



Airport Perspectives On NextGen

Joint Planning & Development Office NextGen
“All Hands” Meeting

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Metropolitan Washington Airports Authority

February 5, 2009



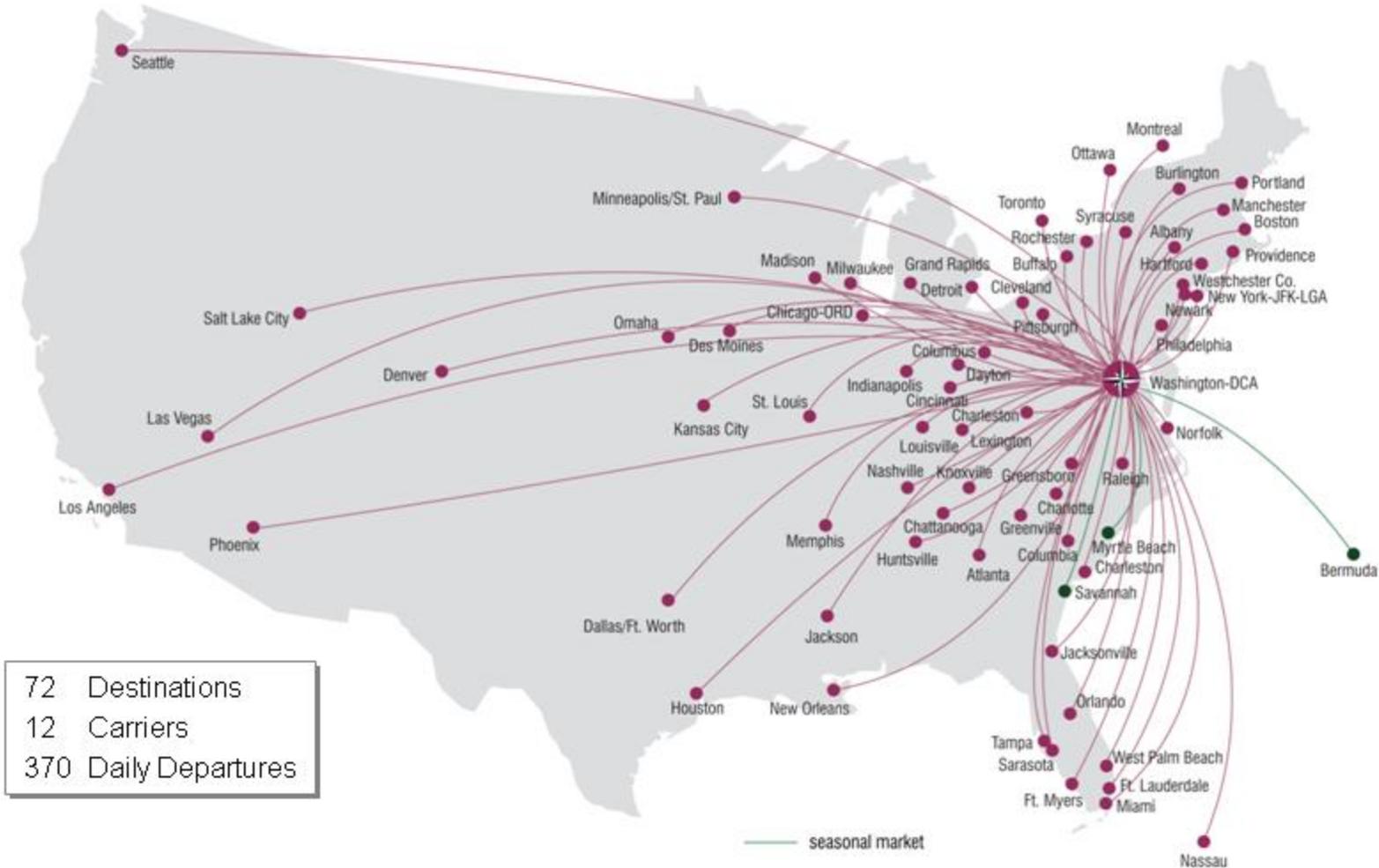
Metropolitan Washington Airports Authority

- Established In 1987
 - Manage, Operate, and Improve DCA & IAD
- 1,400 Employees
 - Central Administration, Airports Management, Operations and Maintenance, and Police and Fire Departments



Why NextGen at DCA?

