FEDERAL AVIATION ADMINISTRATION
Report on Progress in Identifying, Protecting and Using Federal Historic Properties Pursuant to Section 3 of Executive Order 13287, *Preserve America*
Fiscal Years 2024-2026

I. Introduction

This report is submitted in fulfillment of the requirement of Section 3 of Executive Order 13287 "Preserve America" (Mar. 3, 2003) that agencies with real property management responsibilities report to the Advisory Council on Historic Preservation (ACHP) every three years. Section 3 of the Executive Order directs Federal agencies to prepare an assessment of the current status of its inventory of historic properties, the general condition and management needs of those properties, and steps to meet those needs, and report its progress in identifying, protecting and using historic properties in their ownership pursuant to the mandate in Section 110 of the National Historic Preservation Act (NHPA). The FAA submitted a baseline report in 2004 and progress reports in 2005, 2008, 2011, 2014, 2017, 2020 and 2023.

II. Identification and Evaluation of Historic Properties

The Federal Aviation Administration (FAA) owns and controls relatively few historic properties.[1] Two FAA properties are listed in the National Register of Historic Places (NRHP): Ronald Reagan Washington National Airport, listed in 1997; and a DC-3 aircraft, tail number N34, listed in 1997.[2] Two additional FAA properties have been formally determined to be eligible for listing by the Keeper of the National Register: Dulles International Airport, determined eligible in 1978; and the Administration Building of the San Juan Combined/Center Radar Approach Control Facility (CERAP), determined eligible in 2013.

The FAA also owns the William J. Hughes Technical Center, a 5,000-acre research facility co- located with Atlantic City International Airport in Atlantic City, New Jersey; and manages both owned and leased buildings at the Mike Monroney Aeronautical Center at Will Rogers Airport in Oklahoma City, Oklahoma under a long-term lease with the Oklahoma City Airport Trust. These complexes have been evaluated for the National Register.

There have been no significant changes in the ownership, evaluation, or use of FAA historic properties since the filing of the 2023 report. As noted in previous Section 3 reports and described in more detail below, surveying and evaluating FAA assets for National Register eligibility presents unique challenges because most of the agency's real property assets are structures associated with the National Airspace System (NAS).

Listed Properties

Ronald Reagan Washington National Airport, Arlington County, Virginia

Ronald Reagan Washington National Airport (DCA) was built by the Civil Aeronautics Authority (CAA), predecessor agency to the FAA, and opened in 1941. Under the Metropolitan Washington Airports Act of

[1] "Historic property" for purposes of this report means any prehistoric or historic district, site, building, structure, and object included on or eligible for inclusion on the National Register of Historic Places in accordance with section 301(5) of the NHPA. Executive Order. 13287 Sec. 7, citing 16 U.S. Code [U.S.C.] 470w(5) (recodified at 54 U.S.C. § 300308)

[2] Aircraft are categorized as structures by the NRHP; the DC-3 aircraft N34 is classified as personal property by the FAA for purposes of asset management.

1986 (Public Law [P. L]. 99-591), the FAA entered into a long-term lease which transferred operating authority to the Metropolitan Washington Airports Authority (MWAA). The transfer constituted an undertaking under Section 106, and the FAA executed a Programmatic Memorandum of Agreement (PMOA) on 29 May 1987 with the Advisory Council on Historic Preservation (ACHP) and the Virginia State Historic Preservation Officer (SHPO) detailing actions to be undertaken to ensure the protection of historic and archaeological resources. Upon the transfer, MWAA assumed responsibility for carrying out the PMOA. The original terminal (Terminal 1) and the South Hangar Line were listed in the National Register in 1997. As of 2026, MWAA has undertaken extensive renovations and expansion of the airport in consultation with the Virginia SHPO pursuant to the PMOA.

