

# 2013 Air Passenger Survey Geographic Findings

Review of Draft Report

Aviation Technical Subcommittee

July 24, 2014

# Contents (1)

- Internal and external originations
- Super Districts for analysis
- Super District originations 2011 and 2013
- Resident and Non-Resident originations by jurisdiction
- Originations by jurisdiction '11 and '13
- 2013 Airport Service Area
- Percentage of travelers using preferred airport by AAZ

# Contents (2)

- Trip purpose (work)
- Trip origin
- Mode of access
- Income
- Diurnal distributions
- Review of other parts of report (Appendix G)
- Comments

# Internal vs. External Originations

Enplanement Type		BWI		Dulles		National		Region	
		2011	2013	2011	2013	2011	2013	2011	2013
<i>Within Air System Planning Region</i> - (Internal)	<i>Number</i>	7,705	7,158	7,109	5,582	8,094	8,416	22,908	21,156
	<i>Percent</i>	88%	84%	95%	90%	99%	97%	94%	90%
<i>Outside Air System Planning Region</i> - (External)	<i>Number</i>	1,054	1,344	383	633	121	270	1,558	2,247
	<i>Percent</i>	12%	16%	5%	10%	1%	3%	6%	10%
Total Enplanements	<i>Number</i>	8,759	8,502	7,492	6,214	8,215	8,686	24,466	23,402
	<i>Percent</i>	100%	100%	100%	100%	100%	100%	100%	100%

*Internal* originating trips are local originating trips within the Washington/Baltimore Air System Planning Area.

*External* originating trips are trips originating from PA, DE, WV (except for Jefferson County), NJ or external VA and MD

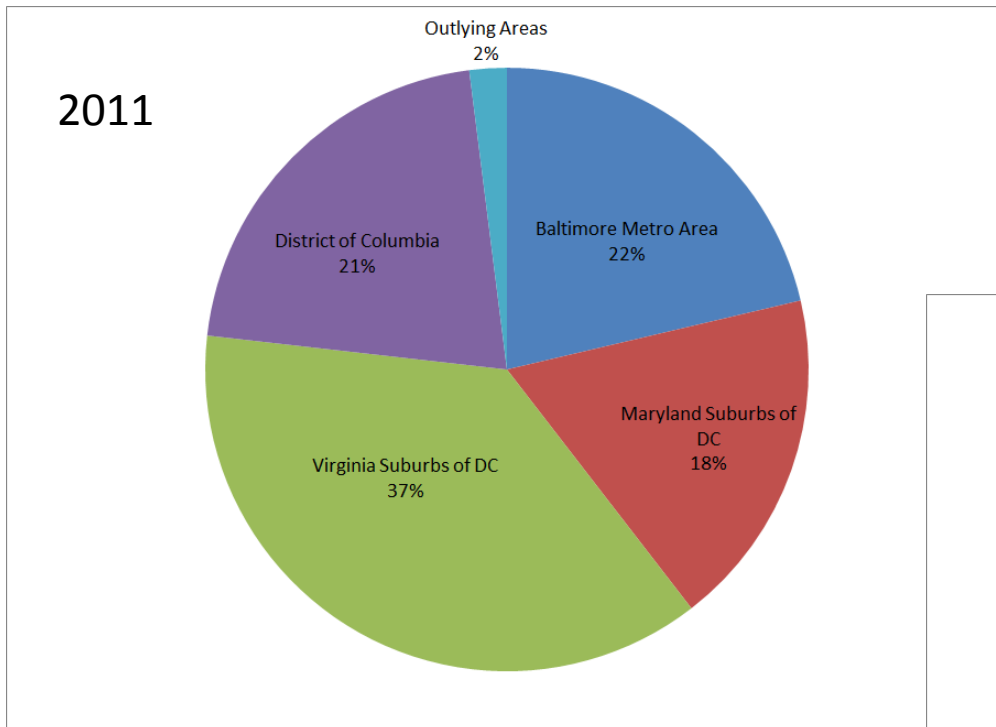
*Source: 2011 and 2013 Washington-Baltimore Regional Air Passenger Survey*

