

From: Michels, Tom
Sent: Wednesday, May 24, 2023 2:26 PM
To: Matthews, Maria;Cooper, Michael;Mould, David
Subject: FW: USE THIS ONE! RE: Updated Perimeter Rule One-Pager
Attachments: Perimeter Rule One Pager Final.pdf

Hi all,

Per Maura's note below, please use this version of our revised one-pager. I actually don't know what has changed in the two versions, but trust Maura that you should use this one. 😊

Tom Michels

Director, Government Affairs

United | 815 Connecticut Ave. NW, Suite 500 | Washington, DC | 20006

[Redacted]

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From: Kantakevich, Maura [Redacted]
Sent: Wednesday, May 24, 2023 1:34 PM
To: Michels, Tom [Redacted]; State & Local Govern Affairs - L2 [Redacted]
[Redacted]; Ellsworth, Chris [Redacted]; Baker, Brendan [Redacted];
Harris, Carolyn [Redacted]; Acosta, Mike [Redacted]; Shannon, Patrick
[Redacted]; Widerborg, Sandra [Redacted]; Howard, Brittany
[Redacted]; Lopp, Nathan [Redacted]
Cc: Slutsky, Max [Redacted]; Fraser, Bobby [Redacted]; Morrissey, Steve
[Redacted]
Subject: USE THIS ONE! RE: Updated Perimeter Rule One-Pager

Thanks, Tom! All, please use this one attached (has the same name was the one Tom just sent, fyi.) Thank you!

From: Michels, Tom <[Redacted]>
Sent: Wednesday, May 24, 2023 1:30 PM
To: State & Local Govern Affairs - L2 [Redacted]; Ellsworth, Chris
[Redacted]; Baker, Brendan [Redacted]; Harris, Carolyn
[Redacted]; Acosta, Mike [Redacted]; Shannon, Patrick
<[Redacted]>; Widerborg, Sandra <[Redacted]>; Howard, Brittany
[Redacted]; Lopp, Nathan [Redacted]
Cc: Slutsky, Max [Redacted]; Kantakevich, Maura [Redacted]; Fraser, Bobby
[Redacted]; Morrissey, Steve <[Redacted]@m>
Subject: Updated Perimeter Rule One-Pager

State/Local Team & CRE Team-

Apologies if some of you have already received – but attached is an updated one-pager providing background on the DCA Perimeter Rule issue. Please feel free to use this in your outreach.

Tom Michels

Director, Government Affairs

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DCA Perimeter Rule Changes: Gridlock, Lost Air Service, & Billions Wasted

Gridlock at Reagan National Airport (DCA)

- DCA is completely at capacity on the air, ground, in the terminal, and at parking lots.
- DCA is one of only 3 airports in the country where the Federal Government (FAA) has capped flights to directly manage congestion; it operates today at the maximum allowed under this cap.
- DCA already serves 10 million more passengers annually than it was designed to handle.
- With as many as 900 flights a day, aircraft land or depart DCA every minute of the day.¹
- DCA has 58 gates and each turn as many as 8 aircraft per hour, two more than the industry standard.
- Security and boarding areas are overcrowded, and aging baggage claims increasingly overburdened.
- In 2022, DCA parking was greater than 90% full on 132 days including days with customers turned away.
- Air Traffic: DCA is already facing a 27% shortage of certified controllers below its FAA target number. More flights will exacerbate the impact of this shortage, furthering delays and cancellations.
- GAO found that the addition of a limited number of beyond perimeter flights in 2012 – operated with larger aircraft – resulted in more delays and congestion at DCA due to longer landing times, increased separation standards, and ground congestion.²
- 2023 summer travel congestion: the FAA has already asked carriers to reduce flying in NYC and at DCA.

Loss to Rural/Small Community Service Inside Perimeter

- The majority of the U.S. population is within the 1250-mile DCA perimeter. DCA serves over 100 markets with direct flights to forty states and territories. Communities within the perimeter are at serious risk of losing service if the DCA perimeter rule is eliminated or modified.
- Zero Sum Game: The airspace is not infinite. For every flight added outside of the perimeter, an in-perimeter flight is at risk, especially those to rural and small communities.
- Revenue: Airlines always seek to fly routes to the most lucrative destinations. The least profitable short DCA flights will be the first to be replaced by higher-revenue new opportunities.

Wasted Investments in Washington-Dulles International Airport (IAD)

- Billions in IAD public and private investments and future growth plans are at stake.
- IAD's viability as a connecting hub destroyed. The airport cannot survive on local traffic alone.
- Transit: Federal/state taxpayers invested over \$3 billion in the Metro Silver Line extension.
- Highway: Virginia has invested in a dedicated highway to provide access for passengers to IAD.
- New Terminal: The Federal government and private sector have invested \$1 billion dollars into the development of a new 14 gate concourse at IAD.

Infrastructure at DCA Limited, while IAD Still Growing

- DCA airport infrastructure physically cannot safely accommodate additional flights or larger aircraft.
- Aircraft: The Boeing 737 and the Airbus A320 – medium range aircraft – are the most frequently flown models from DCA to beyond perimeter routes due to infrastructure limitations.
- Runways: IAD has four runways that are nearly twice the size of the three at DCA. IAD was designed to host widebody, international and long-distance aircraft.
- Gates: DCA has 58 gates, while IAD has 135 gates, with plans and space to grow.
- IAD depends on connecting passengers to feed international flights, jeopardizing its growth.

Eliminating DCA Perimeter Rule is Poison Pill for 2023 FAA Reauthorization Bill

¹ DCA is slotted between the hours of 7:00 am and 11:59 pm, including for noise constraints.

² GAO Report on Reagan National Airport, Nov 2020 <https://www.gao.gov/assets/gao-21-176.pdf>