

September 23, 2026

Margaret T. Rhodes, Principal Planner
Department of Community Planning, Housing & Development
County of Arlington
2100 N Clarendon Blvd, Room 700
Arlington, VA 22201

Re: Response to Federal Airways & Airspace's Letter, dated August 6, 2026, Regarding Special General Land Use Plan Study at 1401 Langston Boulevard, Arlington, VA

Dear Ms. Rhodes:

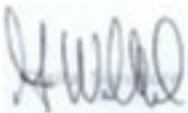
The Metropolitan Washington Airports Authority (Airports Authority or MWAA) is providing a response to the letter dated August 6, 2026, from Federal Airways & Airspace (FA&A) to Arlington County regarding a proposed development at 1401 Langston Boulevard, Arlington, VA (Potomac Overlook). MWAA operates Ronald Reagan Washington National Airport (DCA) located in Arlington County, VA. DCA plays a vital role in connecting the Washington D.C. metropolitan region to communities across the United States.

The Airports Authority previously commented on the proposed Potomac Overlook development in a letter dated April 24, 2026 (Attachment A). In that letter, MWAA summarized the results of its internal analysis of the project and identified the maximum structure heights allowable to avoid adverse impacts to airport operations. The recommended maximum building heights ranged from approximately 325 feet Above Mean Sea Level (AMSL) to 338 feet AMSL.

The Airports Authority also solicited comments from the airlines operating at DCA, and no specific adverse impacts were identified.

MWAA appreciates Arlington County's continued coordination on aviation-related land use matters and looks forward to working collaboratively with the County on this and future development proposals. Please contact me at Gregg.Wollard@mwaa.com or Rachel Morgan at Rachel.Morgan@mwaa.com if you have any questions or comments.

Sincerely,



Gregg M. Wollard, P.E., A.A.E.
Director, Planning Department
Metropolitan Washington Airports Authority

GW:JK

Enclosure: Attachment A - Previous MWAA Comment Letter

cc: Michael Cooper, Mike Jeck, David Mould, Terry Liercke, Ryan Washington, Andrew Hascall, Rachel Morgan



April 24, 2026

Margaret T. Rhodes, Principal Planner
Department of Community Planning, Housing & Development
2100 N Clarendon Blvd, Room 700
Arlington, VA 22201

Subject: Potomac Overlook – 1401 Langston Boulevard Special General Land Use Plan (GLUP) Study

Dear Ms. Rhodes,

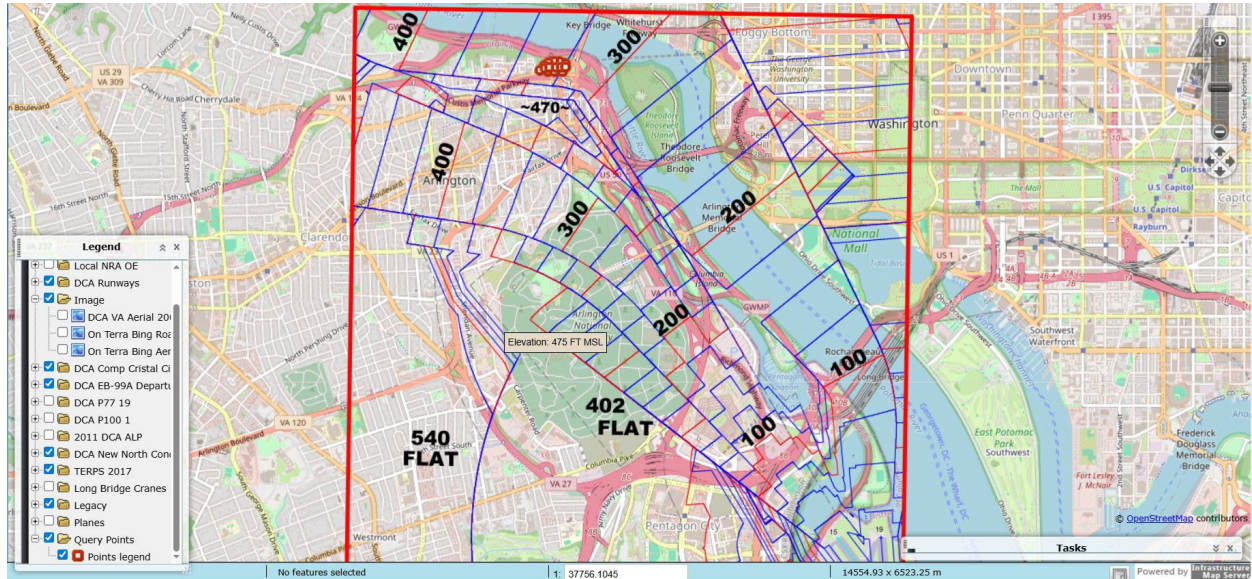
The Metropolitan Washington Airports Authority (Airports Authority or MWAA) appreciates the opportunity to comment on the Special General Land Use Plan (GLUP) Study for 1401 Langston Boulevard (former Key Bridge Marriott site) before the FAA “Circularizes” this proposal. The Property is an assemblage of six parcels totaling approximately 240,486 square feet (5.52 acres) located in the Rosslyn Northern Gateway Area. The Property is located north of Langston Boulevard, south of George Washington Memorial Parkway and the Potomac River, east of North Oak Street, and west of North Fort Myer Drive.

