

**From:** Sen. Jennifer Boysko  
**Sent:** Wednesday, May 31, 2023 7:47 AM  
**To:** Cooper, Michael  
**CC:** [REDACTED]  
**Subject:** Re: Sen. Boysko (fyi): FAA memo on Perimeter Rule

**CAUTION:** This email originated from outside of Airports Authority. Do not click links or open attachments unless you recognize the sender and have verified the authenticity of the message.

Thank you Michael,  
I will follow your lead to do whatever you all feel is most productive. George Allen's letter was very good.  
Kindest regards,  
Jennifer

Sent from my iPhone

On May 30, 2023, at 8:03 PM, Senator Jennifer Boysko <[district33@senate.virginia.gov](mailto:district33@senate.virginia.gov)> wrote:

We've been watching for the draft.

Thank you for this update.

Karen

On Tue, May 30, 2023 at 10:30 AM Cooper, Michael <[Michael.Cooper@mwaa.com](mailto:Michael.Cooper@mwaa.com)> wrote:

Senate & HOD counterparts, or as a direct letter from your Senate office to Members of Congress who are on the relevant Committees considering FAA Reauthorization and any slots & perimeter changes being contemplated.

Meanwhile, an objective read of this May 25, 2023 FAA analysis of the proposed Congressional legislation regarding increased slots per hour at DCA (see link, below) quite fairly and unequivocally rejects the "no impact" & "DCA underutilization" arguments put forward by those slot increase proponents whose destinations occur outside of the Perimeter (& well outside of Virginia).

Further, FAA's analysis puts the anticipated DCA operational performance (delays, congestion & customer service) impacts of the proposed legislation front and center.

Please consider sharing with any VA General Members who inquire. This FAA analysis certainly supports Loudoun Chamber's position, the position expressed by Loudoun BOS, Fairfax BOS & VA Chamber of Commerce' position on the proposed federal legislation. It's just bad for Virginia aviation.

Thank you for your continued leadership.  
Best Regards,  
-Michael

**Subject:** FAA memo on Perimeter Rule legislation currently proposed...

FAA memo: <https://punchbowl.news/wp-content/uploads/2023-05-25-DCA-Air-Service-Analysis-Memo.pdf>

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**Senator Jennifer Boysko**  
**Senate of Virginia, District 33**  
1-703-437-0086 District Office  
1-804-698-7533; Room E 513 Pocahontas Building  
Chief of Staff Karen Harrison

[REDACTED]  
[REDACTED]

**From:** Cooper, Michael  
**Sent:** Thursday, June 1, 2023 3:41 PM  
**To:** Matthews, Maria  
**CC:** Mould, David;Bell, Matthew;Cooper, Michael  
**Subject:** Rec'd, Maria; Thank you - RE: [Confidential & Pre-Decisional] Boysko Letter  
**Attachments:** FINAL - Virginia Senate Letter.docx

Maria I've received this letter and will work on it tomorrow. Thank you for your efforts here. I'll let you know which way Sen. Boysko proceeds with the letter. Best Regards, -Michael

**From:** Matthews, Maria <Maria.Matthews@MWAA.com>  
**Sent:** Thursday, June 1, 2023 3:36 PM  
**To:** Cooper, Michael <Michael.Cooper@MWAA.com>  
**Cc:** Mould, David <David.Mould@MWAA.com>; Bell, Matthew <Matthew.Bell@MWAA.com>  
**Subject:** [Confidential & Pre-Decisional] Boysko Letter

Michael,

As promised, please find attached the Boysko letter. A few notes as you review it before passing it along:

- It feels lengthy and I've trimmed it once or twice already. If you wish to truncate it further or have other salient points you think the Senator would prefer to see, just let me know. I have a repository of data that we can swap in and out.
- I was unsure if she wanted to send the letter along or enjoin fellow Senators from Northern Virginia or Virginia at large. We erred towards collaboration in drafting but, the "we" can easily be substituted for "I".
- Lastly, I am including the signature lines for the Commerce and T&I leadership below.

The Honorable Maria Cantwell  
Chair  
U.S. Senate Committee on Commerce, Science, & Transportation  
Washington, DC 20510

Washington, DC 20510

Email to: [REDACTED]

The Honorable Sam Graves  
Chair  
House Committee on Transportation & Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515  
Email to: [REDACTED]

The Honorable Rick Larsen  
Ranking Member  
House Committee on Transportation & Infrastructure  
2164 Rayburn House Office Building  
Washington, DC 20515

**From:** Cooper, Michael

**Sent:** Wednesday, June 7, 2023 11:36 AM

**To:** 'Sen. Jennifer Boysko'; [REDACTED]

**CC:** Cooper, Michael

**Subject:** [Pre-Decisional] Sen. Boysko / Letter / (Thank you)

**Attachments:** FINAL - Virginia Senate Letter.docx; FAA Analysis 05-25-23-DCA-Air-Service-Memo.pdf

Senator Boysko

As promised, please find the attached letter. A few notes as you review it before passing it along:

