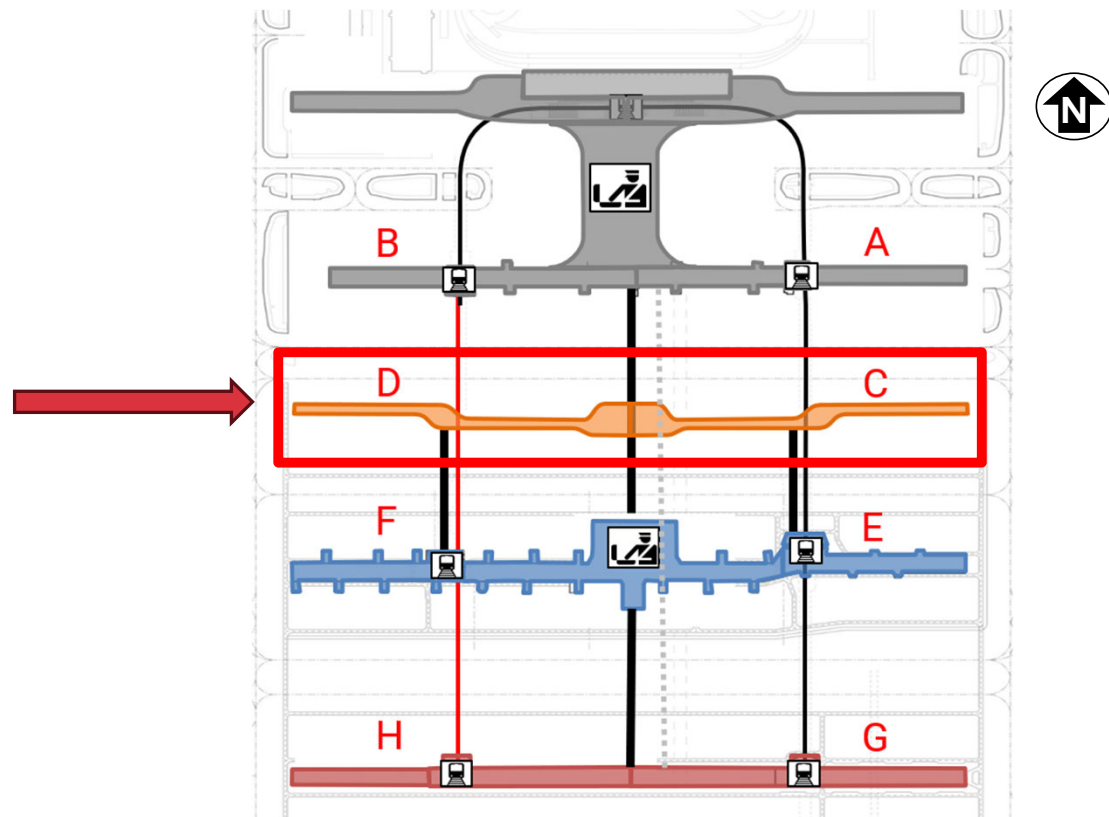
PACKAGE T - BAGGAGE CONVEYANCE

- Center baggage conveyance tunnel from Main Terminal



PACKAGE B - REGIONAL CONCOURSE

- Replacement of existing Concourse C/D
- New Regional single sided concourse





NORTH AERONAUTICAL SUPPORT FACILITIES DEVELOPMENT

- New roadway network
- Ground Transportation Center
- Hotel
- Consolidated Rental Car Facility (CONRAC)
- Convention Center



SOUTH AERONAUTICAL SUPPORT FACILITIES DEVELOPMENT

- Cargo Facilities
- Airline Kitchens
- Aircraft Hangars
- Airport Support Facilities



GLOBAL
GATEWAY



QUESTIONS?

