

MEMORANDUM

TO: Aviation Technical Subcommittee
FROM: Arianna Koudounas, TPB Transportation Planner
SUBJECT: Comprehensive Regional Air System Plan (RASP) Update, Phase 2 – Needs Assessment
DATE: September 27, 2018

Following Phase 1 of the comprehensive Regional Air System Plan (RASP) update, which focused on a review of previous and existing RASPs, airport master plans, state aviation plans, and national case studies, Phase 2 involves establishing the existing conditions in the regional airport system and conducting a regional needs assessment. The specific areas of assessment were informed by the work performed in Phase 1. Work on Phase 2 is under way and several initial results are documented in this memorandum and lend initial guidance for the discussion of forecasts and future recommendations in Phase 3 of the comprehensive RASP update.

In June of 2018, COG-TPB staff met individually with representatives from Baltimore/Washington International Thurgood Marshall Airport, the Metropolitan Washington Airports Authority (MWAA), and the Washington Airports Task Force, to better gauge the existing conditions and needs of the region's three major commercial airports: Baltimore/Washington International Thurgood Marshall (BWI), Ronald Reagan Washington National Airport (DCA), and Dulles International Airport (IAD). This section highlights the priorities and needs identified for each airport and concludes with next steps that will be incorporated into Phase 3 of the RASP, which will involve the review and preparation of air system forecasts and the development of recommendations for the system plan update.

This memo builds upon the Draft Phase 1 Report currently being reviewed by the Aviation Technical Subcommittee and sets the stage for the forthcoming Phase 2 additions to be incorporated into the report in the coming months. Subcommittee members are invited to comment and recommend additional "existing conditions" and "needs" that are not yet included.

Baltimore/Washington International Thurgood Marshall Airport (BWI)

Existing Conditions

- 3,596 acres
- Recently installed new International Checked Baggage Inspection System (completed 2017)
- Six-gate expansion of the International Concourse (Fall 2018 completion)
- Reconstruction of 28,000 square yards of concrete apron pavement surrounding Concourse B (In progress)
- Design of a five-gate extension to Concourse A (In progress)
- Air cargo activity grew by 60 percent in the past year, resulting in a fast-track construction project, expanding the Midfield Cargo Apron with six new aircraft parking positions that allowed for a new carrier to begin service in time for peak 2017 holiday season demand
- Currently there is insufficient space at the airline gates or within the terminal and adjacent areas for airlines to perform aircraft maintenance functions

- MDOT MAA recently procured 20 shuttle buses powered by clean natural gas for connecting the BWI Marshall Airport terminal and the consolidated rental car facility

Needs

- Multi-year upgrade to Terminal A/B, which is the center of operations for Southwest Airlines at BWI Marshall Airport
 - An important first step to this upgrade: Construction forthcoming on the 55,000 square foot, five-gate extension to Concourse A (2019 completion)
- The forthcoming creation of an Aircraft Maintenance Facility will support aircraft maintenance needs

Ronald Reagan Washington National Airport (DCA)

Existing Conditions

- 860 acres
- MAAA undertook a Roadway & Parking Study in 2016 to address traffic congestion issues at DCA; the study recommends several improvements and related projects outlined in the “Needs” section below
- 14-gate concourse renovation of the current Gate 35X, ending the need for travelers to ride buses from the terminal to board regional jets parked outside (In progress, 2021 completion)
- Construction of new security checkpoint areas outside each entrance from the Metro station (In progress, 2020 completion)
- Overcoming challenges with Metro running hours and 5A bus service
- Navigating Ongoing Challenges with Adjacent Jurisdictions:
 - Rosslyn & Crystal City: Radar issue with tall buildings
 - Alexandria: Potomac Yards development
 - DC: Restricted Air Space

Needs

- The proposed improvements resulting from the 2016 Roadway & Parking Study include:
 - The revision of planned road improvements shown in the current DCA ALP (2012)
 - New Engineering and Maintenance Shops Building and temporary parking structure
 - Airfield improvements to modify taxiway intersections at various locations to meet revised FAA geometry guidance
 - Taxiway B Hold Pad expansion and Runway 01 Hold Apron
- Navigating Ongoing Challenges with Adjacent Jurisdictions:
 - Rosslyn & Crystal City: Radar issue with tall buildings
 - Alexandria: Potomac Yards development
 - DC: Restricted Air Space

Dulles International Airport (IAD)

Existing Conditions

- 12000 acres (subject to change based on forthcoming sale of land), at 1/3 capacity

- Construction of Dulles Corridor Metrorail Project - a 23.1-mile extension of the regional Metrorail system along the Dulles Corridor (in progress, 2020 completion)
- People mover continuous loop with new tier 3 & 4 concourses
- Update to the Dulles Airport Noise Contour Map will incorporate changes in the aviation environment since the 1993 (in progress)
- Anticipated sale of 424-acre Western Lands to Digital Realty (2018)
- RFP out for cargo facilities
- Amazon proposal

Needs

- Successful launch of marketing campaign for Silver Line that results in seamless transition to air passenger and employee ridership
- Established plan for expansion of cargo operations
- One runway to be built
- Determination of the future of the Loudoun Gateway