NextGen Metroplex - D.C.

The FAA is redesigning airspace and addressing airspace inefficiencies, introducing new Performance Based Navigation procedures and making use of Time Based Flow Management to make the D.C. Metroplex airspace more efficient and improving access to its airports. The effort focuses on a number of airports, including Baltimore/Washington International Thurgood Marshal (BWI), Ronald Reagan Washington National (DCA), Manassas Regional-Harry P. Davis Field (HEF), Washington Dulles International (IAD), and Martin State (MTN).

All results are reported by Fiscal Year (FY), October 1 — September 30.

D.C. Average Daily Metroplex Traffic (FY09- FY13)

Source: Operational Network (OPSNET)

FY	Commercial Air Carrier	General Aviation	Military	Total Operations
2009	2,302	669	19	2,990
2010	2,298	605	20	2,923
2011	2,374	572	16	2,962
2012	2,310	566	18	2,894
2013	2,279	550	24	2,853

Average Daily Scheduled Flights

Source: Bureau of Transportation Statistics (BTS)/Air Carrier Statistics Database

FY	2009	2010	2011	2012	2013
Scheduled Flights	2,173	2,172	2,166	2,103	1,904

Projected Annual Benefits

Source: FAA

$6.4 Million
Value of Fuel Savings

2.5 Million Gallons
Fuel Savings

25.0 Thousand Metric Tons
Carbon Savings
These are annual benefits expected to accrue upon completion of the NextGen near-term procedural improvements implemented by the FAA's Metroplex program. They are based on the FAA's preliminary assessment of proposed airspace improvements compared to operations in a year before any improvements were made. The value of the projected fuel savings is based on prevailing fuel prices at the time the analysis was conducted and could therefore differ from values used for other metroplexes. The data estimates are current as of July 2013.

D.C. Metroplex Airports

BWI
Baltimore/Washington International Thurgood Marshall Airport

DCA
Ronald Reagan Washington National Airport

HEF
Manassas Regional Airport-Harry P. Davis Field

IAD
Washington Dulles International Airport

MTN
Martin State Airport