



Federal Legislative Update Nonstop Flight to DCA

Jeff Coyle, Director
Government & Public Affairs

May 15, 2018

Overview



- Bipartisan delegation support
- Support from key Committee Chairs
- Support from airlines
- Support from military
- Advanced further than prior efforts

House FAA Reauthorization



HOUSE OF REPRESENTATIVES

Bill Filed

April 13

Amendment
Filed

April 19

Rules
Committee

April 24

Floor
Consideration

April 26

House
Approval

April 27

Support

Southwest Airlines Co.
Gary C. Kelly
Chairman of the Board
& Chief Executive Officer
2702 Love Field Drive
P.O. Box 30811
Dallas, TX 75235-1611

Southwest

April 19, 2017

The Honorable Bill Shuster
Chairman of the Transportation and Infrastructure Committee
United States House of Representatives
2079 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Shuster:

Southwest Airlines is proud of our significant presence and strong working relationship with San Antonio International Airport (SAT), and we are generally supportive of the efforts of the San Antonio business and government communities to secure opportunities for nonstop service between SAT and Washington Reagan National Airport (DCA).

As you know, current federal law prevents any nonstop flights beyond 1,250 miles to or from DCA, unless exemptions to this statutory restriction are adopted by Congress. In total, I believe Congress has authorized a total of 20 daily nonstop flights beyond DCA's perimeter. For SAT to gain nonstop access to/from DCA, Congress would need to modify existing federal law. Southwest has only one flight today (Austin-DCA).

Please know that, if Congress would allow for Southwest to convert one of our existing within-perimeter flights to a beyond-perimeter flight, we would seriously consider starting a daily SAT-DCA nonstop flight, with the understanding that circumstances can change between now and whenever the next FAA reauthorization bill becomes public law.

With an average of 178 daily passengers traveling each way between the two airports, a figure that grew 19% between 2015 and 2016, we believe there is demand for nonstop service between DCA and SAT, the largest medium hub outside of the 1,250-mile perimeter not to have nonstop service. This demand includes a large military presence—San Antonio is home to the largest joint base in the Department of Defense—and data indicates that the thousands of military personnel, veterans, and contractors traveling to and from the nation's capital prefer to fly to DCA due to its proximity to the Pentagon and federal agencies.

Southwest recognizes and appreciates that any change to the laws governing DCA is a contentious issue. Therefore, we are supportive of a creative solution that would provide SAT with nonstop access to the Nation's Capital, while preventing any impacts to DCA or any other nearby airport or community.

Thank you for your consideration of Southwest's thoughts regarding the creation of additional DCA access for SAT. For additional information, your staff is always welcome to contact David Richardson in our Washington, DC office at 202-263-6287 or david.richardson@wnco.com.

Sincerely,


Gary Kelly

Copy to: SAT Congressional Delegation

MAC THORNBERRY
13TH DISTRICT
TEXAS



Congress of the United States
House of Representatives
February 13, 2017

ARMED SERVICES COMMITTEE
CHAIRMAN

The Honorable Bill Shuster
Chairman
Committee on Transportation and Infrastructure
2079 Rayburn
Washington, DC 20515-0001

Dear Chairman Shuster,

The City of San Antonio has been home to a consistent military presence for more than 200 years and is known as "Military City USA." Its strong military presence consists of Joint Base San Antonio (JBSA), which includes Fort Sam Houston, Camp Bullis, Randolph Air Force Base, and Lackland Air Force Base. Ft. Sam Houston also houses Brooke Army Medical Center, one of the Army's premier global medical institutions. Also in the region is Laughlin Air Force Base, which is directly linked to Randolph's pilot training program. Many of the families of the approximately 50,000 students who graduate from military training in this area each year visit the city. In addition, San Antonio hosts the only major National Security Agency (NSA) center in Texas.

San Antonio is also home to one of the nation's major VA hospitals, The Audie Murphy Memorial VA Hospital, and is just a few minutes away from the Kerrville VA Medical Center. All of these entities have created one of the nation's largest active and retired military populations, leading to the creation of several nationally known military retirement communities like Blue Skies of Texas.