Facility Constrained, Primarily Short & Medium-Haul Domestic Air Service

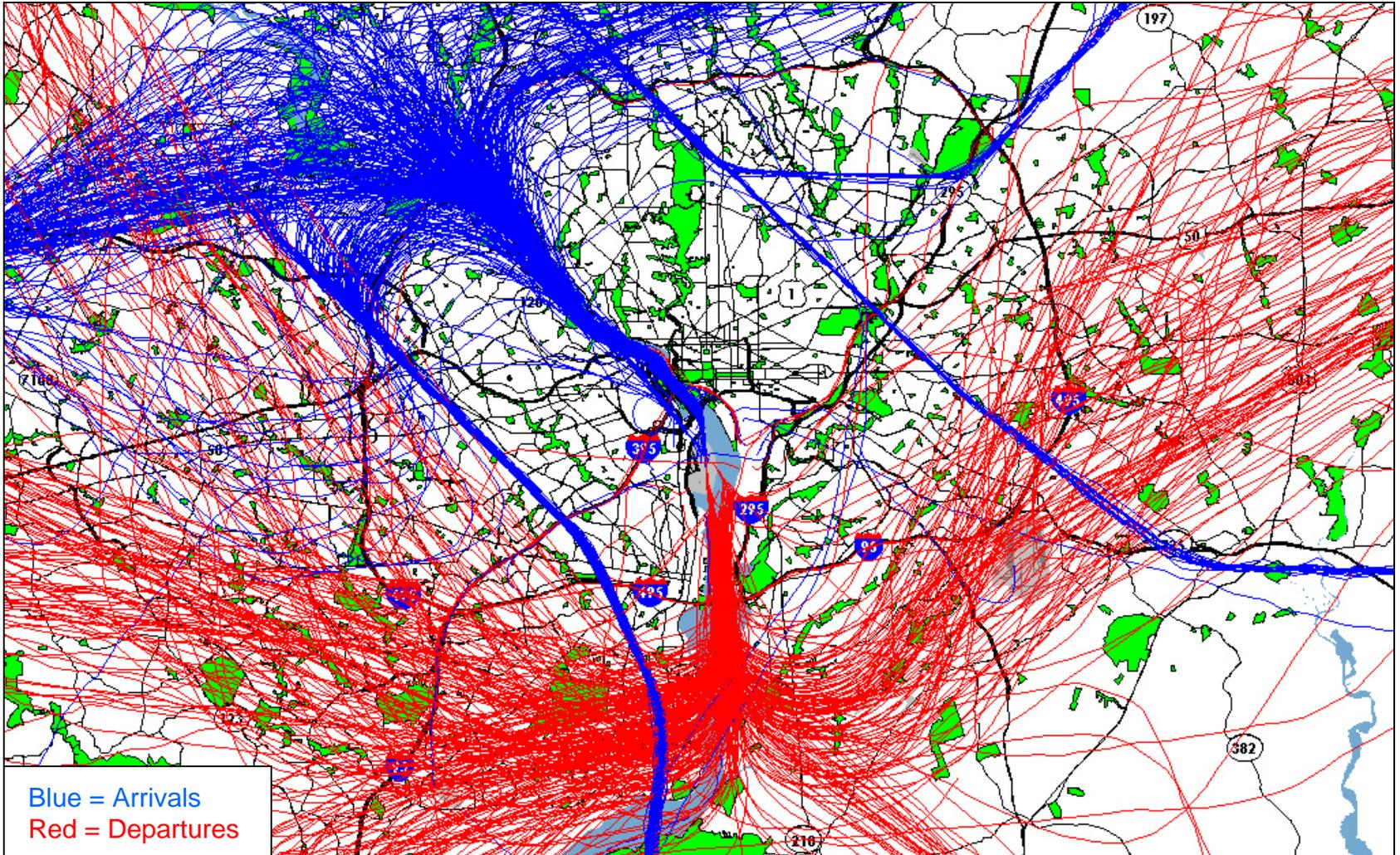




Ronald Reagan Washington National Airport

