



# Federal Aviation Administration (FAA) Reauthorization and the National Capital Region Airport System

COG Board of Directors  
May 13, 2015

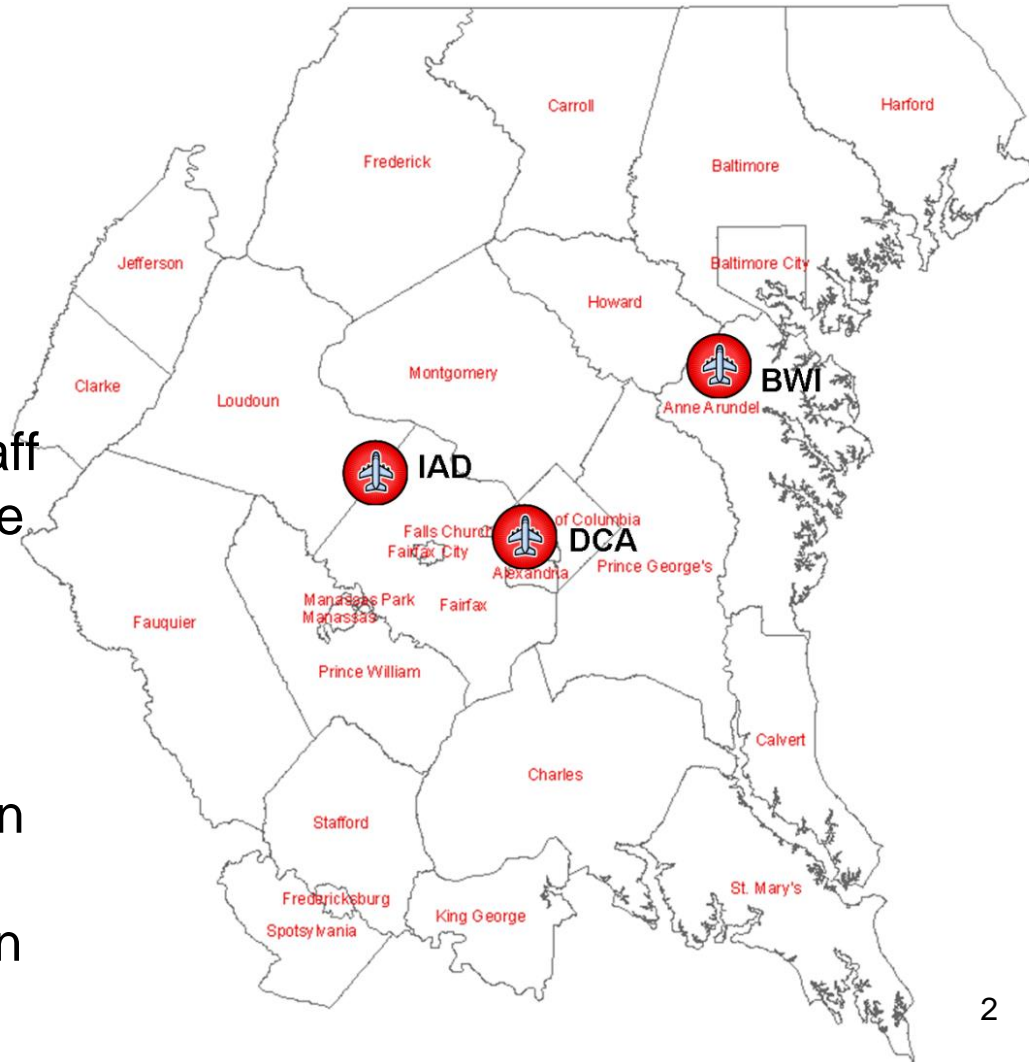
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# Recommended Actions

- ▶ Adopt Resolution R37-2015 reaffirming opposition to additional slots and perimeter rule changes at Ronald Reagan Washington National Airport
- ▶ Adopt Resolution R38-2015 supporting an increase to the Federal cap on airport passenger facility charges from \$4.50 per passenger to \$8.50 per passenger and adding an inflation index in the reauthorization of funding for the FAA