This large military and intelligence community would greatly benefit from having nonstop air travel from San Antonio to Washington Reagan National Airport (DCA). Nonstop access to DCA is a key link to the federal government for the city's significant civilian and military agencies. The data shows that in the past two fiscal years JBSA had more than 9,000 round trips from San Antonio to Washington National Reagan Airport, and more than 17,000 round trips to all three major airports in the Washington, D.C. area.

Therefore, I support efforts to adjust perimeter rules to allow the establishment of this route. Clearly, access to the Pentagon, the numerous cities with large military functions such as Crystal City, Falls Church and Quantico, and the Department of Veterans Affairs would be greatly enhanced. I am aware several of our colleagues are working to make this happen. Please let me know if I can assist in any way.

Sincerely,



Mac Thornberry
Member of Congress

WMT/MS

620 SOUTH TAYLOR STREET, SUITE 202
AMARILLO, TX 79021-2436
PHONE: 806-371-0944
FAX: 806-371-3094

2228 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4311
PHONE: 202-225-1106
FAX: 202-225-1486

www.house.gov/thornberry



April 2, 2018

The Honorable Kevin Brady
Chair, House Committee on Ways and Means
U.S. House of Representatives
1102 Longworth HOB
Washington, DC 20515

Dear Chairman Brady:

Thank you for visiting San Antonio and providing a keynote to our members on the *Tax Cuts and Jobs Act*. We also appreciate the private discussion we had with you to discuss issues important to San Antonio regarding trade and economic development. During the meeting, Councilman Manny Pelaez asked for your support with our efforts to secure a nonstop flight between San Antonio International Airport (SAT) and Ronald Reagan Washington National Airport (DCA). We would like to take this opportunity to request your support once again.

San Antonio is home to Joint Base San Antonio (JBSA), the largest joint base in the Department of Defense, which includes Fort Sam Houston, Camp Bullis, Randolph Air Force Base, and Lackland Air Force Base; and the growing region is continuing to expand the number of businesses locating in the area. A nonstop route to DCA would be an important economic driver for business growth as well as serve as a key link for the federal government with the significant civilian, military and national security presence in San Antonio.

At 1,381 miles from DCA, San Antonio is the largest medium-sized market outside of the perimeter without nonstop access to DCA. With approximately 200 passengers traveling daily each way between the two airports, a figure that grew 19% between 2015 and 2016, we believe there is demand for nonstop service from San Antonio.

Furthermore, data shows that in FY 2015 and FY 2016 Joint Base San Antonio had over 9,000 round trips from San Antonio to Reagan National Airport and over 17,000 round trips to the three major airports in the DC area. This data clearly indicates that the thousands of military personnel traveling to and from the nation's capital prefer to fly to DCA due to its proximity to the Pentagon and federal agencies. Additionally, the San

602 E. Commerce St. San Antonio, TX 78205 | P: (210) 229-2100 F: (210) 229-1600 | www.sachamber.org

DCA Perimeter

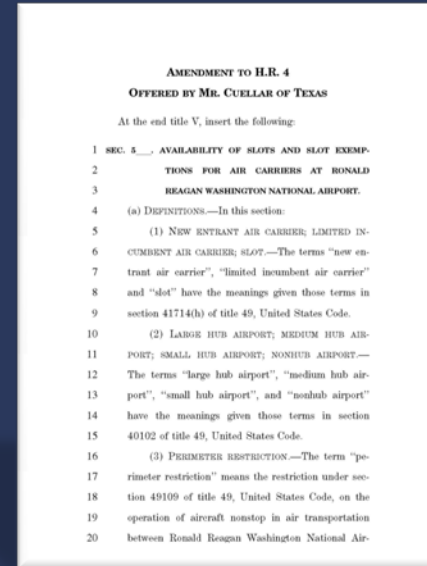


Reagan National Airport - 1250 Mile Perimeter

Legislative Options



- Additional slots
- Expand the DCA perimeter
- Slot swap



Slot Swap Amendment



- Upon request of airline
- Swap existing slot from large hub for a medium hub without service
- Inside perimeter to outside perimeter
- Within 25 miles of military medical facilities