# Super Districts for Internal Originations

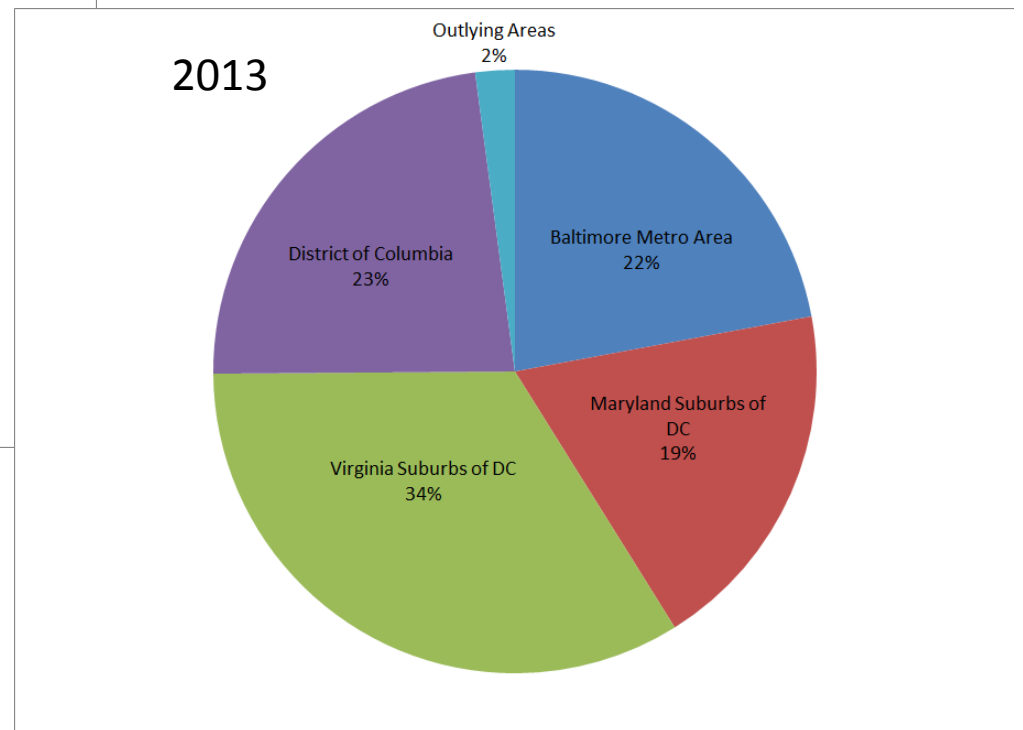


- Baltimore Metro Area
- District of Columbia
- Maryland Suburbs of DC
- Virginia Suburbs of DC
- Outlying Areas