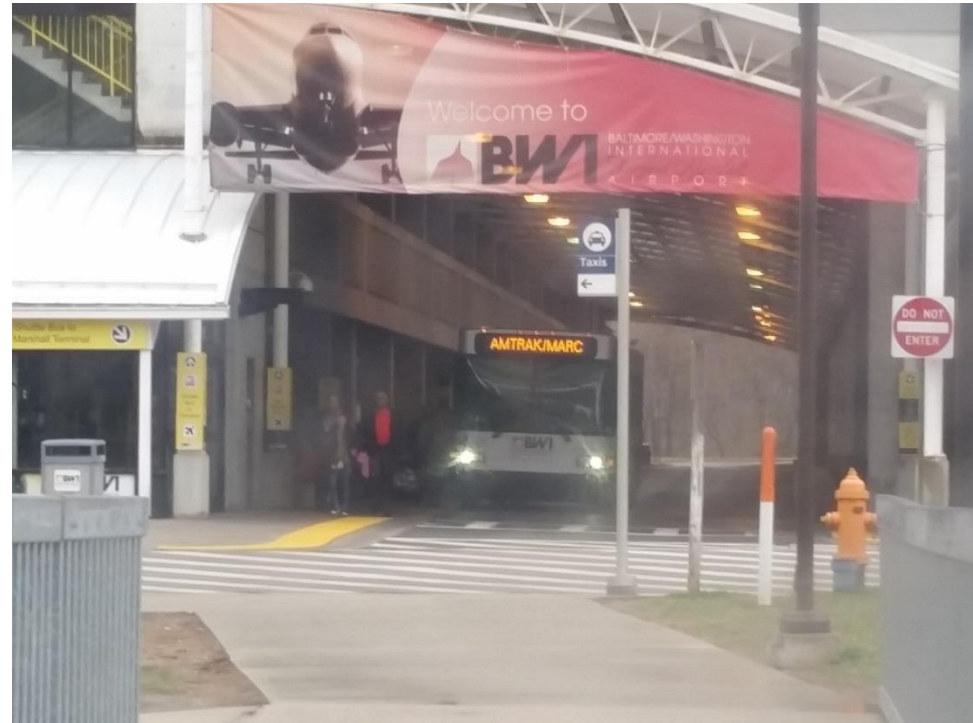
# The National Capital Region is Fortunate to Have a Three Airport Regional System

- ▶ Board 2014 focus on regional infrastructure
- ▶ Regional Airports Forum held September 26<sup>th</sup>, 2014
- ▶ At October 9, 2014 meeting the Board received briefings from staff and airport representatives on the state of the regional system
- ▶ Board subsequently adopted Resolution R65-2014 directing staff to provide further information as guidance for a future policy statement on FAA reauthorization



# Toolbox for Maintaining Balance in the Three Airport Regional System

- ▶ DCA operating rules
- ▶ Directing investment to airports available to receive growth: BWI and IAD
- ▶ Available funds for airport investments



# DCA Slot Rules (High-Density Rules)

- ▶ Regulation began in 1969
- ▶ Restricts number of allowable flight operations at the airport
- ▶ Each allowable operation known as a slot or slot pair
  - ▶ One slot = one takeoff + one landing
- ▶ Elevated from regulation to statute in 1986
- ▶ Maximum 60 slots per hour until 1999



# DCA Perimeter Rule

- ▶ Restricts airlines from operating nonstop service between DCA and airports beyond a certain distance
- ▶ Regulation began in 1966 with a perimeter of 650 miles
- ▶ Perimeter increased to 1,000 miles in 1981
- ▶ Regulation elevated to statute and perimeter increased to 1,250 miles in 1986
- ▶ Perimeter remains at 1,250 miles



# DCA Rules

- ▶ DCA has also been subject to nighttime noise rules since 1981

***The rules at DCA were put in place to maintain the airport system balance, create a safe operating environment, and mitigate noise issues for neighborhoods in the flight path of the airport.***

# Recent Changes to DCA Slot and Perimeter Rules

- ▶ Congressional action as part of FAA reauthorization has continuously eroded the slot and perimeter rules at DCA
- ▶ 52 new slots have been added at DCA since the year 2000
  - ▶ 32 of the new slots have been beyond the perimeter
- ▶ The COG Board has consistently opposed changes to the slot and perimeter rules at DCA (last Board action in 2008)





