

**From:** Kantakevich, Maura  
**Sent:** Thursday, June 1, 2023 9:56 AM  
**To:** Matthews, Maria  
**Subject:** RE: [EXTERNAL] [Confidential & Pre-Decisional] Dear Colleague for ITP House Members

**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.

Let's please hold off on letting anyone know there is a potential inside perimeter rule letter until I secure a lead. Thank you!

**From:** Kantakevich, Maura  
**Sent:** Thursday, June 1, 2023 9:30 AM  
**To:** 'Matthews, Maria' <Maria.Matthews@MCAA.com>  
**Subject:** RE: [EXTERNAL] [Confidential & Pre-Decisional] Dear Colleague for ITP House Members

Can you please call me at [REDACTED]. Thank you!

**From:** Matthews, Maria <Maria.Matthews@MCAA.com>  
**Sent:** Thursday, June 1, 2023 9:21 AM  
**To:** Kantakevich, Maura [REDACTED]; Prince, Erik [REDACTED]  
**Subject:** Re: [EXTERNAL] [Confidential & Pre-Decisional] Dear Colleague for ITP House Members

Hi Maura,

I'm over at DCA at the moment. Happy call your office or cell.

Maria  
Get [Outlook for iOS](#)

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**From:** Kantakevich, Maura [REDACTED]  
**Sent:** Thursday, June 1, 2023 9:07:16 AM

GOOD MORNING, Maura! ARE YOU AVAILABLE BETWEEN NOW AND 9:45 FOR A QUICK CALL? WHAT NUMBER SHOULD WE CALL? THANKS.

**From:** Kantakevich, Maura  
**Sent:** Wednesday, May 31, 2023 11:05 PM  
**To:** 'Matthews, Maria' <Maria.Matthews@MCAA.com>; Prince, Erik <[REDACTED]>  
**Subject:** RE: [EXTERNAL] [Confidential & Pre-Decisional] Dear Colleague for ITP House Members

I'm free then too. Looking forward to catching up!

**From:** Matthews, Maria <Maria.Matthews@MCAA.com>  
**Sent:** Wednesday, May 31, 2023 2:57 PM  
**To:** Kantakevich, Maura [REDACTED]; Prince, Erik [REDACTED]  
**Subject:** Re: [EXTERNAL] [Confidential & Pre-Decisional] Dear Colleague for ITP House Members

Hi Maura,

Happy to set up some time to chat. My computer is down at the moment (and TBD when I'll be back in) but happy to set something up for tomorrow morning. I'm free from 8:30 am - 10 am

Maria

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**From:** Kantakevich, Maura [REDACTED]  
**Sent:** Wednesday, May 31, 2023 2:01:30 PM  
**To:** Matthews, Maria <[Maria.Matthews@MWAA.com](mailto:Maria.Matthews@MWAA.com)>; Prince, Erik [REDACTED]  
**Subject:** RE: [EXTERNAL] [Confidential & Pre-Decisional] Dear Colleague for ITP House Members

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Thanks, Maria! Can we please chat first? Who are these offices?

**From:** Matthews, Maria <[Maria.Matthews@MWAA.com](mailto:Maria.Matthews@MWAA.com)>  
**Sent:** Wednesday, May 31, 2023 1:57 PM  
**To:** Kantakevich, Maura [REDACTED]; Prince, Erik [REDACTED]  
**Subject:** [EXTERNAL] [Confidential & Pre-Decisional] Dear Colleague for ITP House Members

This message was sent from outside of United Airlines. Please do not click links or open attachments unless you recognize the sender and know that the content is safe.

Hi Maura and Erik,

Congrats on today's coalition launch!

I wanted to share the draft "Dear Colleague" I plan on shopping to the 6 or so members who have reached out to us to indicate concern about their airports losing access to DCA. I welcome any feedback or edits you might have to this text. My goal is to circulate the letter to this small group of initial signers tomorrow morning -- assuming the dust has settled from tonight's debt ceiling floor vote.



**From:** Kantakevich, Maura  
**Sent:** Tuesday, June 6, 2023 3:43 PM  
**To:** Matthews, Maria  
**CC:** Prince, Erik;Michels, Tom  
**Subject:** House letter  
**Attachments:** Quill - Letter #L11761 - Oppose Changes to DCA Perimeter Rules - Draft.pdf

**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.

Maria, please see the Dear Colleague and attached letter from Rep. Bost to T&I Committee leaders. Any signatures you can help secure on the Rep. Bost's letter is most helpful.

Do we know what time Delta is meeting with Rep. Rouzer's staff today? I will send the below to the COS and Abigail.

Copied below is the Dear Colleague along with the quill link for staff to access the letter. I've also attached a pdf version of the letter to this email.