In July 2026, MWAA initiated further developments at DCA with the announcement of a long-term Capital Construction Program (CCP), extending through 2039. The CCP proposed several major initiatives including the redevelopment of Terminal 1, demolition of the existing Terminal 1 "Banjo" facilities, roadway improvements, south area redevelopment, and other related renovations. At the time of this report, the program is in the information gathering stage, with the Request for Information stating historic preservation as an anticipated requirement.[3]

Douglas DC-3 Aircraft N34, Potter County, Texas

The FAA's predecessor, the CAA, acquired this 1945 Douglas DC-3 Airplane in 1957 for use in its flight inspection program. The aircraft, known by its registration number N34, was listed in the National Register in 1997 under Criterion A, for its role in the development and modernization of flight inspection standards and Criterion C, as an example of a significant aircraft design. In February 2013, N34 was moved from Oklahoma City, where it had been stored in a hangar at the Mike Monroney Aeronautical Center, to the Texas Air & Space Museum, located at the Amarillo International Airport in Amarillo, Texas. N34 is now on public display under a long-term lease that ensures its preservation. The move was carried out in consultation with the Oklahoma SHPO and in accordance with a Memorandum of Agreement (MOA) executed under Section 106. The Keeper of the National Register confirmed N34's National Register status following the move, pursuant to 36 Code of Federal (C.F.R.) § 60.14(b)(5).

Determined Eligible for Listing

Dulles International Airport, Fairfax and Loudon Counties, Virginia

Dulles International Airport (IAD) was determined eligible for the National Register under Criteria A and C in 1978, based on its exceptional significance as the first airport in the United States to be designed specifically for jet planes and as the greatest achievement of architect Eero Saarinen. The distinctive Main Terminal, airport traffic control tower (ATCT), and several supporting buildings were determined to meet National Register criteria as part of a Historic District along with the mobile lounges, runways, terminal area landscaping, and the Dulles Airport Access Highway. Like DCA, IAD is operated by MWAA under a long-term lease, which includes provisions to ensure the protection of historic properties and is covered

[3] Metropolitan Washington Airports Authority, *Request for Information (RFI), Construction Manager at Risk (CMAR) Services, Ronald Reagan Washington National Airport (DCA), Terminal 1 Redevelopment, South Area Redevelopment, and Related Program Requirements* (Washington: MWAA, 2026), 1-4, https://www.mwaa.com/sites/mwaa.com/files/2026-07/RFI_DCA_Redevelopment_CMAR_Services_Rev1.pdf

by the 1987 PMOA. MWAA has expanded the airport in accordance with the original 1964 Saarinen Master Plan and in consultation with the Virginia SHPO, pursuant to the PMOA. MWAA had undertaken the exterior restoration and stabilization of the original ATCT, to allow for potential future adaptive reuse following construction of a new ATCT in 2007. As part of the transition to the new ATCT, the FAA removed the Airport Surface Detection Equipment (ASDE) enclosure on the top of the original tower and replaced it with a replica of the original historic radome (radar dome), thus fulfilling a long-standing commitment by the FAA to restore the visual integrity of the tower.

The MWAA is currently in the planning phase for the IAD Terminal/Concourse Redevelopment project, which proposes the redevelopment of the terminal concourse, development of the South Development of the South Development Area, and expansion of the existing fuel farm facility. The proposed undertaking is anticipated to occur over a 20+ year period and remains in the planning stages. As a result, project components are dynamic and subject to change. In April 2026, the FAA, MWAA, and the Virginia SHPO executed a PMOA regarding the proposed undertaking. The PMOA lists stipulations for the FAA to carry out in coordination with the MWAA to ensure that the undertaking's effects on historic properties have been taken into consideration. Execution of the PMOA also demonstrates the MWAA's compliance with the terms of the 1987 PMOA.[4]

Administration Building, San Juan Combined Center Radar Approach Control Facility, Carolina County, Puerto Rico