Arrivals and Departures

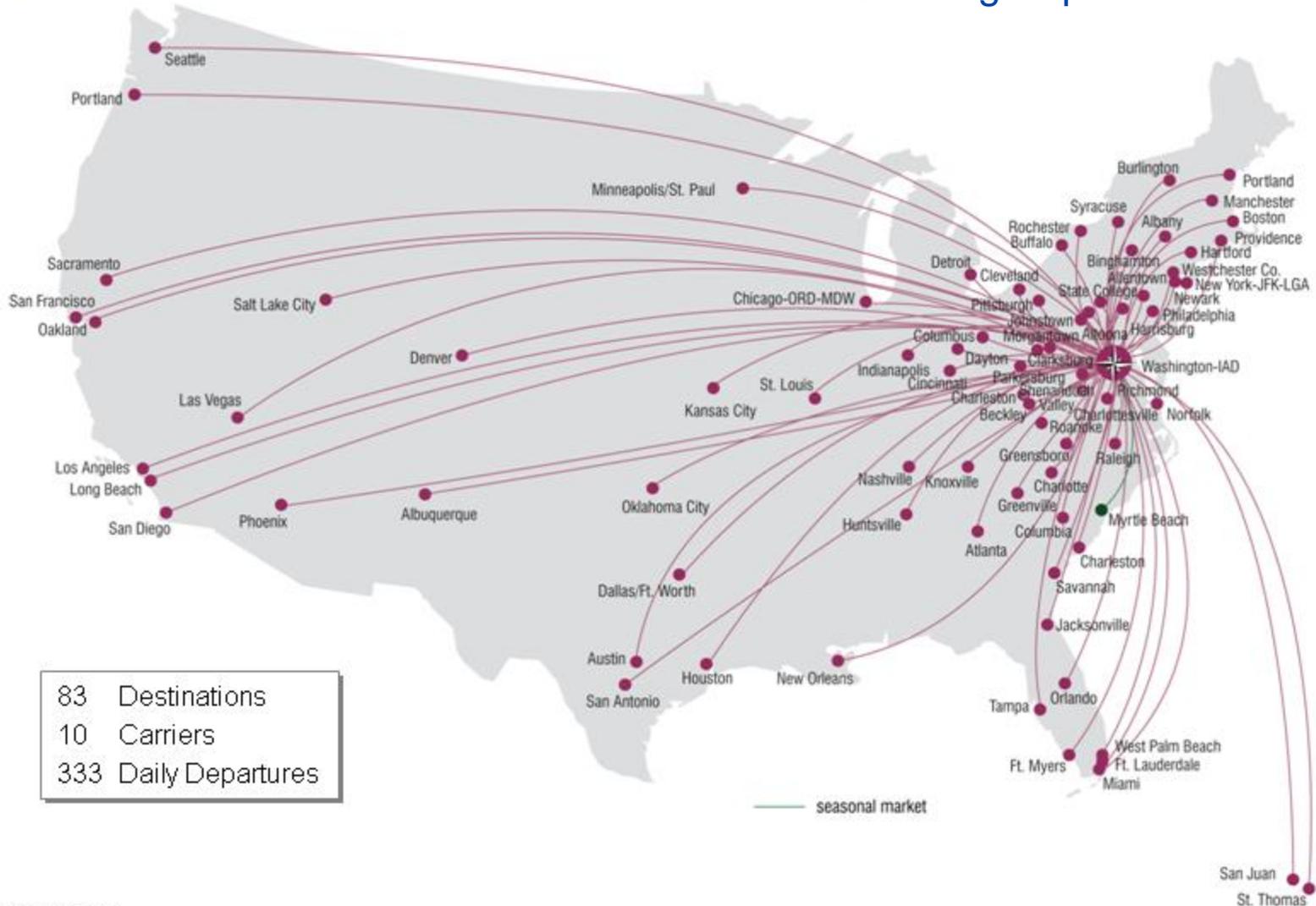
January 23, 2009





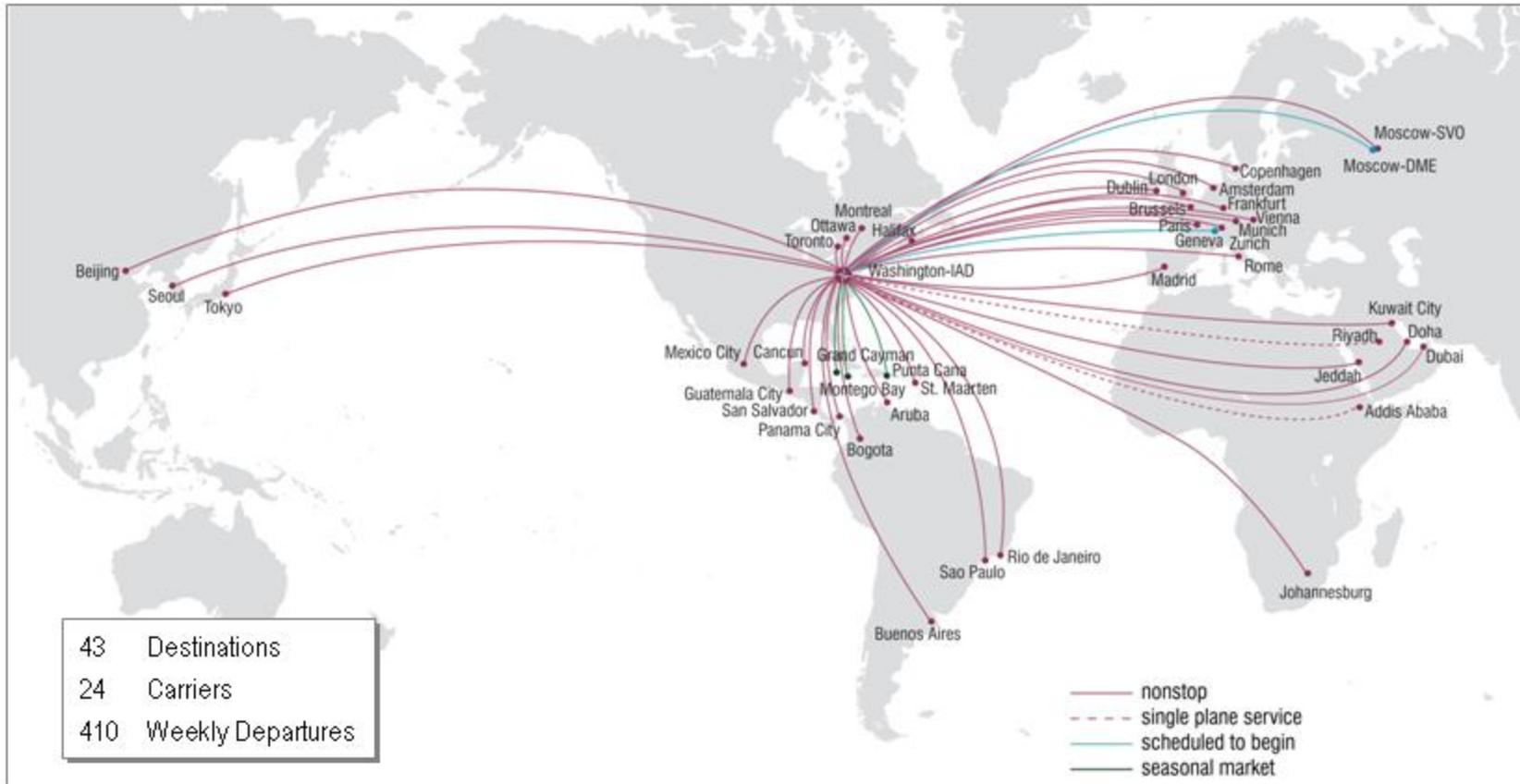
Why NextGen at IAD?