# Super District Distribution of Originations 2011 and 2013

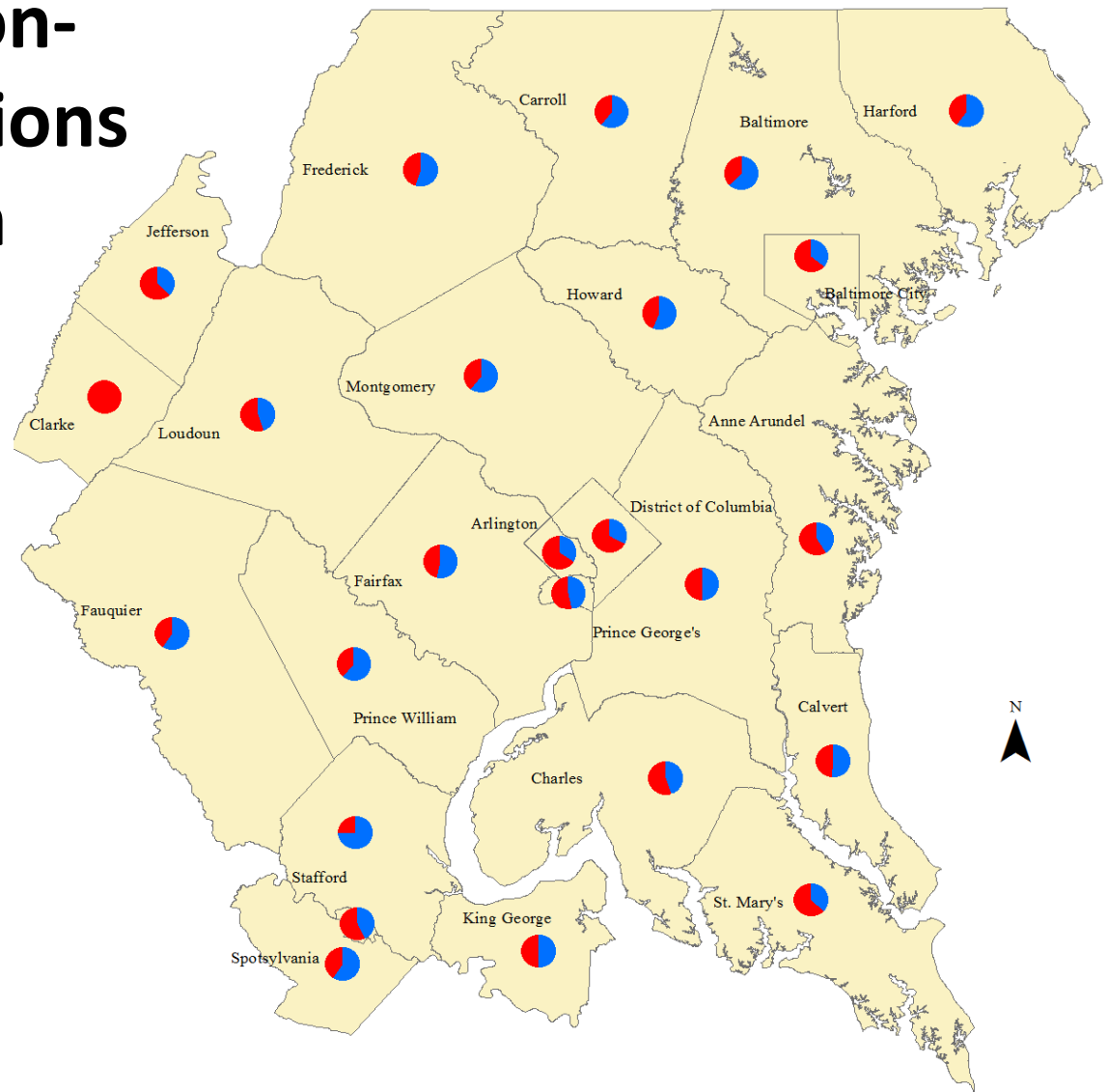


Total: 21.1 Million



Total: 22.9 Million

# Resident and Non-Resident Originations by Jurisdiction



# Originations by Jurisdiction '13 and '11

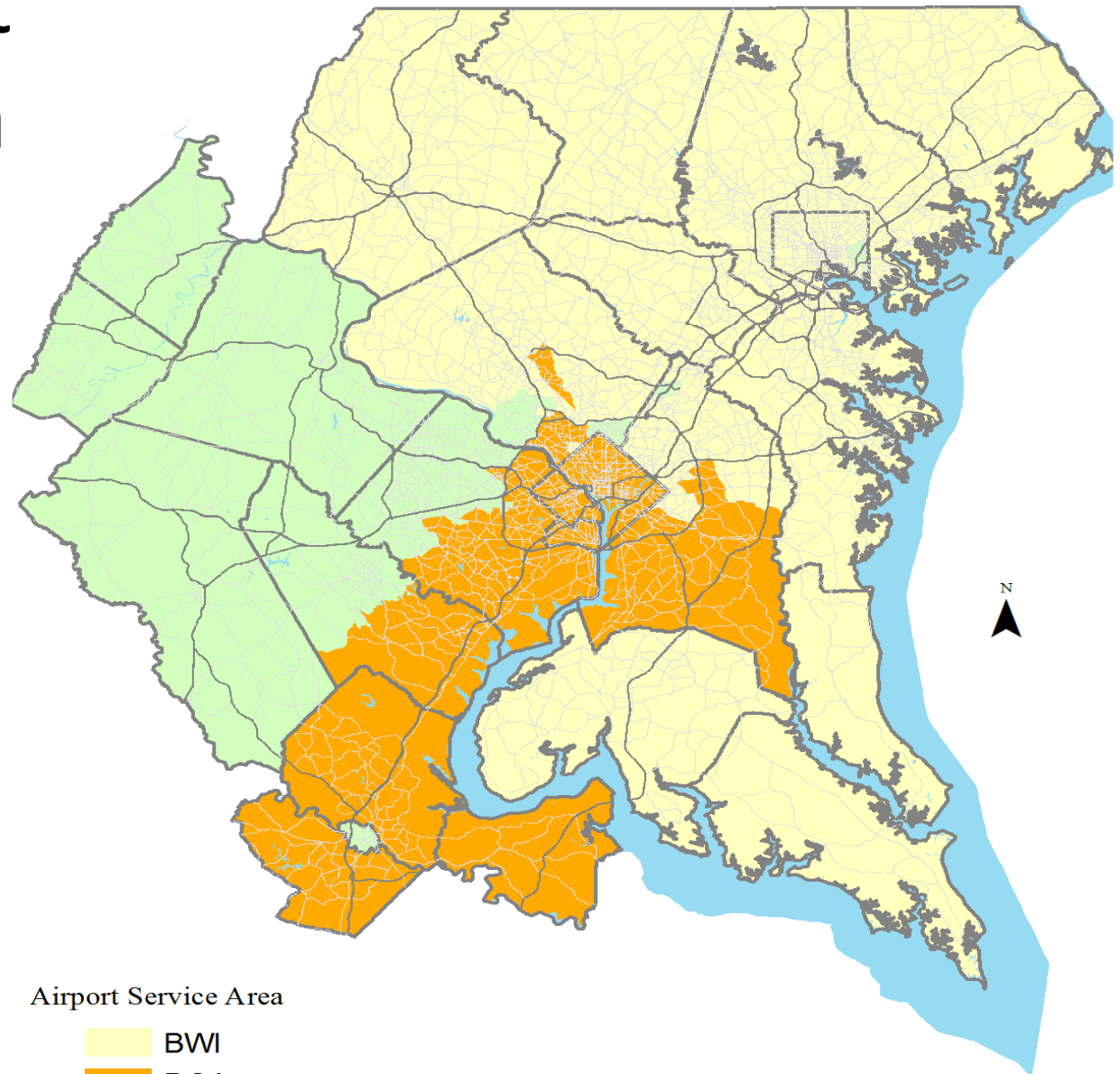
ORIGIN COUNTY	BWI AIRPORT				NATIONAL AIRPORT				DULLES AIRPORT				REGION			
	2011	2013	11-13	% Change	2011	2013	11-13	% Change	2011	2013	11-13	% Change	2011	2013	11-13	% Change
<i>Anne Arundel County</i>	1,394	1,310	-84	-6%	42	36	-6	-15%	97	58	-39	-41%	1,533	1,404	-129	-8%
<i>Baltimore City</i>	1,234	1,230	-4	0%	21	56	35	166%	48	49	1	2%	1,303	1,335	32	2%
<i>Baltimore County</i>	878	863	-15	-2%	27	4	-23	-84%	49	58	9	18%	954	925	-29	-3%
<i>Carroll County</i>	135	165	30	22%	3	11	8	261%	22	19	-3	-13%	160	195	35	22%
<i>Harford County</i>	266	179	-87	-33%	2	4	2	89%	5	20	15	294%	273	203	-70	-26%
<i>Howard County</i>	591	525	-66	-11%	15	24	9	58%	55	59	4	7%	661	608	-53	-8%
<b>SUBTOTAL BALTIMORE METRO AREA</b>	<b>4,498</b>	<b>4,273</b>	<b>-225</b>	<b>-5%</b>	<b>110</b>	<b>134</b>	<b>24</b>	<b>22%</b>	<b>276</b>	<b>262</b>	<b>-14</b>	<b>-5%</b>	<b>4,884</b>	<b>4,670</b>	<b>-214</b>	<b>-4%</b>
<i>Calvert County</i>	54	48	-6	-11%	4	37	33	823%	15	1	-14	-94%	73	86	13	18%
<i>Charles County</i>	77	75	-2	-3%	58	63	5	9%	17	20	3	15%	152	157	5	4%
<i>Frederick County</i>	230	229	-1	0%	36	33	-3	-8%	66	59	-7	-11%	332	321	-11	-3%
<i>Montgomery County</i>	892	837	-55	-6%	876	833	-43	-5%	749	670	-79	-11%	2,517	2,341	-176	-7%
<i>Prince Georges County</i>	519	537	18	3%	402	451	49	12%	174	134	-40	-23%	1,095	1,122	27	2%