The Airports Authority understands the applicant wishes to redevelop a former Key Bridge Marriott site with six separate buildings, green spaces, public paths, and viewsheds between them for an aggregate floor area ratio (“FAR”) of approximately 8.5 and maximum building heights of 350’ Above Ground Level (AGL). The proposed maximum building height would result in approximately 425’ feet Above Mean Sea Level (AMSL). The southernmost area of the site is approximately 3.1 nautical miles NNW of the Ronald Reagan Washington National Airport (DCA or Reagan National) Runway 15/33.

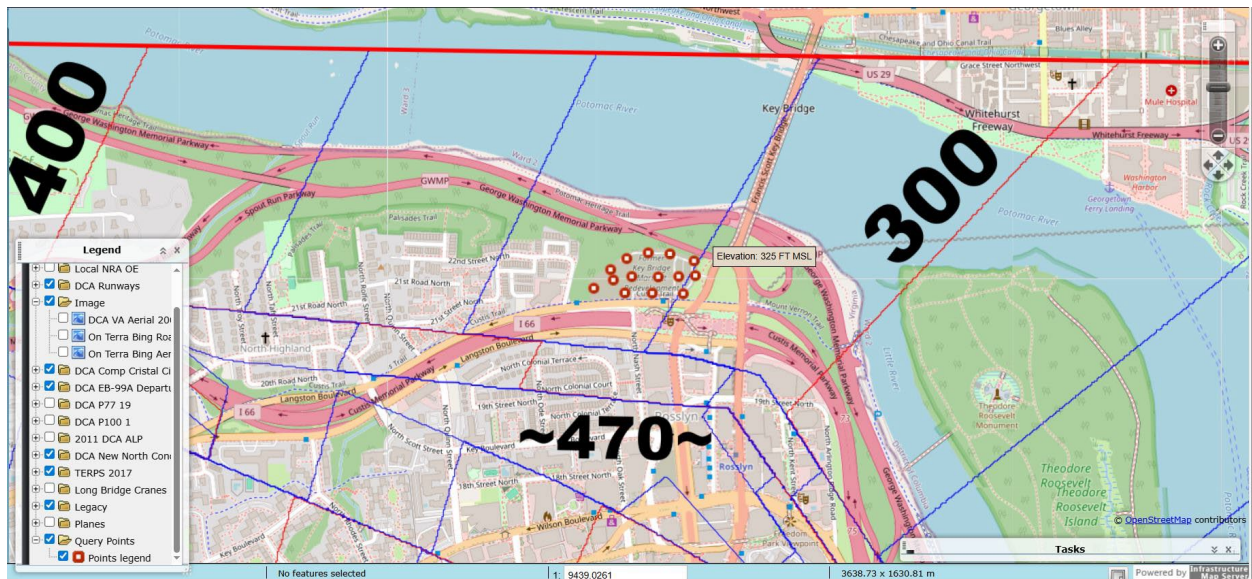
Due to the proximity to the Airport, there are Critical Air Navigation Surfaces that should not be impacted by the buildings, structures, or appurtenances. If these surfaces are impacted, there will be an adverse impact to Airport operations. Exhibit 1 below shows the impacted critical air navigation surface. Given the limited information available, fourteen evaluation points around the proposed development site were selected. Exhibit 2 shows the allowable structure heights at these evaluation points. The proposed maximum building height has been analyzed and the maximum structure height allowable without adversely impacting Airport operations ranges approximately between 325’ AMSL and 338’ AMSL, which means no structure at the proposed site should exceed these heights. Structures higher than this may have an adverse impact on the one-engine inoperable (OEI) surface.



