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Records Set at Reagan National and Dulles in 2005 *Together, Washington Airports Served Nearly 45 Million Passengers*

Robust growth trends continued in 2005 with both Ronald Reagan Washington National Airport and Washington Dulles International Airport setting records for passenger traffic. Together, the Washington area airports served nearly 45 million passengers.

Reagan National set a new record with 17.8 million passengers, a nearly 12 percent increase from 2004. The airport logged more than 276,000 total flight operations.

At Dulles, the 27 million passengers who used the airport in 2005 surpassed the 22.9 million of 2004 – an increase of 18 percent. Of those 27 million passengers, nearly 5 million were international passengers, a 5.8 percent increase in international passengers from 2004. Dulles also set a new record with more than 509,000 flight operations, an 8.5 percent increase from the previous year.

“This was an exceptional year for us,” said James E. Bennett, President and CEO of the Metropolitan Washington Airports Authority. “The record number of passengers at both Reagan National and Dulles reflects the strong demand for air service in the Washington region. We are looking forward to 2006 as we continue to work with the airlines to meet the domestic and international air service needs of the region.”

In 2005, Reagan National saw new and enhanced commercial air service to several cities, including Nashville, Birmingham, Grand Rapids, Des Moines and Madison, Wisconsin. In October, General Aviation scheduled flights were allowed to return to Reagan National for the first time since 2001. The Airports Authority completed a security checkpoint expansion project to reduce the time passengers spend in the security screening process. Five new security checkpoint lanes opened in 2005, bringing the Airport’s total number of security lanes to 21.

At Dulles, passenger volumes jumped significantly, in part due to the presence of regional low-fare carrier Independence Air, which peaked at nearly 600 flights per day at the Airport when it launched in the summer of 2004. The strong competitive response from other carriers also contributed to the record year at Dulles, along with the introduction of new and enhanced domestic and international air service.

South African Airways introduced new service from Johannesburg, South Africa to Dulles in July. In December, United Airlines began operating nonstop flights between Dulles and several new Caribbean destinations, including: Nassau, Bahamas; Montego Bay, Jamaica; Punta Cana, Dominican Republic; and St. Maarten in the Netherland Antilles. United also added more flights from Dulles to Aruba and St. Thomas. Dulles saw increased domestic service to several cities, including San Diego, Oakland, Chicago and Miami, along with additional international flights to cities, including Paris, Munich Sao Paulo and Seoul.

As passenger numbers continue to grow, so do the facilities at Dulles. The Authority continues its \$3.4 billion construction program at the airport, (known as Dulles Development, or “d2,”) achieving several major milestones in 2005. The Authority completed construction of a new 325-foot air traffic control tower, designed to accommodate anticipated growth in air traffic and the future fourth and fifth runways. The Federal Aviation Administration completed its environmental impact study of the new runways in 2005. Work is expected to begin on the fourth runway later this year. The new Z Gates, located in the Main Terminal, opened this summer to serve US Airways passengers.

Other d2 projects completed in 2005 include the reconstruction of three taxiways, and the reconfiguration and paving of north roadways. The Main Terminal rehabilitation, a multi-year project to reconstruct ticketing kiosks, add an additional baggage basement and upgrade baggage delivery systems, was completed in April.

A new cell phone waiting area opened at Dulles in December to accommodate drivers waiting to pick up arriving passengers.

Work continues on the new underground airport train system, which will transport passengers between the Main Terminal and midfield concourses. When completed in 2009, the train system will replace the mobile lounges as the primary conveyance system for domestic passengers at the Airport. Design of the new train cars was completed in 2005. A life-sized model of a train car was delivered to Dulles and will be put on public display later this year.