- If you want to trim or edit this letter, feel free;
- I was unsure if you wanted to send the letter as the VA Senator representing Washington Dulles or if you want to enjoin some fellow Senators and Delegates from Northern Virginia or Virginia at large. We've/I've erred towards the latter in this drafting; however, the "we" can easily be substituted for "I";
- Virginia airports across the Commonwealth have been writing to their Members of Congress and others in support of MWA and DCA/IAD's position in this matter. Numerous airports throughout Virginia and outside of Virginia have signed onto a broad-based coalition to protect the perimeter; so has the VA Chamber of Commerce, the NoVA Chamber and VA's hospitality and travel industry representatives – See link: <https://www.protectregionalairports.com/>
- The FAA last has issued an internal Memo last week outlining that DCA basically cannot absorb new flights and debunking the opposition's previous "study" of this issue that they've been shopping around (see attached FAA Memo). Feel free to share any of this information with others as needed;
- The signature lines for the US Senate Commerce and US House T&I leadership is for your letter listed below.

The Congress just announced that relevant House and Senate Committees will markup the FAA Reauthorization bill beginning sometime next week. Here's the leaders of the relevant Congressional Committees to whom your letter should be addressed, and included please find the emails for relevant Congressional staff for who should receive your signed letter:

The Honorable Maria Cantwell

Chair

U.S. Senate Committee on Commerce, Science, & Transportation

U.S. Senate Committee on Commerce, Science, & Transportation  
Washington, DC 20510

Email to: [REDACTED]

The Honorable Sam Graves

Chair

House Committee on Transportation & Infrastructure

2165 Rayburn House Office Building

Washington, DC 20515

Email to: [REDACTED]

The Honorable Rick Larsen

Ranking Member

House Committee on Transportation & Infrastructure

2164 Rayburn House Office Building

**Confidential & Pre-Decisional – June 1, 2023**

Dear Chairwoman Cantwell and Ranking Member Cruz:

On behalf of leaders in the Senate of the Commonwealth of Virginia, we write to strongly oppose any changes to the current High Density (or “Slot”) and Perimeter rules in effect at Ronald Reagan Washington National Airport (DCA). If the DCA slot and perimeter rules are modified, it would worsen airspace congestion and exacerbate flight delays, dampen the regional economy, and increase aircraft noise.

Reagan National (DCA) and Dulles International (IAD) airports are operated by the Metropolitan Washington Airports Authority as a single entity to provide holistic air service to passengers. Since the advent of jet airline operations in the 1960s, the slot and perimeter rules have stipulated that DCA operate a limited number of flights, or slots, per hour and sets the distance, or perimeter, currently 1,250 miles, to which nonstop flights can travel. This important regulatory structure helps manage the airspace and ensure passenger safety, while providing balance to the dual airport system.

Reagan National, the smallest of three major airports serving Washington, handles an average of 819 daily takeoffs and landings on its relatively short main runway – making it the most heavily utilized commercial runway in the nation. While other major airports have multiple runways to accommodate additional flights, Reagan National, because of its small land area, is confined to its single main runway for over 90 percent of its flights. Adding to DCA’s busy schedule would not only increase congestion in the airspace, it adds to the overcrowding at an airport designed to handle 15 million passengers a year but currently serves over 24 million – more than Washington’s other two much-larger airports. A recent FAA memo found an increase in just 20 daily round trip operations at DCA could increase flight delays by 25.9%.

Changes to the current regulations at DCA would have negative economic implications for Virginia airports and the residents, businesses and employees who rely on them, and would have a disastrous effect on international tourism and air service to the National Capital Region. Together, DCA and IAD generate over \$23 billion of regional economic output and contribute almost \$14 billion of the National Capital Region’s GDP annually. Serving almost 50 million passengers annually, with over 1,600 commercial flight operations a day to over 200 daily non-stop destinations, the two-airport system brings over 8 million visitors to the region to conduct business or vacation in the region each year. Prime economic drivers in Northern Virginia, the two airports

of passengers from the region to Washington, Virginia, and other parts of the country, including Loudoun and Fairfax County residents and businesses. Further changes to the current perimeter rule could lead another wave of flight migration from IAD to DCA, not only impacting our region’s businesses and their employees but also their connection to smaller markets inside the designated perimeter.

We, members of the Virginia Senate, believe the traveling public are best served by a strong network of airports in our national air traffic system. Any proposed changes to the slot and perimeter rules are not in the interest of air safety, promoting economic investment in our Commonwealth, or increasing access to the national capital region. For the above-mentioned reasons, we, leaders of the Senate of the Commonwealth of Virginia, urge you to oppose all efforts to change the slot and perimeter regulatory structure at Ronald Reagan National Airport and harm our region’s residents, jobs, and economic success.