**From:** e-Dear Colleague <[e-dearcolleague@housemail.house.gov](mailto:e-dearcolleague@housemail.house.gov)>  
**Sent:** Tuesday, June 6, 2023 2:11 PM  
**To:** Barger, Noah [REDACTED]  
**Subject:** e-DearColleague: Oppose Changes to High Density and Perimeter Rules at DCA

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Oppose Changes to High Density and Perimeter Rules at DCA

Sending Office: Honorable Mike Bost  
Sent By: Noah Barger@mail.house.gov

Request for Signatures

Quill link to sign on

will put communities inside the perimeter at risk of losing or having reduced air service to the nation's capital. It would also negatively affect passenger delays at DCA by forcing the airport to operate beyond its capacity, while creating adverse economic impacts at local airports across the country.

I urge you to oppose any changes to the DCA slot and perimeter rules and sign our letter asking the House Transportation and Infrastructure Committee to do the same.

The DCA slot and perimeter rules ensure fair access to our nation's capital for cities and towns across the United States. Communities within the perimeter are at risk of losing or having reduced air service with any changes. Communities within the perimeter, including small and regional airports, rely on DCA's slot and perimeter rules to maintain critical connections to Washington, D.C. Additional flights or changes to these rules threaten these communities' access to our nations' capital.

DCA is at capacity and cannot accommodate more flights. According to the Metropolitan Washington Airports Authority (MWAA), DCA operates the most heavily utilized runway in the nation and is already at capacity, with no room to grow or expand its geographic footprint, and therefore cannot accommodate more flights.

The Federal Aviation Administration (FAA) manages congestion for at-capacity airports—like DCA—with slots to minimize passenger delays and disruption. DCA cannot handle any additional slots, let alone the more than 50 additional slots (25 roundtrip flights) that have been proposed. The FAA projects that adding 50 slots (25 roundtrip flights) would further increase delays at DCA by 33.2%. Recently introduced legislation proposes to add even more, 56 slots (28 roundtrip flights), which would lead to even further delays and negatively impact DCA's operational performance and the passenger experience.

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ny changes to the slot and perimeter rules will incentivize airlines to reduce short-haul service inside the perimeter for more profitable long-haul service, threatening access to the pital region for our constituents.

our constituents lose service to Washington from our state's airports, including regional airports, the jobs, economic development, and tax revenue that comes with those flights are risk. Airports – both big and small – are job creators, employing gate agents, rental car services, retail and restaurant workers, air traffic controllers, and many others. Moreover, cal businesses rely on linkages to markets like Washington to create economic flows of tourism and professional traffic.

irge you to join our letter asking the House Transportation and Infrastructure Committee to oppose any changes to the DCA slot and perimeter rules.

you have any questions, please contact [REDACTED], or if you would like to sign on use the quill [link](#). The deadline is COB on Friday, June 9, 2023.

ncerely,

ike Bost

ember of Congress

ie Honorable Sam Graves

airman

S. House of Representatives Committee

Transportation and Infrastructure

ashington, DC 20515

The Honorable Rick Larsen

Ranking Member

U.S. House of Representatives Committee

on Transportation and Infrastructure

Washington, DC 20515

ie perimeter rule ensures fair access to our nation's capital for communities across the United States. According to the Metropolitan Washington Airports Authority (MWAA), DCA erves the most heavily utilized runway in the nation and is already at capacity, with no room to grow or expand its geographic footprint, and therefore cannot accommodate more ghts. The Federal Aviation Administration (FAA) manages congestion at DCA with slots. DCA cannot handle any additional slots, let alone the more than 50 additional slots that ve been proposed.

ver the last 16 months, DCA has had the 5<sup>th</sup> most ground delay program and ground stop counts in the country, and a recent analysis by the FAA found that adding 50 slots (25 undtrip flights) would further increase delays at DCA by 33.2%. It should be noted that recently introduced legislation proposes to add 56 slots (28 roundtrip flights), even more ghts than assessed by the FAA, which therefore would lead to even further delays. These additional flights are expected to negatively impact not only operational performance, as e airport would be forced to operate beyond its capacity, but also passenger experience. These are among the reasons why MWAA has long opposed overburdening DCA with dditional flights.

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is clear that any changes to the slot and perimeter rules will incentivize airlines to reduce short-haul service for more profitable long-haul service, threatening access for our constituents who live in cities inside the perimeter and the smaller communities that connect to, or through, Washington – whether at DCA or Dulles International Airport (IAD).

Our constituents lose service to Washington from our state's airports, including regional airports, the jobs, economic development, and tax revenue that comes with those flights are at risk. Airports – both big and small – are job creators, employing gate agents, rental car services, retail and restaurant workers, air traffic controllers, and many others. Moreover, local businesses rely on linkages to markets like Washington to create economic flows of tourism and professional traffic.

Changes to the slot and perimeter rules threaten these operations with no consideration for the thousands of jobs being put at risk in regional economies across the country, creating a ripple effect in our communities and negatively impacting all who use our airports to fly to Washington and connect to other locations.

Regional airports rely on DCA's slot and perimeter rules to maintain these critical connections to Washington, D.C., and any changes to these rules pose a threat to those airports and the regional communities they serve.

We strongly oppose any changes to these rules and urge our colleagues to do the same.

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#### Related Legislative Issues

Selected legislative information: Transportation

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