

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE
Washington, DC 20002-4290

**RESOLUTION DIRECTING STAFF TO PROVIDE FURTHER INFORMATION ON REGIONAL AIRPORT ISSUES
AS GUIDANCE FOR A FUTURE POLICY STATEMENT REGARDING FAA REAUTHORIZATION**

WHEREAS, the Metropolitan Washington Council of Governments (COG) and its member jurisdictions have a strong interest in the National Capital Region's three major commercial service airports: Ronald Reagan Washington National Airport (DCA); Washington Dulles International Airport (IAD) and Baltimore-Washington International Thurgood Marshall Airport (BWI), which includes utilization within the regional airport system, encouraging growth at the airports where capacity exists for expansion and significant investment has been made in anticipation of forecast growth, and ensuring that sufficient funds are available to continue investment in maintenance and expansion of regional airport infrastructure; and

WHEREAS, since the region's first regional air system plan was undertaken in July 1973, it has been the standing policy of COG to seek balance in the regional three airport system and to seek a broad, balanced, and integrated perspective on matters relating to airport and aircraft policies; and

WHEREAS, COG has a long standing position on the governance and land use and noise compatibility policy at DCA; and

WHEREAS, in a 2008 resolution COG expressed its support for maintaining the then existing high density/slot rule and perimeter rule at DCA; and

WHEREAS, COG, on behalf of the National Capital Region, has not asked for expansion at DCA and has a policy of encouraging air expansion at IAD and BWI; and

WHEREAS, the COG Board of Directors has received a briefing on existing and planned airport infrastructure and funding sources, including potential Congressional reauthorization of funding of the Federal Aviation Administration (FAA); and;

WHEREAS, the 2013 Washington-Baltimore Regional Air Passenger Survey was a collaborative effort between the Region's three airports and COG that demonstrates an imbalance in our three-airport regional system due to a combination of economic factors, regulatory changes, and changes within the airline industry ; and

WHEREAS, as a separate but related issue, a significant portion of the region's airport infrastructure is funded through passenger facility charges (PFCs) and the legislative cap on PFCs has not kept pace with inflation; and

WHEREAS, the current FAA authorization expires on September 30, 2015, and the next reauthorization may provide an opportunity to raise the cap on PFCs, as well as address concerns about

whether the current slot and perimeter rules are appropriate and how the evidenced imbalances in the region's three airports might be addressed.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE
ME TROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

1. The COG Board of Directors directs staff to continue research on the impacts of further modifications to the slot and perimeter rules at Ronald Reagan Washington National Airport on the three airport regional system, including airport noise, and on the impact of changes to the rules on PFCs on the regional three airport system.
2. Staff shall coordinate their research with their contacts within the region's three airports and other transportation interests and report their findings to the Board in early 2015, with sufficient time to allow the Board to consider a resolution expressing a definitive policy statement with regard to FAA reauthorization.

I HEREBY CERTIFY THAT the foregoing resolution was approved and adopted by the COG Board of Directors at its regular meeting held on October 8, 2014.

***Monica Beyrouti
Clerk to the Board of Directors***