The San Juan Combined Center Radar Approach Control (ZSU CERAP), located on the southeast corner of the Luis Muñoz Marín International Airport, was constructed in 1965 from plans developed by the firms of Brooks and Barr (Texas) and Horacio Diaz and Associates (Puerto Rico). The architectural design of the complex distinguishes it from other FAA centers constructed during the period. The Keeper of the National Register determined the Administration Building eligible in February 2013 under Criterion C, based on its association with a locally renowned architect and as a significant example of the Modernist architectural style of Formalism. Although the structure is now over 50 years old, it was less than 50 years old at the time of the Determination of Eligibility and the Keeper concluded that it met the requirements of Criteria Consideration G as an exceptional example of New Formalist architecture in a local context.

A MOA was developed among the FAA, the Puerto Rico SHPO, the ACHP, and various concurring parties. The MOA was signed in August 2017 and outlines the various measures to be planned and executed for the Administration Building.

Evaluated for Eligibility

William J. Hughes Technical Center, Atlantic City International Airport, Atlantic County, NJ

[4] Landrum & Brown, *Terminal/Concourse Redevelopment and Associated Development – National Environmental Policy Act (NEPA) Programmatic Environmental Assessment: Appendix J- Historical, Architectural, Archaeological, and Cultural Resources,* (Washington: Metropolitan Washington Airports Authority, 2026), https://www.mwaa.com/sites/mwaa.com/files/IAD%20Terminal%20Concourse%20Redevelopment%20EA%20-%20DRAFT%20-%20Appendix%20J%20Historical%20-%20Redacted.pdf

Atlantic City International Airport (ACY) was originally established in 1942 as a Naval Air Station; in 1958, the lease was transferred to what is now the FAA but the airport terminal and related support facilities were retained by Atlantic City and are now owned and operated by the South Jersey Transportation Authority. The portion of the complex owned and operated by the FAA includes laboratories, test facilities, support facilities, a non-commercial aircraft hangar and facilities used by the Department of Homeland Security, Transportation Security Lab, the United States Coast Guard and the New Jersey Air National Guard 177th Fighter Wing. A 1995 Phase I and II Cultural Resources Survey of the William J. Hughes Technical Center is used as the basis for identifying and evaluating historic properties. A copy of the documentation is on file with the New Jersey SHPO. No National Register nominations have been prepared or submitted for properties at this complex.

Mike Monroney Aeronautical Center, Oklahoma County, OK

A Cultural Resources Survey was completed in 1990 for the buildings and structures at the Mike Monroney Aeronautical Center. This survey was used as a reference by the FAA to evaluate assets for potential National Register-eligibility and to prepare requests for concurrence to the Oklahoma Historical Society, which serves as the Oklahoma SHPO. The FAA uses these surveys as a basis for Section 106 consultation, including identification and evaluation or re-evaluation of historic properties, for undertakings at these facilities. No National Register nominations have been prepared or submitted for properties at this complex.

Additional Properties

The vast majority of the FAA's remaining real property assets are components of the NAS, which comprises communications, navigation, and surveillance systems. These include buildings and structures that house technical equipment used to provide air traffic and related services. The buildings, structures, and land are considered real property; the equipment is classified by the FAA as personal property.

Most of the 53,202 FAA-owned assets listed in the FAA's Real Estate and Asset Management Enterprise System (FRAMES) as of August 2026 are structures (74.78%); 22.86% are buildings and the remaining are land (2.36%). FRAMES lists real property by individual assets not just individual buildings and includes parking areas, access roads, sidewalks, system cables, fuel tanks, fuel tank yards, underground fuel lines, fencing, lighting and landscaping. As a result, a single facility such as an ATCT might have dozens of separate entries in FRAMES.

Since the FAA began reporting under Section 3, more of the NAS facilities have reached, or are approaching, 50 years of age and some may be eligible for the National Register. However, these kinds of resources have not been well-represented in historic studies, and evaluating their technological significance requires specialized expertise. To date, the FAA has not been able to undertake a systematic and comprehensive survey of these assets and instead has relied on the Section 106 process to identify and evaluate properties for National Register eligibility when an undertaking involving those properties is planned or proposed.