FAA Reauthorization



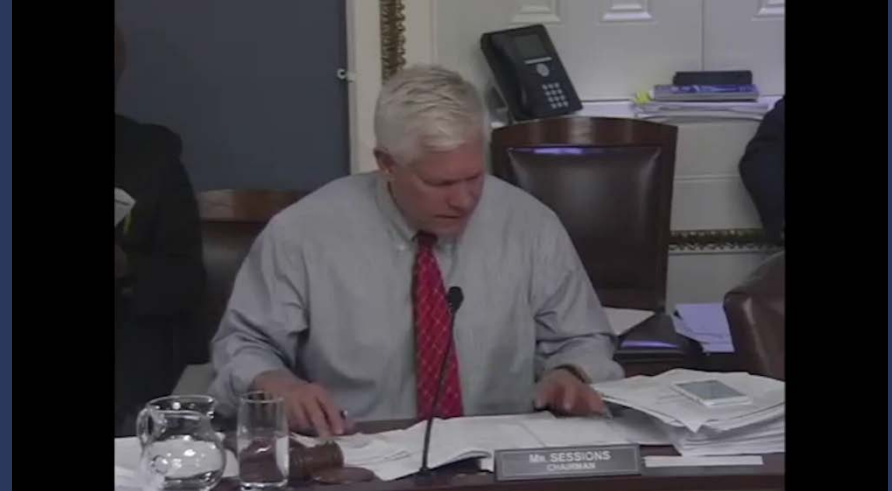
- February 28 - Chairman Shuster ends effort to alter air traffic control management structure
- April 13 - H.R. 4 filed, bypasses committee markup



House Rules Committee



- April 24 - Rules Committee determines amendments to be considered
- 254 amendments proposed



Cuellar Amendment



- Amendment 44 out of 116 on the House floor



Amendment Sponsors



SUMMARY OF AMENDMENTS TO H.R. 4 IN PART A PROPOSED TO BE MADE IN ORDER

(summaries derived from information provided by sponsors)

Sponsor	#	Description	Debate Time
1. Shuster (PA)	#243	(LATE) (REVISED) Improves aviation safety, engineering, FAA, up, cou, Co, pro	(10 minutes)
		ground transportation options at the Nation's 10 busiest airports in order to understand the impact of new and emerging transportation options for travelers to get into and out of airports, including the fees charged to ground transportation providers for airport access;	
	44. Cuellar (TX), Hurd (TX), Peters, Scott (CA), Doggett (TX), Castro (TX), Gonzalez, Vicente (TX), Smith, Lamar (TX)	#147 (REVISED) Allows slot swaps for air carriers at DCA.	(10 minutes)
2. Lewis, John (GA)	#133	(U) 45. Sanford (SC) #2 Requires the GAO to study airport finances under §47107(b)(2) of title 49, United States code.	(10 minutes)
3. Soto (FL)	#22	Rec 46. Cohen (TN), Woodall (GA), Shea-Porter (NH) #11 Alleviates delays in compliance with existing federal regulations to vet prospective pilots, by enabling 3rd party access to the National Driver Register.	(10 minutes)
4. Watson Coleman (NJ)	#109	Rec 47. Burgess (TX), Johnson, Hank (GA) #5 (REVISED) Establishes prohibitions to prevent the use of unmanned aircraft systems as a weapon while operating in the national airspace.	(10 minutes)
5. McMorris Rodgers (WA)	#175	Ex 48. Fleischmann (TN) #12 States that the Administrator of the Federal Aviation Administration will encourage the use of durable, resilient, and sustainable	(10 minutes)

Lt. General Kwast Op-Ed



DCA-SAT Op-Ed

April 20, 2018

Military City, USA Requires Nonstop Access to Reagan National

While San Antonio continues to be a great home and fantastic partner for the military, the city lacks one major asset – a nonstop flight from San Antonio International Airport (SAT) to Washington-Reagan National Airport (DCA). Active duty military personnel and their families will be closely watching the debate on the Federal Aviation Administration Bill in the coming days. A bi-partisan amendment will be offered that will lead to more efficiency in training programs and quality of life. It proposes allowing an airline the option to provide nonstop service from San Antonio to Washington-Reagan National Airport, which would be a tremendous benefit to Joint Base San Antonio, providing a positive impact on the community and military partners that call it home.