One of The Busiest and Fastest Growing Airports





Why NextGen at IAD? International Air Service is Growing the Fastest



- Addis Ababa
- Amsterdam
- Aruba
- Beijing
- Bogota
- Brussels
- Buenos Aires
- Cancun
- Copenhagen
- Doha
- Dubai
- Dublin
- Frankfurt
- Geneva
- Guatemala City
- Grand Cayman
- Halifax
- Jeddah
- Johannesburg
- Kuwait City
- Kuwait City
- London
- Madrid
- Mexico City
- Montego Bay
- Montreal
- Moscow-DME
- Moscow-SVO
- Munich
- Ottawa
- Panama City
- Paris
- Punta Cana
- Rio de Janeiro
- Riyadh
- Rome
- San Salvador
- Sao Paulo
- Seoul
- St. Maarten
- Tokyo
- Toronto
- Vienna
- Zurich

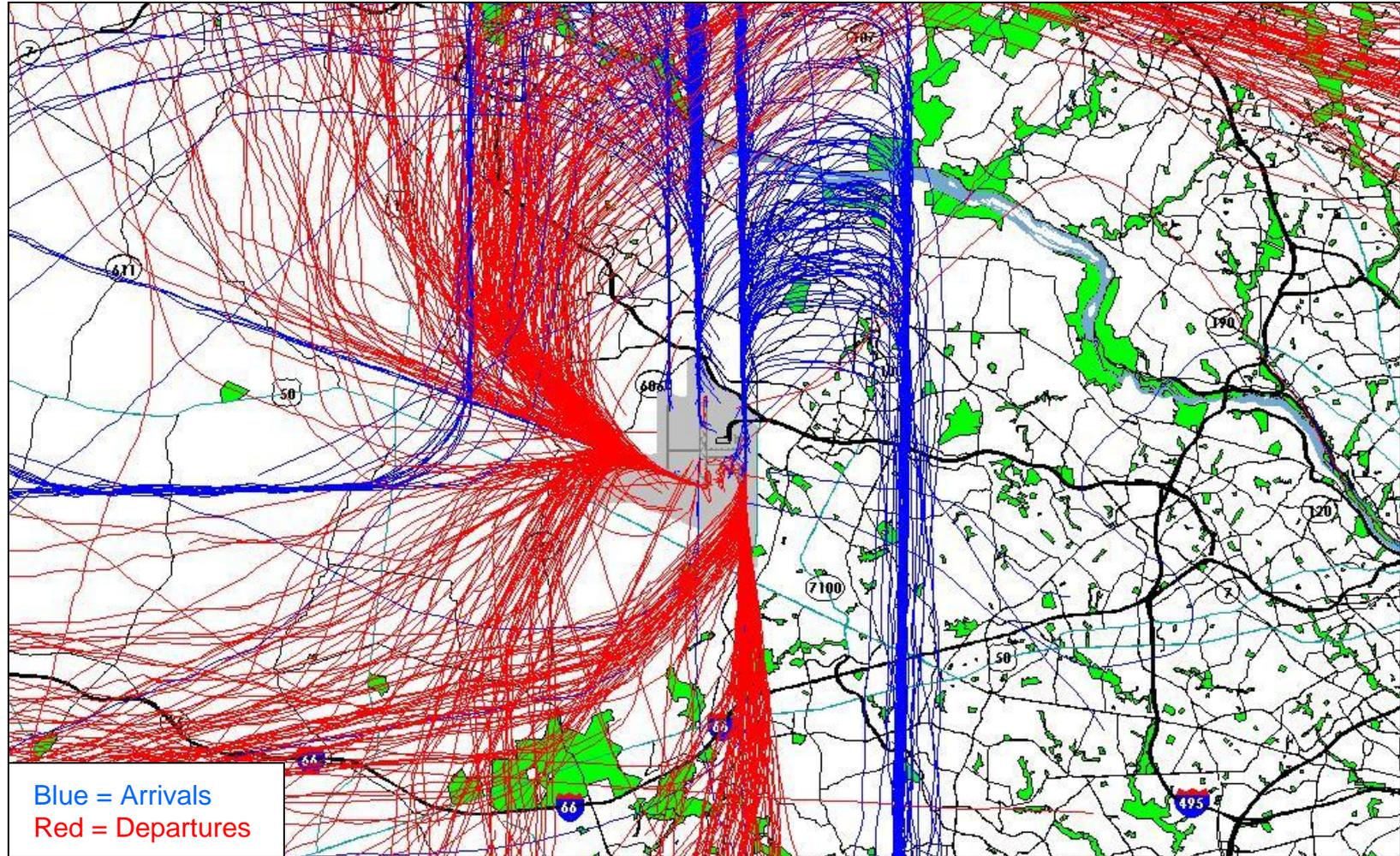
Note: United Airlines' services to Moscow DME and Geneva are scheduled to begin March 29 and April 19, 2009, respectively.



