



April 28, 2018

The Honorable Paul Ryan
Speaker of the House
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Bill Shuster
Chairman
Transportation and Infrastructure
Committee
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Nancy Pelosi
Minority Leader
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Peter DeFazio
Ranking Member
Transportation and Infrastructure
Committee
U.S. House of Representatives
Washington, D.C. 20515

Dear Speaker Ryan, Minority Leader Pelosi, Chairman Shuster and Ranking Member DeFazio:

As the House of Representatives considers **H.R. 4 – The FAA Reauthorization Act of 2018**, we are strongly opposed to any attempts to change the current High Density (“Slot”) and Perimeter rules at Ronald Reagan Washington National Airport. Specifically we are concerned with an amendment (numbered 147 by the House Committee on Rules), which would have negative effects on Reagan National and Washington Dulles International Airports.

Reagan National and Dulles International Airports are operated on the federal government’s behalf as an integrated system. Acknowledging the physical limitations and community impacts of aircraft noise at Reagan National, the federal government sought to keep it a “short haul” airport. The Slot and Perimeter rules, developed through regulatory procedure and upheld by Congress, set the framework for Reagan National operations. Dulles International was planned as the long haul and growth airport, as well as the international gateway for the region’s aviation needs. For over three decades, passenger volume at Dulles International grew while the Slot rule at Reagan National kept flight activity relatively stable.

Maintaining operational stability has also helped achieve balance with Thurgood Marshall Baltimore Washington International (BWI) so that the broader interests of the region are served. Our airports enable Maryland, the District of Columbia and Virginia to access the global economy in ways that create jobs and opportunities for the region. Part of the rationale for the relocation of major corporate headquarters such as SAIC, Hilton Hotels, Nestle USA and Volkswagen of America is the connectivity our regional aviation system provides.

However, as part of the last three FAA reauthorization bills (2000, 2003 and 2012), Congress has made changes to the Slot rule, which disrupted the system’s balance. After six consecutive years of growth, passenger enplanements at Reagan National overtook Dulles International in 2015. Flight activity resulting from legislative loosening of the Slot and Perimeter rules,



combined with airline mergers and commercial transactions, have led to significant congestion and stress on Reagan National's facilities and a decline in commercial domestic passenger volume at Dulles International.

The impacts of additional modifications to existing law could financially destabilize Dulles International at a time when the airport is still recovering from previous slot and perimeter alterations and external economic factors. History has shown that increasing slots, changing aircraft utilization or expanding the perimeter results in local and regional economic volatility, increased aircraft noise and anti-competitive practices.

Sincerely,

A handwritten signature in black ink that reads "Kate Bates". The signature is written in a cursive, flowing style.

Kate Bates
President & CEO