San Antonio proudly boasts the moniker of Military City, USA. Our nation's armed forces have been intertwined with San Antonio and our city's rich history with an uninterrupted military presence for 300 years. In that time, Joint Base San Antonio (JBSA) has grown to be the largest Joint Base in the Department of Defense. It is home to more than 80,000 military and civilian professionals performing critical national security missions in cyber security, intelligence, aviation, medical, homeland defense, and more. If this were not enough, the Alamo City is home to San Antonio Military Medical Center/Brooke Army Medical Center, the premier global medical institution in the Department of Defense, and the DoD's only level-1 trauma center. The Audie Murphy Memorial VA Hospital, along with the Kerrville VA Medical Center, serves the nation's largest active and retired military populations. Still not convinced? San Antonio is also home to NSA-Texas – the only major National Security Agency center in the state of Texas providing intelligence and cyber security to all departments and agencies of our national government.

This lack of a nonstop flight is no fault of the airport or the city, and certainly not from a lack of their effort. It is due to an antiquated federal rule established in 1966 (49 U.S. Code § 49109). The regulation establishes a perimeter of 1,250 miles around the airport that prevents flights originating from beyond 1,250 miles from flying nonstop into DCA. SAT is 1,381 miles from DCA – exactly 131 miles beyond the perimeter – therefore preventing a direct, nonstop flight originating from SAT into DCA.

Our large military community would greatly benefit from nonstop service to DCA. This access is a key link to the federal government and the impact JBSA's missions have on our national defense. Official military travel to DCA is a significant contributor to the 128,000 passengers who currently fly to and from DCA from SAT each year. JBSA leadership and service members understand the sensitivities associated with adding capacity to DCA. However, this nonstop route would allow the military the ability to save time and money for the taxpayer. A nonstop

hours that could be spent on critical national security

hire anyone to do anything. It would simply allow service to San Antonio if the demand merits such. al airlines have expressed a desire to serve the DCA do this, while also doing something helpful for the

historically opposed adding any new flights to this

This amendment does not add a single new flight. I believe the language in the current amendment rline the option to make a market-based decision to e perimeter for one outside continues to address the lines to capitalize on a viable San Antonio market.

C these days. This amendment has a strong bi- for their hard work and hope Members of Congress nd saving the military time and money that could be

Steven L. Kwast

STEVEN L. KWAST
Lieutenant General, USAF
Commander, Air Education and Training Command



Military Officers Association of America Alamo Chapter



The Honorable Mac Thornberry
US House of Representative
2208 Rayburn HOB
Washington, DC 20515

Dear Representative Thornberry:

As Congress considers the Federal Aviation Administration (FAA) reauthorization bill, we can sum up our need for a nonstop flight in one sentence: San Antonio is Military City USA®. With all due respect to other state delegations, this is indeed a true issue of national importance—because the missions conducted by the military forces hosted in San Antonio are essential to our nation's defense.

This is not a matter of personal convenience for Texas elected officials, nor will it destabilize Dulles International Airport. Unlike Congressional enactments in 2000, 2003 and 2012, our solution to obtain this flight is market-based. We merely seek to allow an airline to choose to swap one of its existing nonstop flights with another, more profitable route. Under our proposal, no additional flights would go to DCA.

The San Antonio region has been home to an uninterrupted military presence for 300 years. Today, the city hosts the largest joint base in the Department of Defense, Joint Base San Antonio (JBSA). Here, more than 80,000 military and civilian professionals perform critical missions in cyber security, intelligence, aviation, medical, defense of the Homeland and Western Hemisphere, and other missions critical to the readiness of our forces and security of the nation.

San Antonio-based Brooke Army Medical Center (BAMC), the Department of Defense's premier global medical institution, plays a critical role in patient care, graduate medical education and research, rehabilitating the nation's wounded military service members, and providing life and limb-saving support to U.S. forces in harm's way. Two regional veteran hospitals, the Audie Murphy Memorial VA Hospital and Kerrville VA Medical Center, support one of the largest active and retired military populations in the nation.