Washington Dulles International Airport

Arrivals and Departures

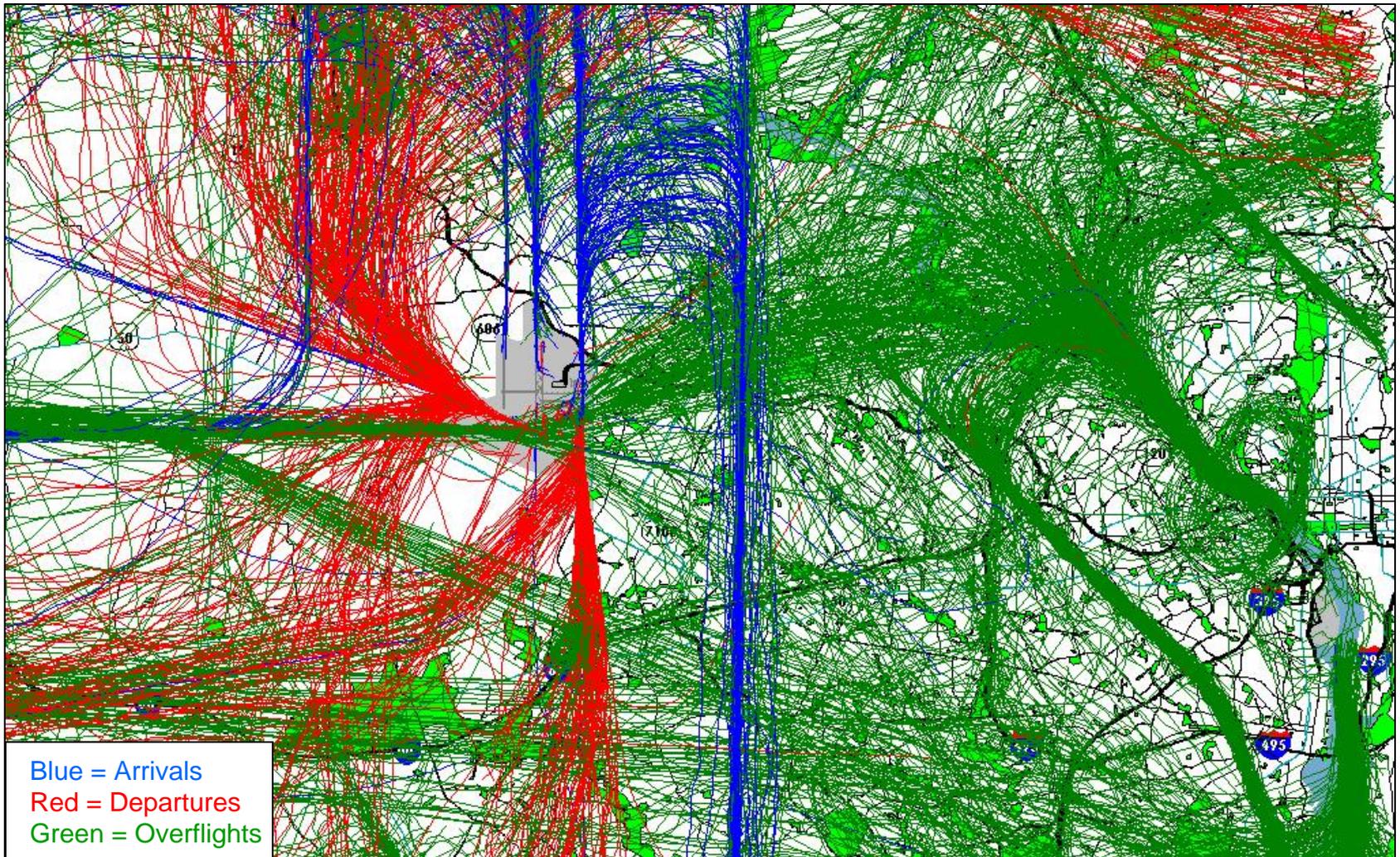
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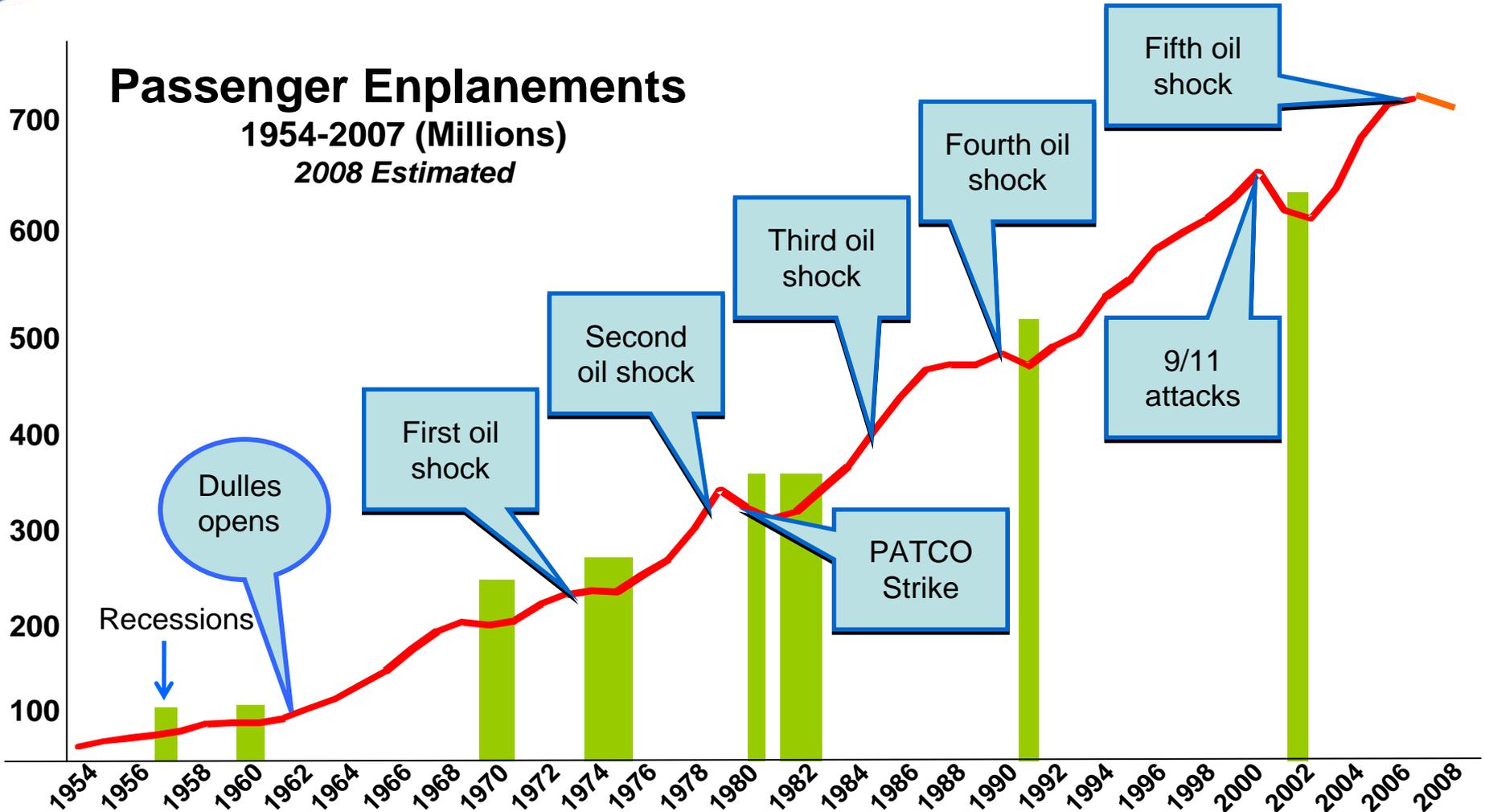