<b>SUBTOTAL MARYLAND SUBURBS OF DC</b>	<b>1,772</b>	<b>1,726</b>	<b>-46</b>	<b>-3%</b>	<b>1,376</b>	<b>1,418</b>	<b>42</b>	<b>3%</b>	<b>1,021</b>	<b>883</b>	<b>-138</b>	<b>-13%</b>	<b>4,169</b>	<b>4,027</b>	<b>-142</b>	<b>-3%</b>
<i>City of Alexandria</i>	81	69	-12	-14%	539	529	-10	-2%	170	180	10	6%	790	778	-12	-2%
<i>Arlington County</i>	153	87	-66	-43%	1,468	1,317	-151	-10%	499	320	-179	-36%	2,120	1,724	-396	-19%
<i>Fairfax County</i>	287	171	-116	-41%	1,219	1,188	-31	-3%	2,252	1,624	-628	-28%	3,758	2,983	-775	-21%
<i>Loudoun County</i>	54	46	-8	-15%	75	123	48	65%	913	822	-91	-10%	1,042	991	-51	-5%
<i>Prince William County</i>	42	58	16	38%	204	238	34	16%	445	268	-177	-40%	691	563	-128	-18%
<i>Stafford County</i>	6	10	4	60%	65	60	-5	-8%	64	35	-29	-46%	135	104	-31	-23%
<b>SUBTOTAL VIRGINIA SUBURBS OF DC</b>	<b>623</b>	<b>440</b>	<b>-183</b>	<b>-29%</b>	<b>3,570</b>	<b>3,454</b>	<b>-116</b>	<b>-3%</b>	<b>4,343</b>	<b>3,249</b>	<b>-1,094</b>	<b>-25%</b>	<b>8,536</b>	<b>7,144</b>	<b>-1,392</b>	<b>-16%</b>
<i>District of Columbia</i>	<b>676</b>	<b>569</b>	<b>-107</b>	<b>-16%</b>	<b>2,900</b>	<b>3,261</b>	<b>361</b>	<b>12%</b>	<b>1,280</b>	<b>1,038</b>	<b>-242</b>	<b>-19%</b>	<b>4,856</b>	<b>4,867</b>	<b>11</b>	<b>0%</b>
<i>Outlying Areas</i>	133	148	15	11%	138	149	11	8%	187	149	-38	-20%	458	446	-12	-3%
<i>Externals</i>	1,054	1,344	290	27%	121	270	149	123%	383	633	250	65%	1,558	2,246	688	44%
<b>Total</b>	<b>8,756</b>	<b>8,500</b>	<b>-256</b>	<b>-3%</b>	<b>8,215</b>	<b>8,686</b>	<b>471</b>	<b>6%</b>	<b>7,490</b>	<b>6,214</b>	<b>-1,276</b>	<b>-17%</b>	<b>24,461</b>	<b>23,400</b>	<b>-1,061</b>	<b>-4%</b>