The FAA is in the process of updating its existing and aging infrastructure of FAA-managed ATCTs. Many ATCTs at least 40 years or older are not designed to meet modern requirements based on weight thresholds, power requirements, and/or other existing design limitations. The NHPA and Section 106 process will apply to undertakings regarding the replacement of existing ATCTs to improve the safety and

operation of air traffic control at airports as part of, but not limited, to its Bipartisan Infrastructure Law (BIL) ATCT Replacement Program (Program). Through the Program, the FAA plans to replace existing FAA-managed aging ATCTs with modern facilities at airports across the nation. The Infrastructure Investment and Jobs Act (P. L. 117-58) provided funding to improve regional and general aviation ATCTs. At this time, not all ATCTs have been identified for replacement, so the full extent of effects on historic properties for the Program are unknown. Because many of the ATCTs identified for replacement are over 40 years of age, this Program has the potential to affect historic properties, which are typically over 50 years of age to be eligible for the National Register. The FAA continues to carry out and fulfill its Section 106 responsibilities for these proposed undertakings.

III. Protection and Use of Historic Properties

The FAA faces special challenges in managing its historic properties. Many of the NAS facilities were designed and constructed to meet technical specifications for a particular system and may not be adaptable to another use. When mission requirements change and technology becomes outdated or obsolete, both the equipment and the facility housing the equipment may become excess property. Many of the systems are unique to the FAA; the equipment would not be of practical use to other entities or could endanger NAS integrity if used for other purposes. In addition, for reasons of safety and security, most of these facilities do not lend themselves to adaptive reuse. The buildings, structures, and/or equipment may contain materials that pose environmental and/or health hazards. Often the facilities are located on secure areas of airports or are co-located with other equipment that will continue to be operated by the FAA or other agencies, and the site cannot be made publicly accessible. For these reasons, the FAA is generally unable to preserve NAS facilities that may qualify as historic properties by adapting them to another use or by partnering with local governments or organizations to protect and use them.

Airports can offer opportunities for preservation of historic properties, as evidenced by MWAA's extensive preservation efforts at IAD and DCA. Although the FAA does not generally own airport property, the FAA engages with airport proprietors through consultation under Section 106 for projects that are federally funded and/or approved and encourages the continued use or adaptive reuse of historic airport terminals, hangars, and ATCTs where feasible. The FAA will continue to carry out and fulfill its Section 106 responsibilities for proposed undertakings on airport properties detailed in Section II of this report.

The FAA has authority to dispose of airport and airway property and technical equipment used for the special purposes of the FAA without going through the General Services Administration. Personal property disposed of must have a reutilization and disposition plan to provide advance planning. The Disposition Plan is used by the agency to identify and document historical preservation requirements, including coordination with the Smithsonian Institution, which under long-standing FAA policy is given first right of refusal for excess aircraft hardware and software, system components, navigation and communications equipment, instruments, operating handbooks, and other artifacts. For excess real property, FAA guidance calls for FAA environmental professionals to evaluate any buildings and structures being considered for conveyance, transfer, or sale to another entity as part of a real property disposal action.

The FAA integrates its Section 106 compliance into the process for considering environmental impacts under the National Environmental Policy Act (NEPA).

Subject-matter experts meeting the Secretary of Interior's Standards for Professional Qualifications act as agency resources for the Environmental Protection Specialists who oversee reviews for specific projects. These experts include the Federal Preservation Officer (B.A. History with over five years of full-time experience) within the Office of Environment and Energy, and a Supervisory Policy Analyst within the Office of Aviation Policy and Plans (Ph.D, Archeology). The FAA is currently planning to conduct Section 106 training for FAA employees in 2027.