Washington Dulles International Airport and Ronald Reagan Washington National Airport Operations

January 23, 2009

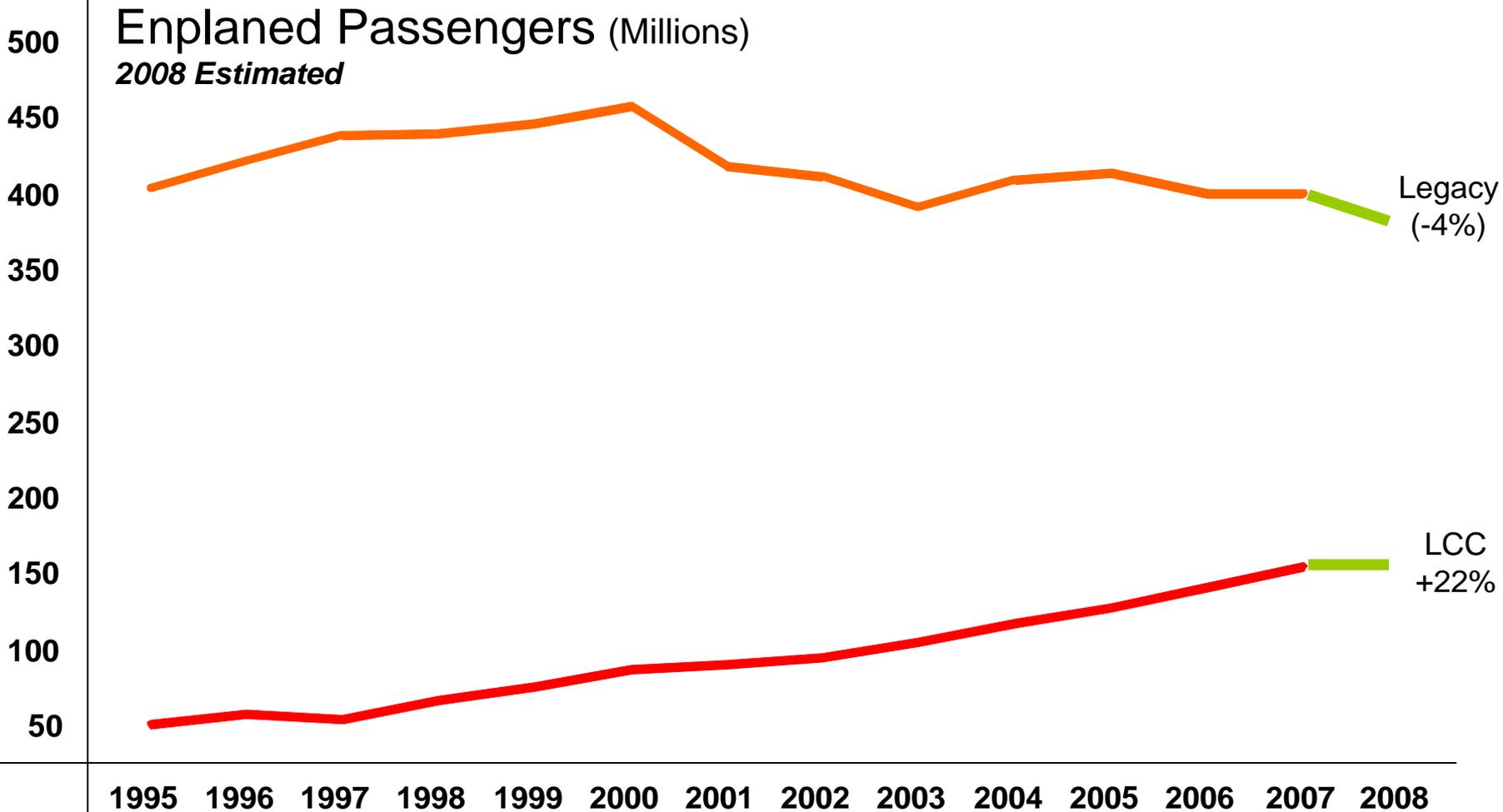


Aviation Has A History of Growth Through Volatility