Data for the Cities of Fairfax and Falls Church are included in the Fairfax County totals, and data for the Cities of Manassas and Manassas Park are included in the Prince William County totals. Outlying Areas include Clarke, Fauquier, King George, and Spotsylvania Counties in VA, the City of Fredericksburg VA, St. Mary's County in MD, and Jefferson County WV, Externals include jurisdictions outside the air system planning region.

Source: 2011 and 2013 Washington-Baltimore Regional Air Passenger Surveys



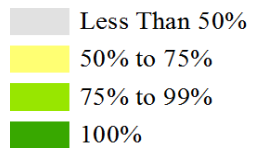
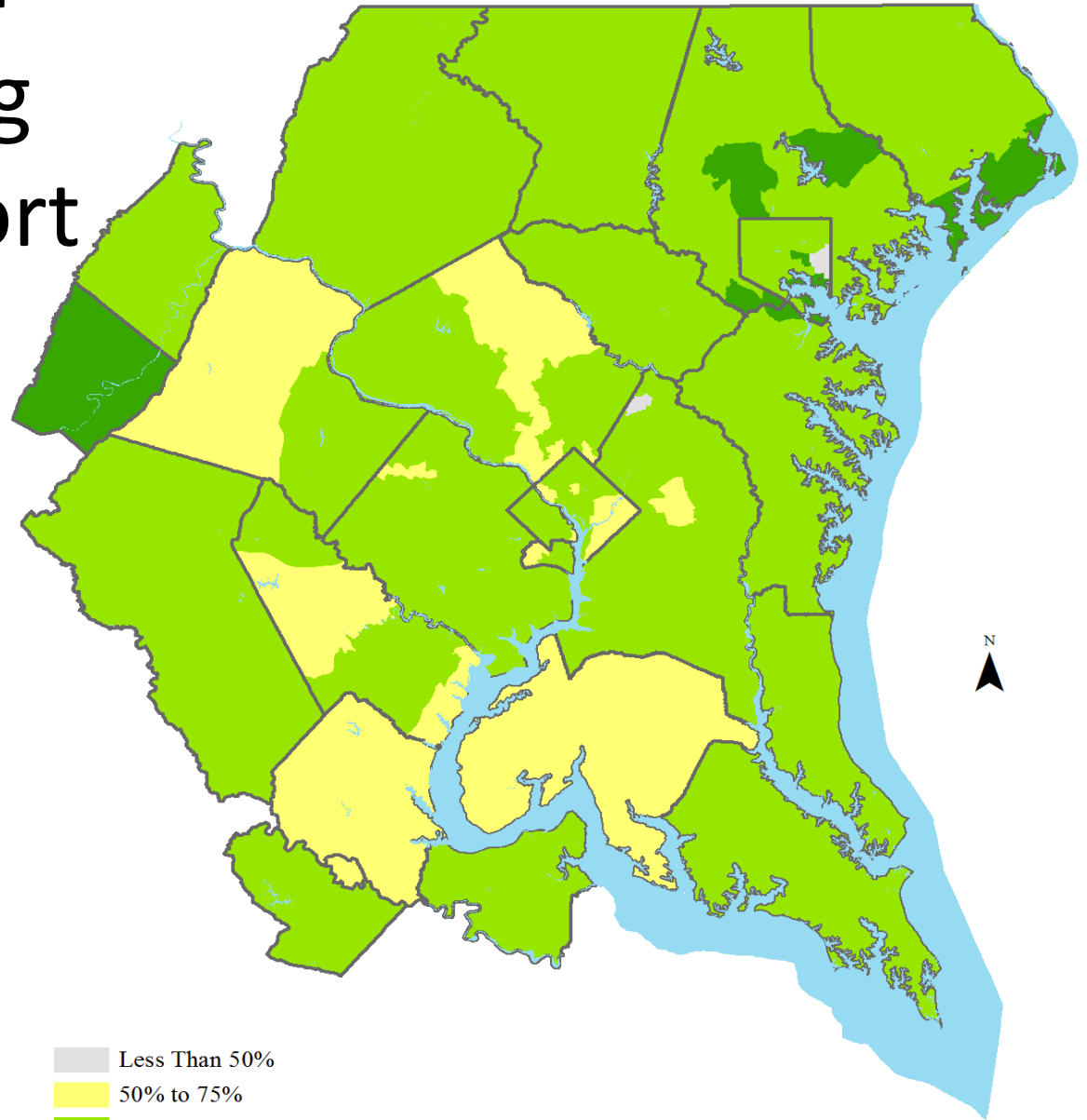
# 2013 Airport Service Area