In San Antonio, the 24th and 25th Air Forces and the only major National Security Agency (NSA) center in the State of Texas provide military intelligence and cyber security support to protect the nation from transnational threats at home and abroad.

Facing a critical shortage of pilots, the U.S. Air Force relies heavily on JBSA-Randolph to equip and train pilots to support world-wide contingency operations. Located in the region, both Martindale Army Airfield and Laughlin Air Force Base are directly tied to essential pilot and aero-medical training programs.

U.S. Army North and U.S. Army South are component commands located aboard Ft. Sam Houston. These commands' areas of responsibility include the entire Western Hemisphere, and their missions range from defense of the Homeland to detecting, preventing and halting global threats by partnering and cooperating with allied nations.

This large military community and the indispensable missions coordinated here would greatly benefit from nonstop air travel from San Antonio to DCA. On a yearly basis, there are approximately 128,000 people flying to and from San Antonio to DCA, a significant number of these flights come from the military. The facts speak for themselves regarding the need for this nonstop service and the immense savings in personnel time and federal resources if a nonstop route is established. In the performance of their official duties, military and civilian personnel want to fly into DCA, where they are a short cab ride from the Pentagon or other locations. Today, flying to DCA means a connection, which often leads to delays, missed flights and lost productivity for our military personnel.

We strongly support limited adjustments to the FAA's slot and perimeter rules to allow the establishment of this route. Clearly, access to the Pentagon, the Department of Veterans Affairs and surrounding cities with a significant military presence like Crystal City, Falls Church, Quantico, Arlington and Ft. Meade would greatly be enhanced by this ability a nonstop flight from SAT to DCA. We ask Congress to consider in their deliberations the importance of San Antonio's military missions and the men and women who selflessly serve our nation.

Major General Juan G. Ayala (USMC Retired)
Director, Office of Military and Veterans Affairs
City of San Antonio

Kathryn "Kitty" Meyers, LtCol USAF (ret), SPHR, SHRM-SCP
President, Military Officer Association of America (MOAA) Alamo Chapter

Opposition



- DC region representatives



Gridlock

Region's congressional delegation to rest of Congress: Leave National Airport alone

By Lori Aratani April 13 Email the author



An American Airlines Airbus A319 airplane takes off from Reagan Washington National Airport in August 2016. (Saul Loeb/AFP/Getty Images)

It's FAA reauthorization season again. Officially, this is about passing legislation to keep the Federal Aviation Administration operating, but seasoned veterans know it's also an opportunity for members to push their "special" aviation-related priorities.

A favorite of out-of-town lawmakers is finding new ways to get around the slot and perimeter rules that have long governed the number of flights and how far those flights can travel to and from Reagan National Airport. Yes, we know there are two other airports in the Washington region: Dulles International and

Opposition

- Metropolitan Washington Airports Authority



Don't lose your flights to D.C.

Your D.C.
access is at risk.



April 30, 2018 Update: Thanks to your advocacy, last week Congress chose not to take up an amendment under FAA legislation that could disrupt the operational rules at Reagan National and jeopardize your flight access to Washington, D.C. Please check back in the future for additional updates as legislation is addressed in the U.S. Senate.

Reagan National Airport is governed by statutory controls that limit the number of slots (takeoffs and landings) and a perimeter that establishes how far an aircraft can travel as either an origin or destination. Generally, modifications to the number of slots or the perimeter at Reagan National require a change in federal law. Current controls help:

- Protect International Connectivity and Future Growth

If Your Destination is in **Red**
You are at Risk!



● **At Risk Service**

*Includes seasonal destinations & single-plane destinations
Source: InnovaAirline Schedules (April 2018 – March 2019), via Dila MI Online Portal as of April 9, 2018.