Airlines Continue to Evolve

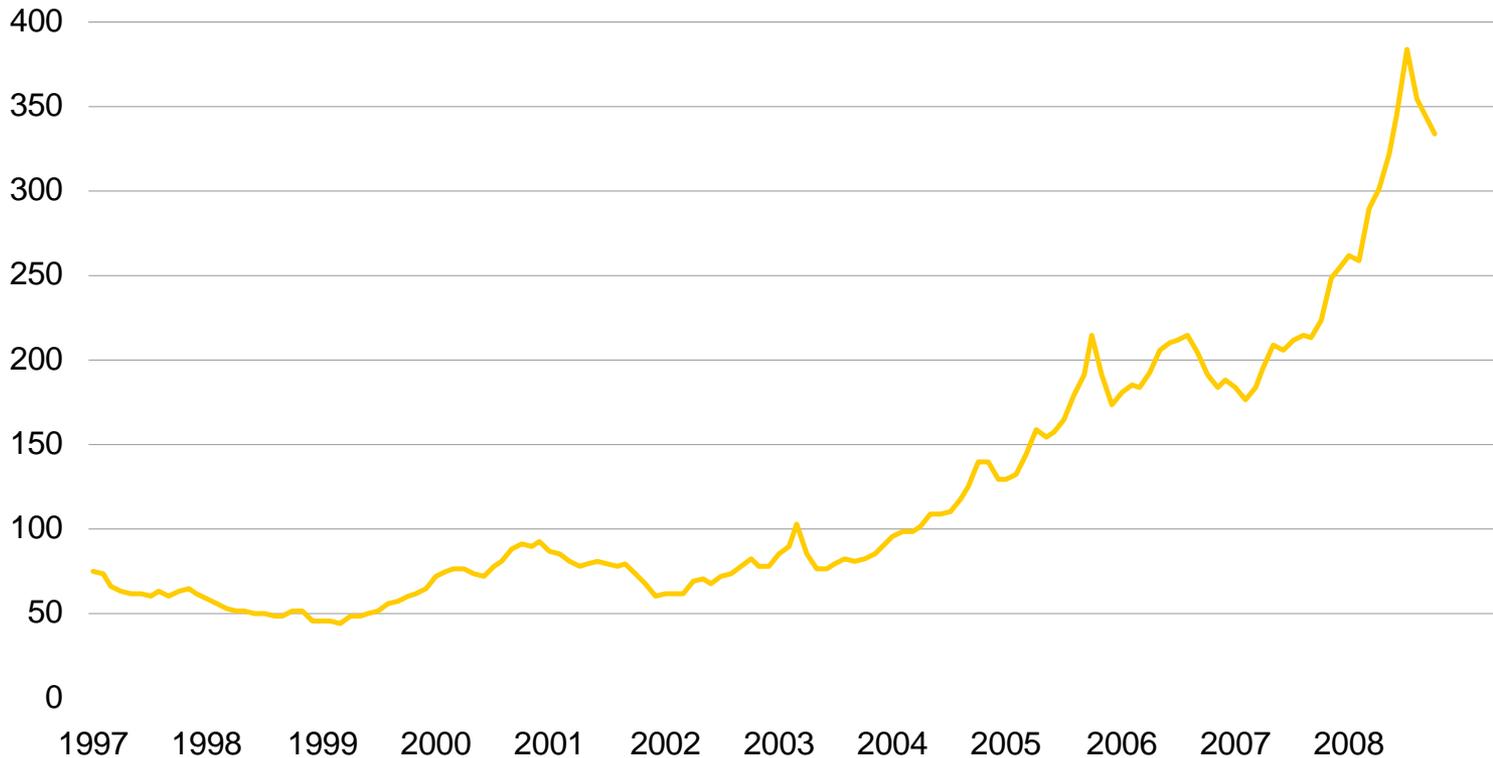




NextGen Efficiencies Will Ease the Impacts of Volatile Oil Prices on the Industry

Jet Fuel Prices Over the Last 10 Years

Price of Fuel
(Cents/Gallon)