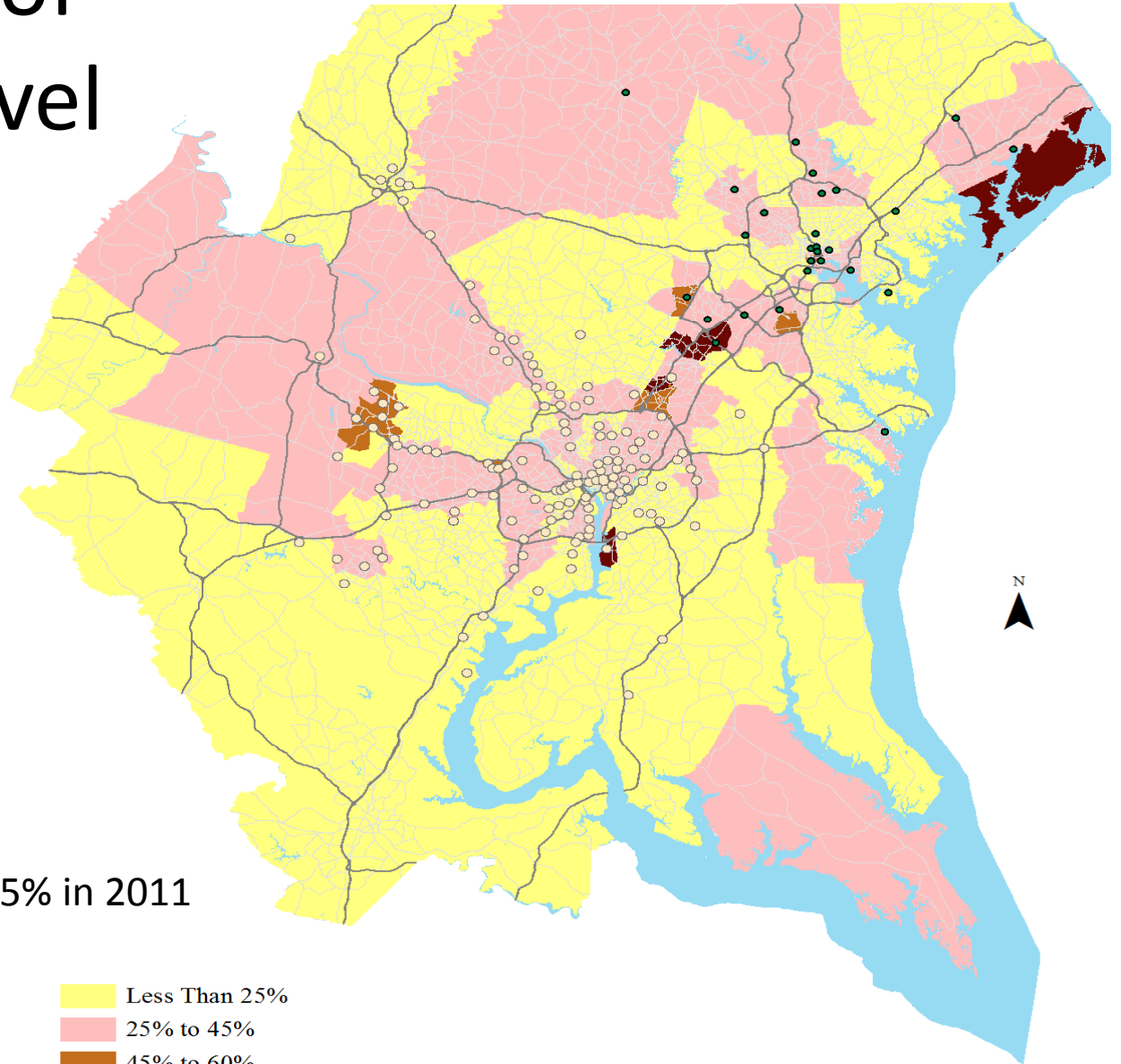
Airport Service Area

- BWI
- DCA
- IAD

# Percentage of travelers using preferred airport



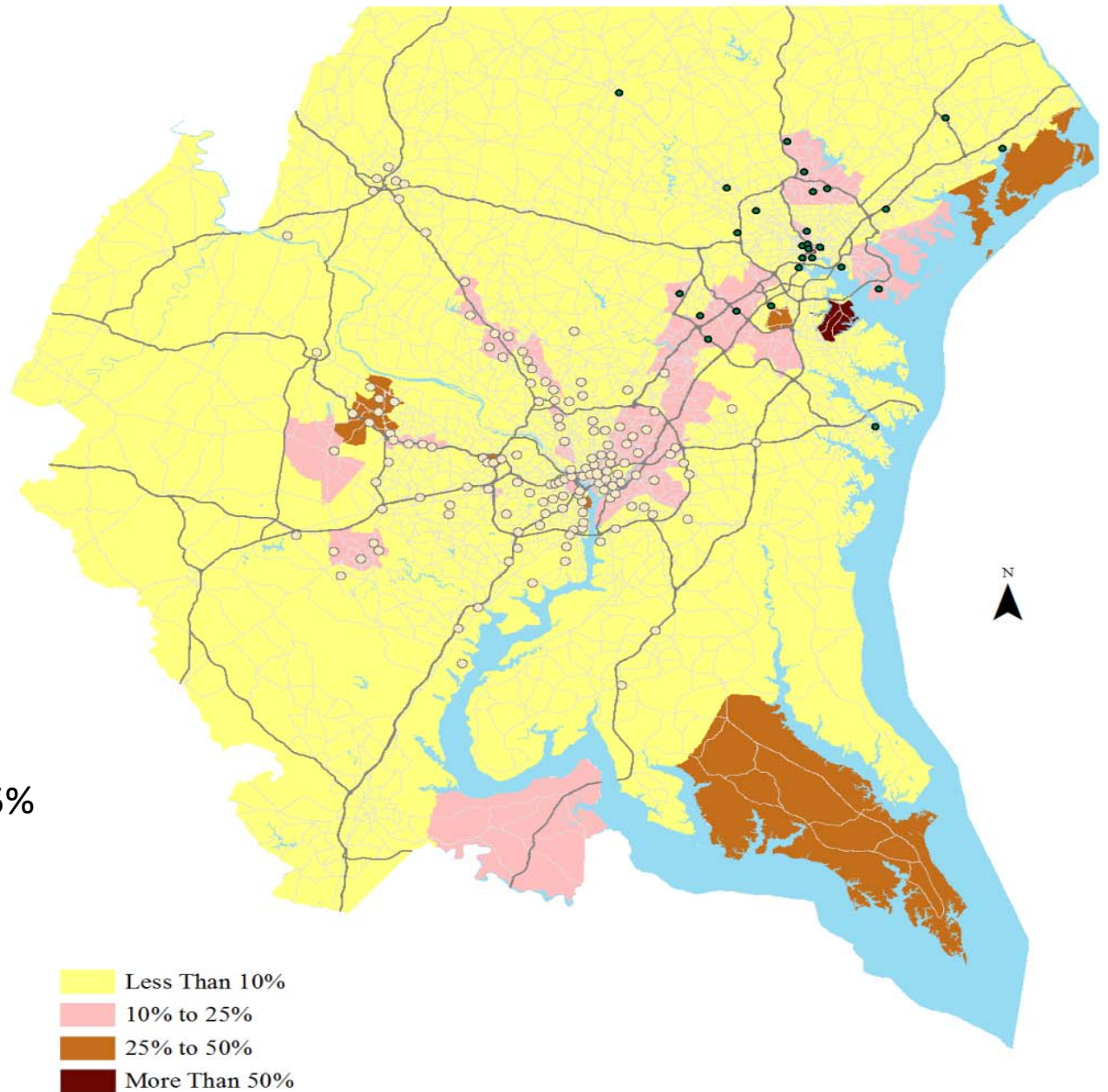
# Percentage of Business Travel



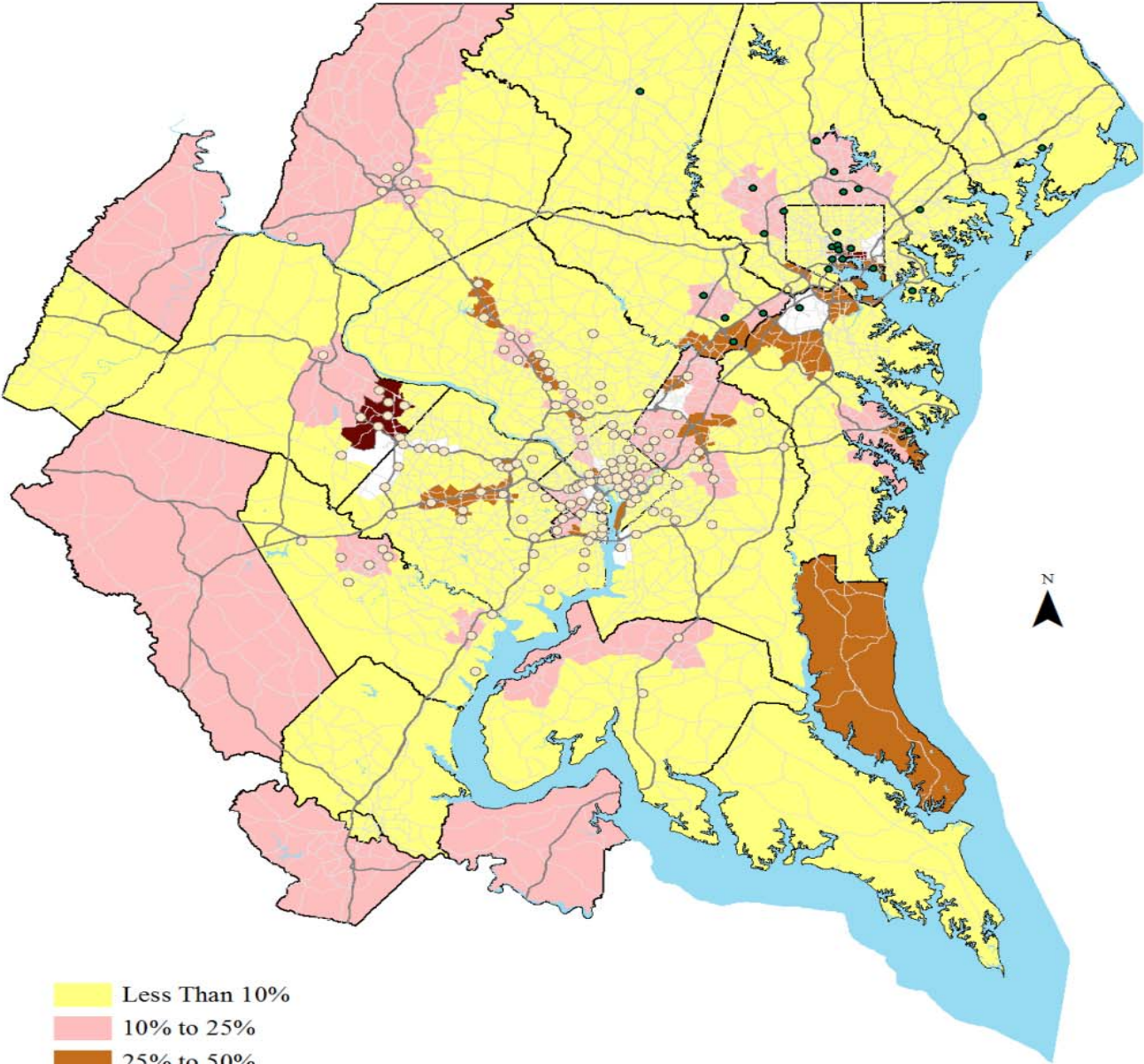
