



Committee for Dulles

Connected. Involved. Effective.

July 20, 2015

The Honorable Barbara Comstock
Virginia 10th Congressional District
226 Cannon House Office Building
Washington, DC 20515

Dear Congresswoman Comstock:

The Committee for Dulles is writing to ask for your support on an issue of great importance to the Dulles region and Northern Virginia. Reagan National and Dulles International Airports are critical economic engines for Virginia, northern Virginia, and the Washington region supporting over 54,700 jobs supporting \$2.38 billion within the local economy, and over \$229 million in state and local taxes. Maintaining a healthy balance of this two airport system is imperative for Virginia's continued success. The Committee for Dulles is a dynamic community of businesses, business leaders, policy makers and dedicated individuals. We represent businesses that have in excess of 10,000 employees. Founded in 1966, the Committee plays a pivotal role in making Dulles International Airport the premier air travel service provider for the national capital region and an economic feeder for the business community that surrounds it. We are the only business focused organization in the United States that supports a major international airport. The Committee for Dulles is dedicated to achieving the full potential of the airport and the economic growth of this region.

Reagan National and Dulles International are the federal government's airports, managed by the Metropolitan Washington Airports Authority since 1987. That transfer facilitated major capital improvement projects at both airports. At nearly 12,000 acres, fourteen times the size of Reagan's footprint, Dulles International was poised for growth. For over two decades, passenger activity at Dulles International grew steadily. Reagan National stayed relatively stable at just over 15 million passengers, as the airport is governed by a limit on the number of takeoffs and landings per hour, called the "slot rule," and a restriction on the distance of non-stop flights known as the "perimeter rule."

However, those trends are now reversing as a result of Congressional actions and commercial transactions. Reagan National will overtake Dulles International in domestic enplanements in 2015. In the previous three FAA Reauthorization bills, Congress added more slots at Reagan, and allowed more flights to destinations outside the perimeter. Additionally, airline mergers and industry changes also brought more traffic to Reagan National. Not only are the estimated 22 million passengers straining Reagan National's already physically constrained infrastructure, but

each time airlines shift flights from Dulles to Reagan, it widens the imbalance and makes Dulles less competitive. The interconnectedness of Virginia's aviation system makes the health of Dulles imperative to the continued success of airports around the state.

As you know, work on the 2015 FAA Reauthorization bill is underway. Thus, the Committee for Dulles is urging you to **oppose** any additional slots or changes in the perimeter rule, and to share with your colleagues in Congress, many of whom regularly use these airports, the importance of maintaining a balanced airport system.

Sincerely,

A handwritten signature in black ink, appearing to read "Leo J. Titus, Jr.", with a long horizontal flourish extending to the right.

Leo J. Titus, Jr. PE
President

cc:

Senator Mark Warner
Senator Tim Kaine
Congressman Gerry Connolly
Congressman Don Beyer

Senate Aviation Subcommittee
Chairwoman, Senator Kelly Ayotte
Ranking Member, Senator Maria Cantwell

House Aviation Subcommittee
Chairman, Congressman Frank Lobiondo
Ranking Member, Congressman Rick Larsen

Senate Commerce
Chairman, Senator John Thune
Ranking Member, Senator Bill Nelson

House Transportation Subcommittee
Chairman, Bill Schuster
Ranking Member, Congressman Peter Defazio