



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY  
January 29, 1973

DOT 5-73  
Phone: (202) 426-4321

The Department of Transportation today announced a proposed refinement of policy concerning the use of Washington National and Dulles International Airports which serve the Washington, D. C., Metropolitan Area.

The proposed policy is designed to enhance the short-haul and commuter role of Washington National Airport by phasing out non-stop flights to and from seven cities beyond a 650 mile radius of Washington and one-stop flights to and from points beyond 1,000 miles.

Some 119 flights a day now serving National would be affected. The schedule for phase-out of the affected flights would be negotiated by the Federal Aviation Administration of the Department and the airlines with a proposed deadline of January 1974 for completion.

As one of his final actions, outgoing Secretary of Transportation John A. Volpe directed the Federal Aviation Administration to publish in the Federal Register the full statement of the proposed policy for Washington National and Dulles International Airports including a notice of invitation for comments.

FAA Administrator John H. Shaffer said, "Our proposal to eliminate long-range non-stop and one-stop flights to and from National reinforces our long-standing policy regarding the proper aeronautical role of that facility in its relationship to Dulles.

"National -- only ten minutes from downtown Washington -- is ideally situated," he said, "to serve the short-haul market where ground travel time is a significant part of the total trip and often a determining factor in whether a traveler goes by air or uses another mode of transportation.

"Dulles," Mr. Shaffer pointed out, "is especially suited for the international and long-haul markets where ground travel time is a less critical factor. Its long runways, large ramp areas and modern terminal facilities were specifically designed for long-range, heavier aircraft and their users."

- more -

In addition to the proposed restrictions on stage length for aircraft serving National, FAA would prohibit the airlines from introducing any new type aircraft at National except those shown to be more compatible with the surrounding environment than the aircraft replaced. There would be no other restrictions on types of aircraft permitted at either airport except those dictated by safety considerations or the physical limitations of the facilities.

In its statement of policy, FAA indicated it will not seek any significant expansion of National Airport. It plans, however, to propose a modernization program designed to improve airport access and egress, baggage handling and overall aesthetics.

Under the proposed policy, FAA would retain the present 40 per hour limitation on airline schedules at National. This restriction was established by voluntary agreement of the airlines in 1966 and made mandatory in June 1969.

In its statement, the agency indicated conditions at National will be carefully monitored in order to remain within the capacity of the airport. Also, the upper limitation of 40 air carrier operations per hour will be reduced as necessary as new, larger aircraft are scheduled into the airport.

There is no change expected in the present agreement not to schedule jet service at National between 10 p.m. and 7 a.m.

The 650 mile limit on non-stop flights at National was established by FAA after the airport was opened to two and three-engine jets in April 1966. However, non-stop service to seven cities beyond the 650 mile limit was exempted from the ruling under the provisions of a "grandfather" clause. Four of these seven cities are in Florida -- Orlando, Tampa, West Palm Beach and Miami. The remaining three are St. Louis, Memphis and Minneapolis-St. Paul. Together, these seven cities account for 67 flights daily.

There are no current restrictions on one-stop service at National provided the one-stop is made within the 650 mile radius or at one of the "grandfather" cities. The number of such one-stop flights to and from points beyond the 1,000 mile radius now total 52 daily.

A draft environmental impact statement on the expected consequences of the proposed policy has also been prepared in compliance with the National Environmental Policy Act of 1969. A copy of the draft environmental impact statement may be reviewed at the Federal Aviation Administration, Office of Environmental Quality, 800 Independence Avenue, S.W., Washington, D. C. 20591.

Any interested person who wishes to express views or comments with respect to the proposed policy statement or the draft environmental impact statement may do so by submitting them in writing by March 28, 1973, to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, GC-24, 800 Independence Avenue, S. W., Washington, D. C. 20591.

#####