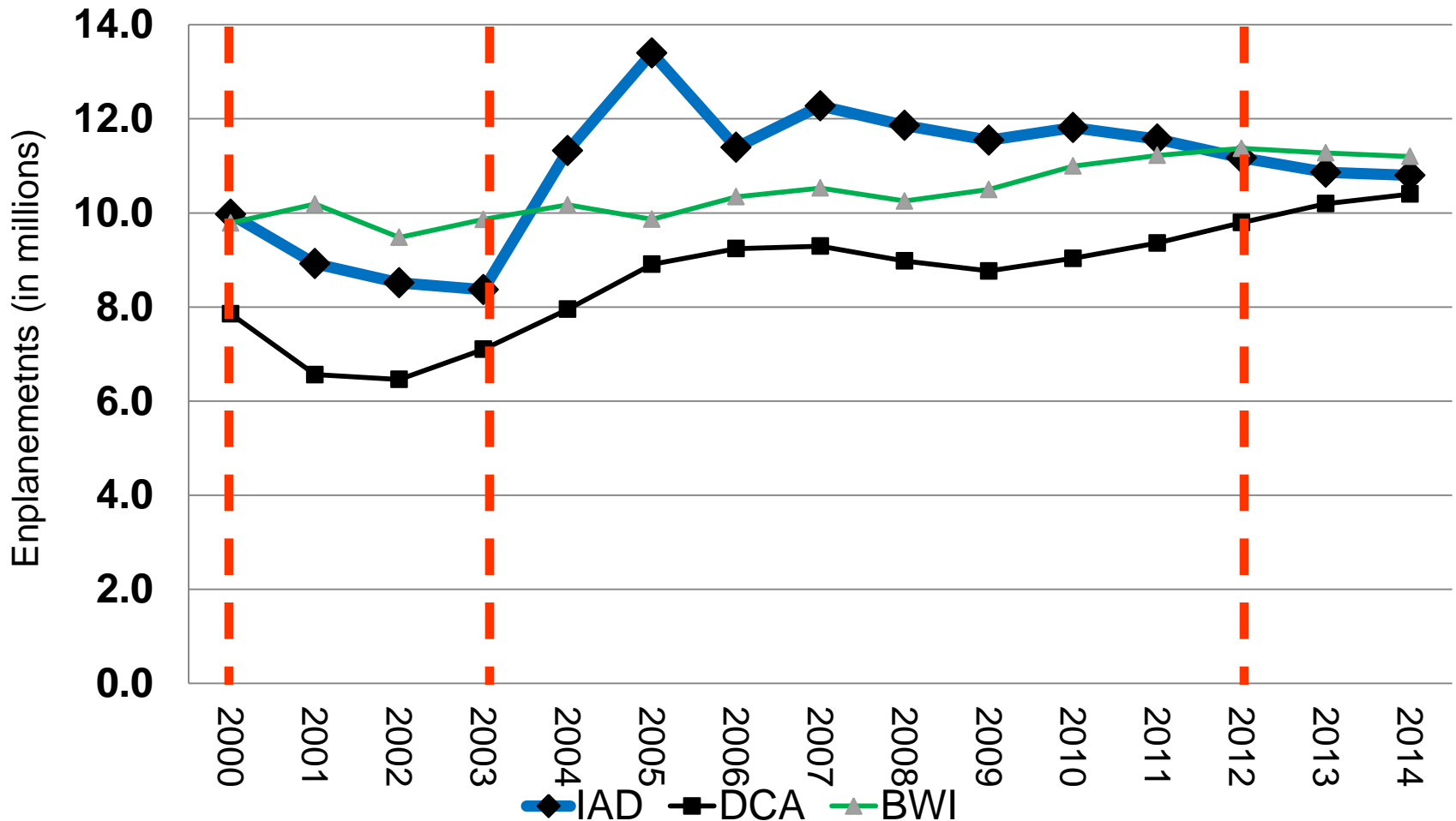
# Impacts of Changes to DCA Slot and Perimeter Rules (1)

- ▶ Weakening the rules reduces their effectiveness as a tool to manage the volume of air traffic at DCA and to balance the economic viability of our regional airport system
- ▶ Adding perimeter exemptions undermines congressional direction that DCA function as a short-haul, origin-destination airport
- ▶ Adding slots at DCA expands the overall number of daily and hourly flight operations at the airport
- ▶ Increasing flight operations at DCA increases noise

# Impacts of Changes to DCA Slot and Perimeter Rules (2)

- ▶ Further strains an airport that is already struggling to accommodate existing levels of flights that are largely the result of previous changes to the slot and perimeter rules
  - ▶ Airside infrastructure at DCA is nearly at capacity
  - ▶ Landside parking frequently full despite 15% Metrorail share for locally originating passengers
  - ▶ Major capital investment at Terminal A and new commuter aircraft terminal north of the C pier to accommodate expected growth
- ▶ Flight expansion at DCA inconsistent with long-stated COG policy and recently adopted regional infrastructure goals

# Regional Air Passenger Enplanements Trend (2000 – 2014) by Airport



# Funding Airport Infrastructure: the Passenger Facility Charge (PFC)

- ▶ First authorized in 1990
- ▶ Allows individual airports to charge a per-enplaning passenger fee to fund airport capital projects
- ▶ Original legislation allowed PFC in \$1 increments up to a maximum of \$3 per passenger
- ▶ Maximum raised to \$4.50 during FAA reauthorization (AIR-21) in the year 2000
- ▶ No changes since the year 2000
- ▶ With inflation, each PFC is worth about \$2.45

# Impacts of Raising or Not Raising the PFC Cap

- ▶ PFC is the primary means of funding needed infrastructure improvements at our three regional airports
- ▶ Raising the PFC cap to \$8.50 per passenger will restore the buying power of the PFC



# Impacts of Raising or Not Raising the PFC Cap

- ▶ Indexing the PFC cap to inflation will insure the program maintains its value in the long-term
  - ▶ Insures that our region's airports can continue investing in improvements needed to accommodate growth
- ▶ Failure to raise the PFC cap and add an inflation index greatly harms the airports' ability to fund improvements and accommodate future passengers



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