Many more areas were above 45% in 2011

# Percentage of Passengers Leaving from Work

Most of area was between 25%  
and 50% in 2011



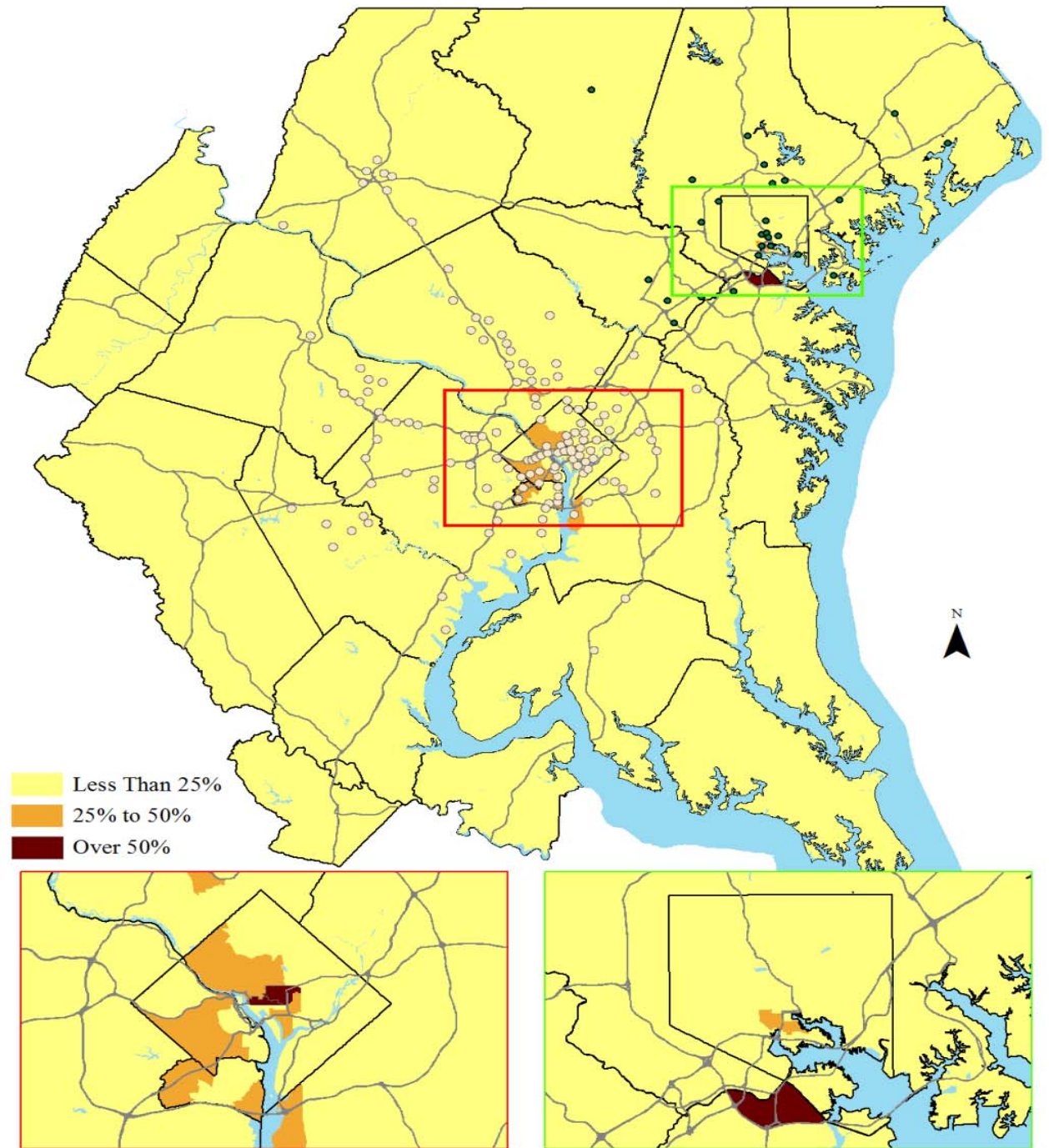
# Percentage of Passengers Leaving from Hotel