Exhibit 1: Critical Air Navigation Surfaces

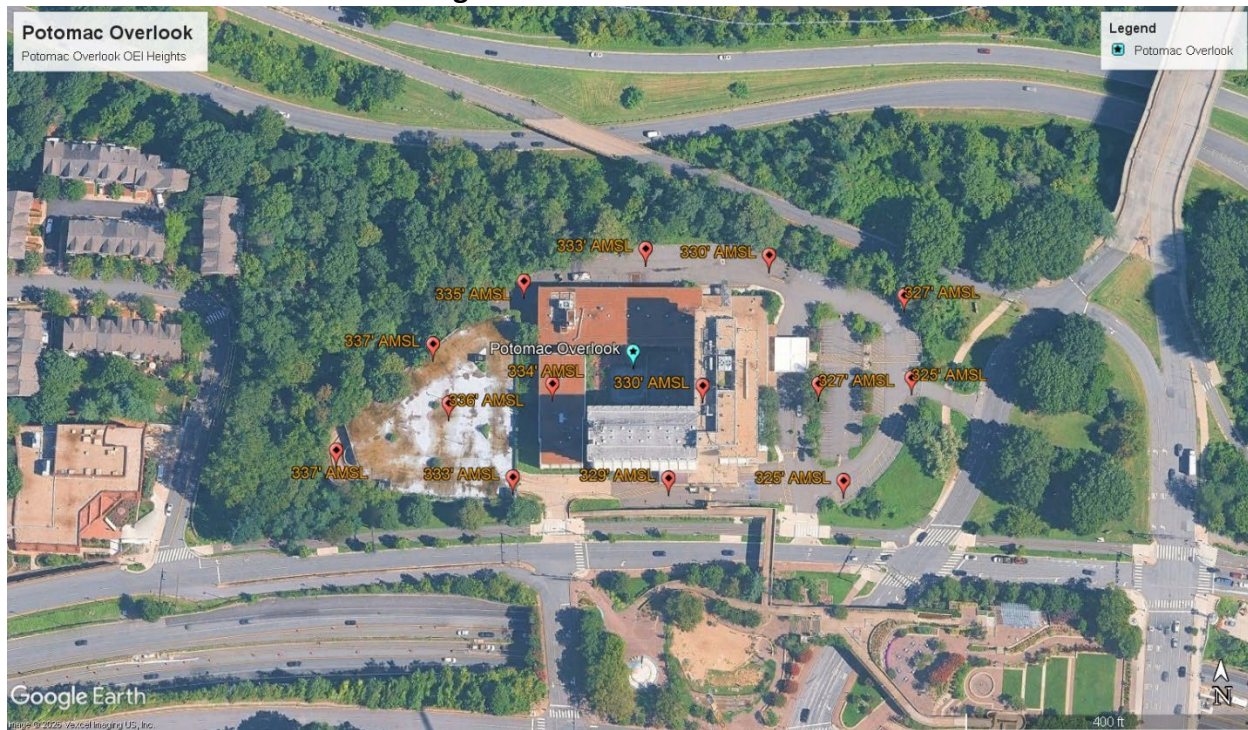


DCA Critical Air Navigation Composite Surface



DCA Critical Air Navigation Composite Surface (Zoomed In)

Exhibit 2: Allowable Structure Heights



Construction cranes for the proposed development, which likely will be 30' – 40' above the top of building, will also have adverse impacts to Airport operations. A crane plan is required which identifies location, height, and time of service. Further discussion is required among Arlington County and the Airport as this plan is developed.

A Notice of Proposed Construction (Form 7460) is required to be filed by the developer with the FAA under Title 14 of the Code of Federal Regulations (CFR) Part 77. Also, temporary construction crane permits, which are generally taller than the proposed development, will need a separate Form 7460's to be filed by the developer.

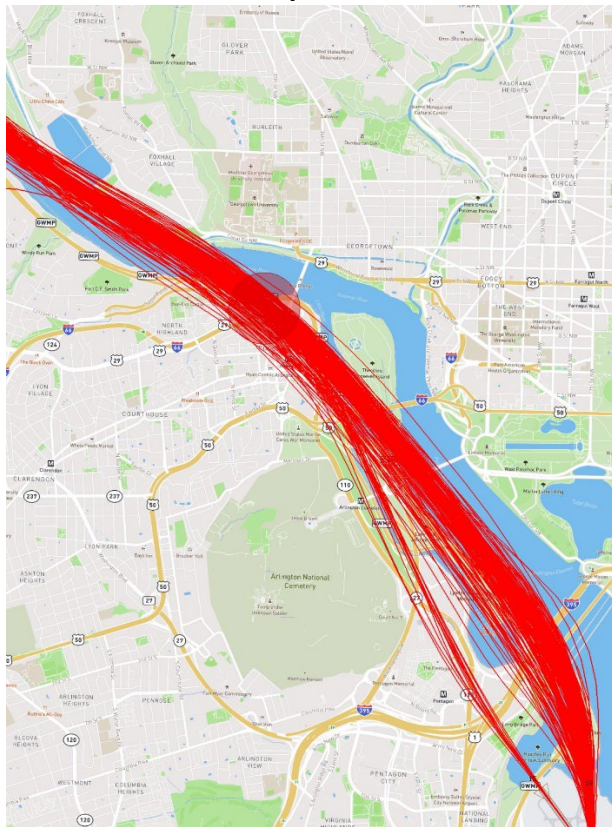
This proposal is also concerning because it would build a mixed-use development in a high-noise area under heavily utilized flight paths that have been in use for over 30 years, according to the Federal Aviation Administration (FAA), and cannot be moved because of their alignment with the runway.