Opposition

- United Airlines
- American Airlines
- IAMAW

International
Association of
Machinists and
Aerospace Workers



9000 Machinists Place
Upper Marlboro, Maryland 20772-2687

Area Code 301
967-4500



April 26, 2018

Dear Representative,

On behalf of the International Association of Machinists and Aerospace Workers, we strongly urge you to vote "NO" to the Cuellar #147 amendment to the FAA Reauthorization Act, H.R. 4 when it's considered. As the largest Airline Union in the United States, we believe this amendment will have a negative impact on the thousands of airline workers that we proudly represent in the local metropolitan Washington D.C. area. We oppose any changes to the perimeter rules governing flight operations at National Airport ("DCA") that could have a negative impact on our airline membership.

If you have any questions or concerns regarding our position, please do not hesitate to give us a call (301) 967-4575 office or hsolomon@iamaw.org

Sincerely,

From: Hepburn, Adam <adam.hepburn@united.com>

Sent: Monday, April 23, 2018 11:06 AM

To: Hepburn, Adam <adam.hepburn@united.com>

Subject: Your state's flights to DC are at risk - oppose DCA amendments to FAA bill

All:

If you are receiving this email, your boss represents a state/district with current air service to Washington, DC that could be at risk if three FAA bill amendments (**Cuellar 147, Pocan 210 & 211**) are approved. These amendments are designed to earmark flights from Reagan National Airport (DCA) to the amendment sponsors' home districts in San Antonio and Wisconsin, respectively.

As the [Washington Post highlights](#), these special interest provisions clearly pick winners and losers by meddling in the operational rules in effect at DCA, which is part of the same airport system as nearby Dulles. As with past changes to DCA operational rules, they would have a negative impact on flights offered at Dulles airport and inevitably reduce service to communities currently served out of DCA or Dulles. For these reasons, United Airlines strongly opposes these amendments and urges they not be made in order. We would greatly appreciate you or your boss reaching out to the Rules Committee and Leadership against these amendments being made in order.

Please let me know if you have any questions or would like more information.

Thanks-

Cuellar 147

- American Airlines strongly opposes Cuellar 147, which would arbitrarily alter the number of flights that are permitted to go beyond the federally mandated 1,250 perimeter rule around Reagan National Airport (DCA) that was created by Congress in the 1980s.
- The amendment would allow four new beyond perimeter exemptions to each carrier that commits to swap an inside perimeter slot to a large-hub airport to serve an airport within 25 miles of a military medical center that does not currently have service. We believe this only applies to airports in San Antonio and San Diego.
- The Cuellar amendment would highly politicize the slot and perimeter rules at DCA by earmarking slots that can only be used to serve limited destinations that are predetermined by Congress.
- The precedent that this amendment creates by carving out predetermined markets for beyond perimeter exemptions removes the free-market business decisions from the carriers and places the decision on which routes should be served in the hands of legislators.

- For these reasons, American urges you to vote against Cuellar 147.

Airline Lobbying



United - \$1,788,000

Alignment Government Strategies, \$30,000
Cornerstone Government Affairs, \$50,000
Covington & Burling LLP, \$20,000
Holland & Knight LLP, \$30,000
Singer Consulting LLC, \$28,000
The Duberstein Group Inc., \$80,000
Williams and Jensen, PLLC, \$80,000
In House team, \$1,470,000

American – \$2,233,500

Akin Gump Strauss Hauer & Feld, \$80,000
Arent Fox LLP, \$60,000
Chesapeake Enterprises, \$37,500
Cormac Group LLC, \$40,000
Empire Consulting Group, \$40,000
Geoffrey P. Gray, \$20,000
Hannegan Landau Poersch & Rosenbaum Advocacy, LLC,
\$200,000
LHD & Associates, \$50,000
SBL Strategies LLC, \$66,000
Signal Group Consulting, \$60,000
The Doerrer Group LLC, \$20,000
The Simmons & Russell Group, LLC, \$60,000
Venable, LLP, \$80,000
In House team, \$1,420,000

House FAA Reauthorization Result



- Congressman Cuellar amendment pulled from floor vote



Senate Next Steps



- Senate consideration before July 4 Recess
- Send to the President before August Recess
- Ongoing coordination with Senator Cornyn & Cruz teams
- Continued collaboration with key partners



Federal Legislative Update Nonstop Flight to DCA

Jeff Coyle, Director
Government & Public Affairs

May 15, 2018