What Airport Operators Care Most About In The Big Picture

- Safety
- Capacity
- Access
- Funding

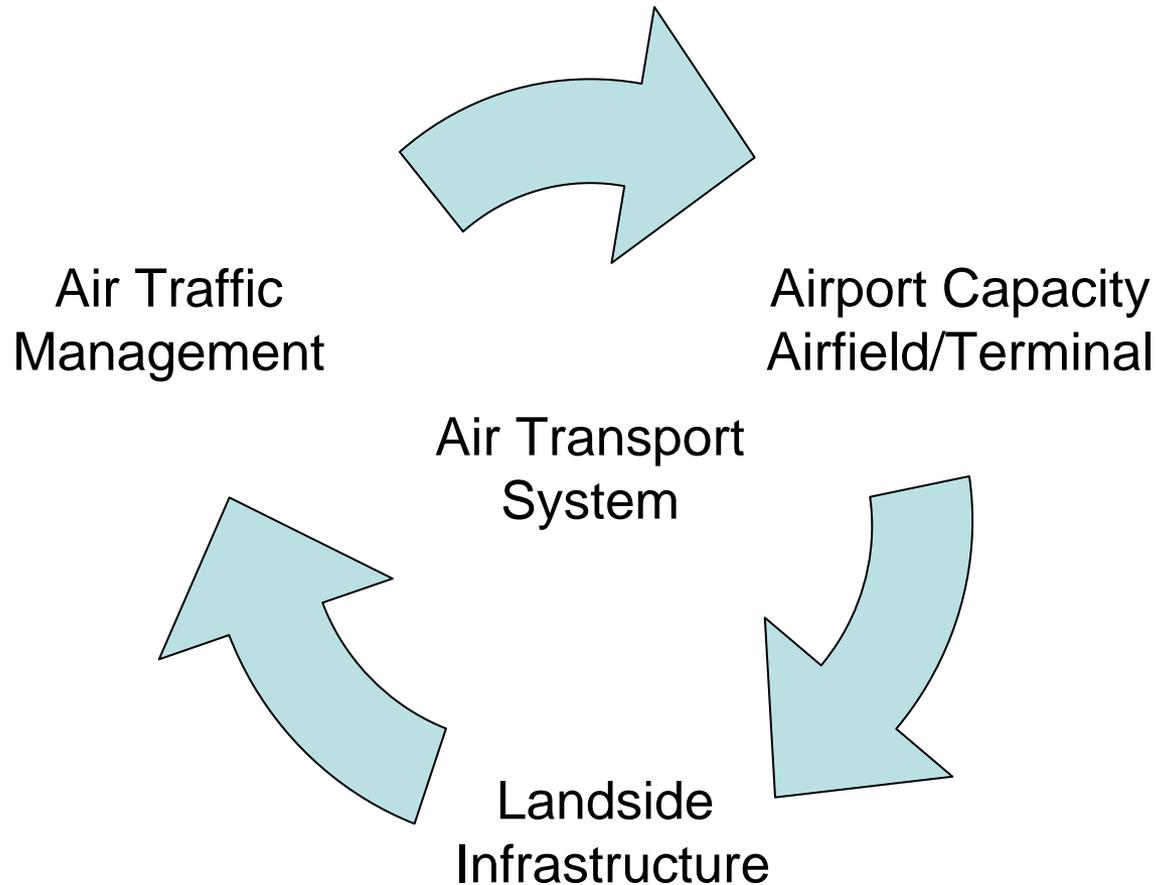


How Might Airport Operators See NextGen?

- Increases capacity and reduces delay
- To date the focus has been in the air
- Must address the full spectrum of the air transport system with equal priority
 - Air Traffic Management
 - Airfield Capacity
 - Terminal Capacity
 - Landside Infrastructure

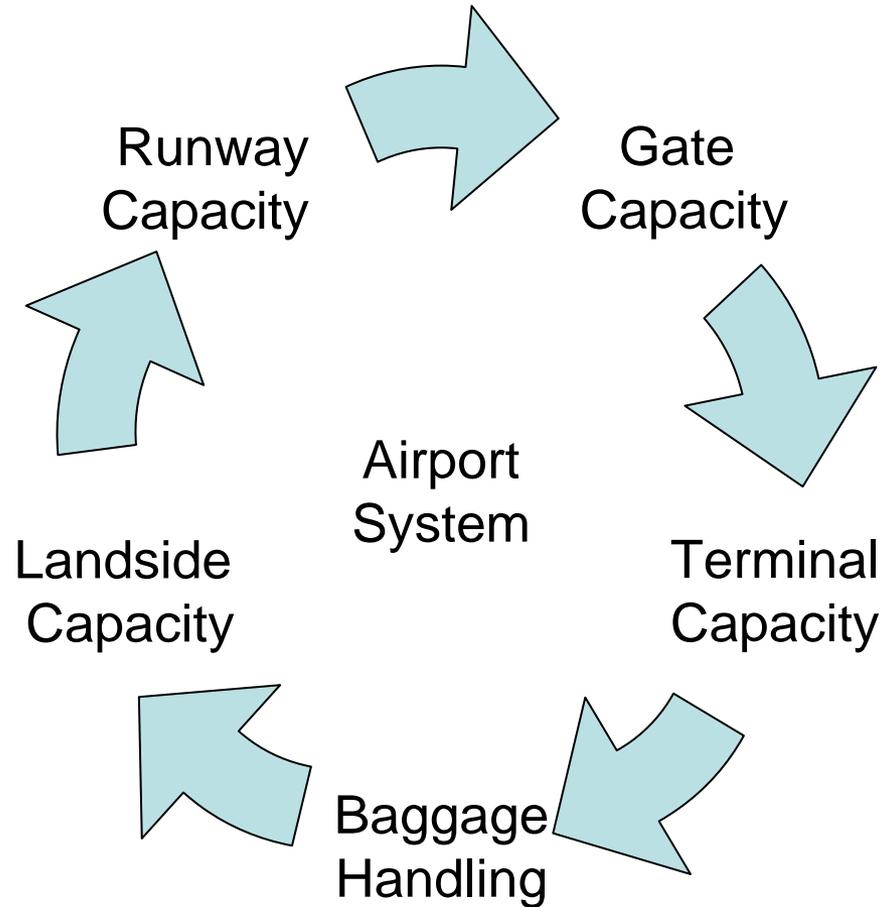


NextGen Balanced Wheel of Improvement





NextGen Impacts On The Airport System





NextGen Airside Traffic Flow Management

- Airside ground management impacts and requirements require clear definition.
- Configurations of runways, taxiways, ramps and concourses will be locked in when NextGen becomes a reality.
- Am I building today's airside facilities to be compatible?



NextGen Terminal Operations Concerns

- Passengers and baggage
 - Passenger ticketing and screening tempo increases
 - Baggage handling and screening tempo
 - Changes
- What criteria do I use to plan?
- When and where do I build terminals for NextGen?
- How do I pay for these facilities?



NextGen Landside Transportation Issues

- Airport access/egress infrastructure must develop in pace with changes.
- Increased emphasis on intermodal transportation options.
- Increased emphasis on traditional road access.
- Airport operators influence but do not control landside developments.
- Who owns the issue?



NextGen An Airport Operator's Perspective

- Must balance capacity in the air with capacity on the ground.
- Implementation must be “synched” with airport facility and Airline equipment developments.
- Improve “marketing” of NextGen to Airport Users and Legislatures.
- Address funding of airport and landside transportation improvements.



NextGen Airport System Development

- Must identify the planning guidelines soon
- Must address airport infrastructure and facility funding
- Must address aircraft modification funding
- Don't forget the "trains and automobiles"
- Must align timelines with NextGen milestones



Thank You