The proposed site will be exposed to loud and frequent noise from low-flying arriving and departing aircraft because of its proximity to DCA, and operations are projected to increase in the future. Large aircraft will fly overhead around the clock and at low altitudes. Resident complaints regarding these overflights and their noise could generate public and political opposition to airport activity, which would adversely impact airport operations and the airport's contribution to the local economy. For these reasons and consistent with the Airports Authority's prior comments and concerns about residential developments under flight paths

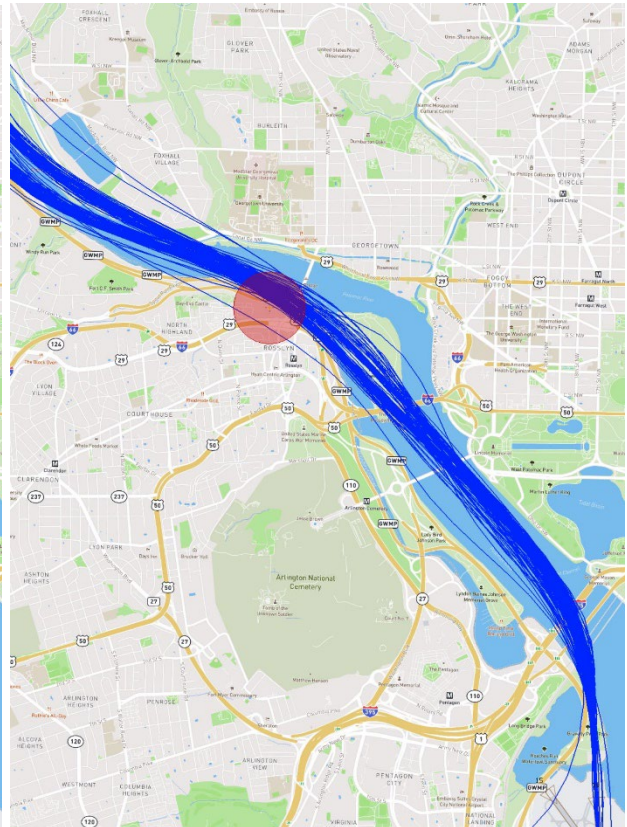
near runways, which are on record with Arlington County, new residential development at this location is cautioned.

The flight track graphic show typical departure and arrival flight paths over the proposed parcels (see Exhibit 3). Note: on the graphic below, departures (red lines) will be between 2,500 and 3,000 feet in altitude (with jet engines generating to augment aircraft lift and the climb-out) and the arrivals (blue lines) will be at 1,000 feet above ground in altitude (with jet engines generating to ensure the aircraft is on the appropriate descent trajectory) over the river and abeam this location. The Airport Authority would also like to note that the proposed development should not shine light upward into the night sky which may impact flights overhead. Lastly, we understand the property will have an outdoor amenity where aircraft noise exposure likely cannot be mitigated.

Exhibit 3: Arrivals/Departure Tracks



Departure Flight Tracks



Arrival Flight Tracks

Also attached is the PowerPoint presented at our April 22nd meeting. As discussed during the meeting, we are still waiting for comments from all DCA airlines. As soon as that is received, we will follow up with any additional comments, which we should have by May 10th.

This Special General Land Use Plan Study update is appreciated, and we look forward to working with Arlington County in the future on this development and/or other zoning and planning requests. Please contact me at (703) 572-0266 or Gregg.Wollard@mwaa.com or Jennifer Kandel at jennifer.kandel@mwaa.com if you have any questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Wollard", is centered below the "Sincerely," text.

Gregg M. Wollard, PE, AAE
Manager, Planning Department