Decline from 2011, but not as sharp as from workplace

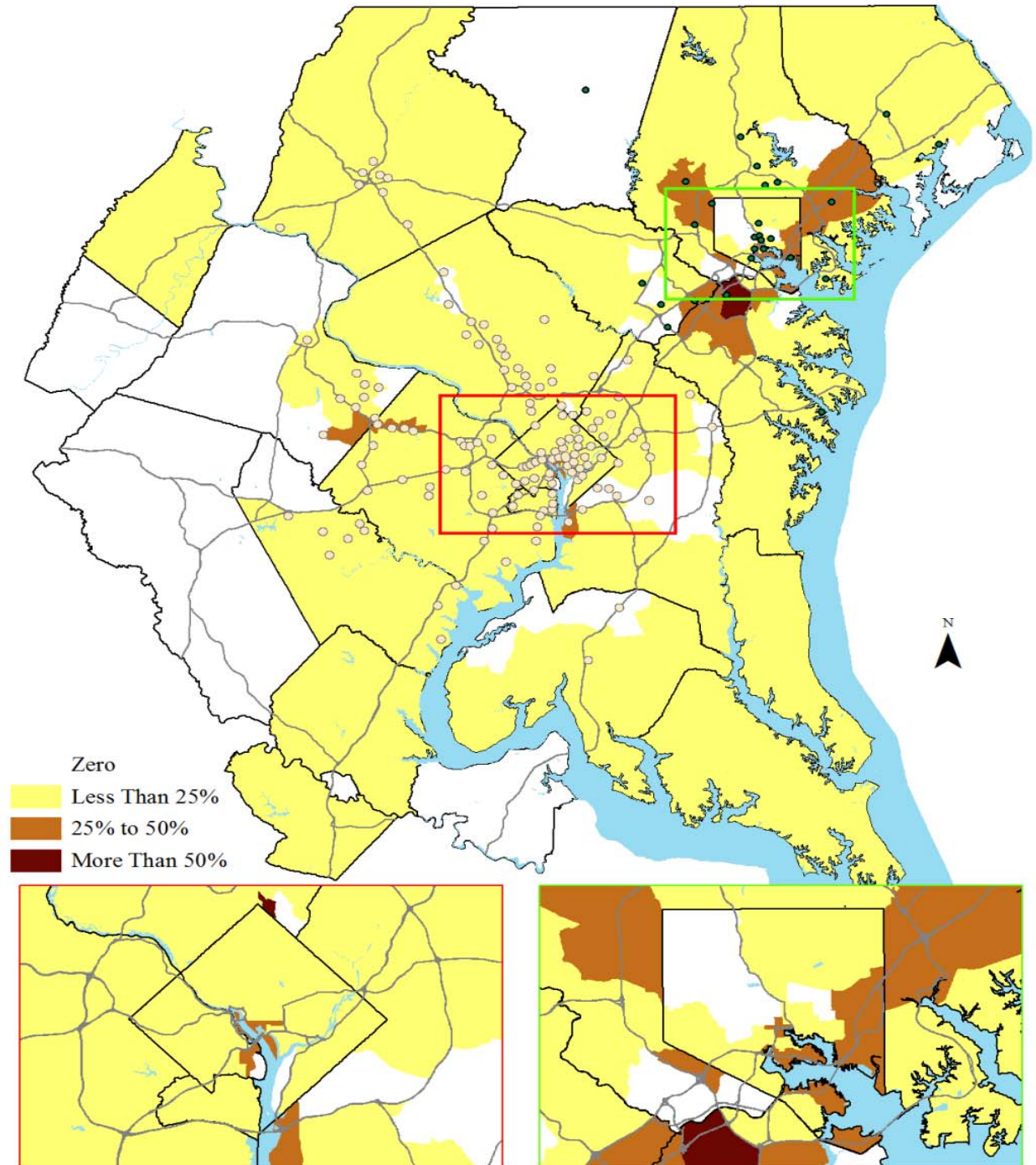
- Less Than 10%
- 10% to 25%
- 25% to 50%
- More Than 50%

# Use of Taxicabs



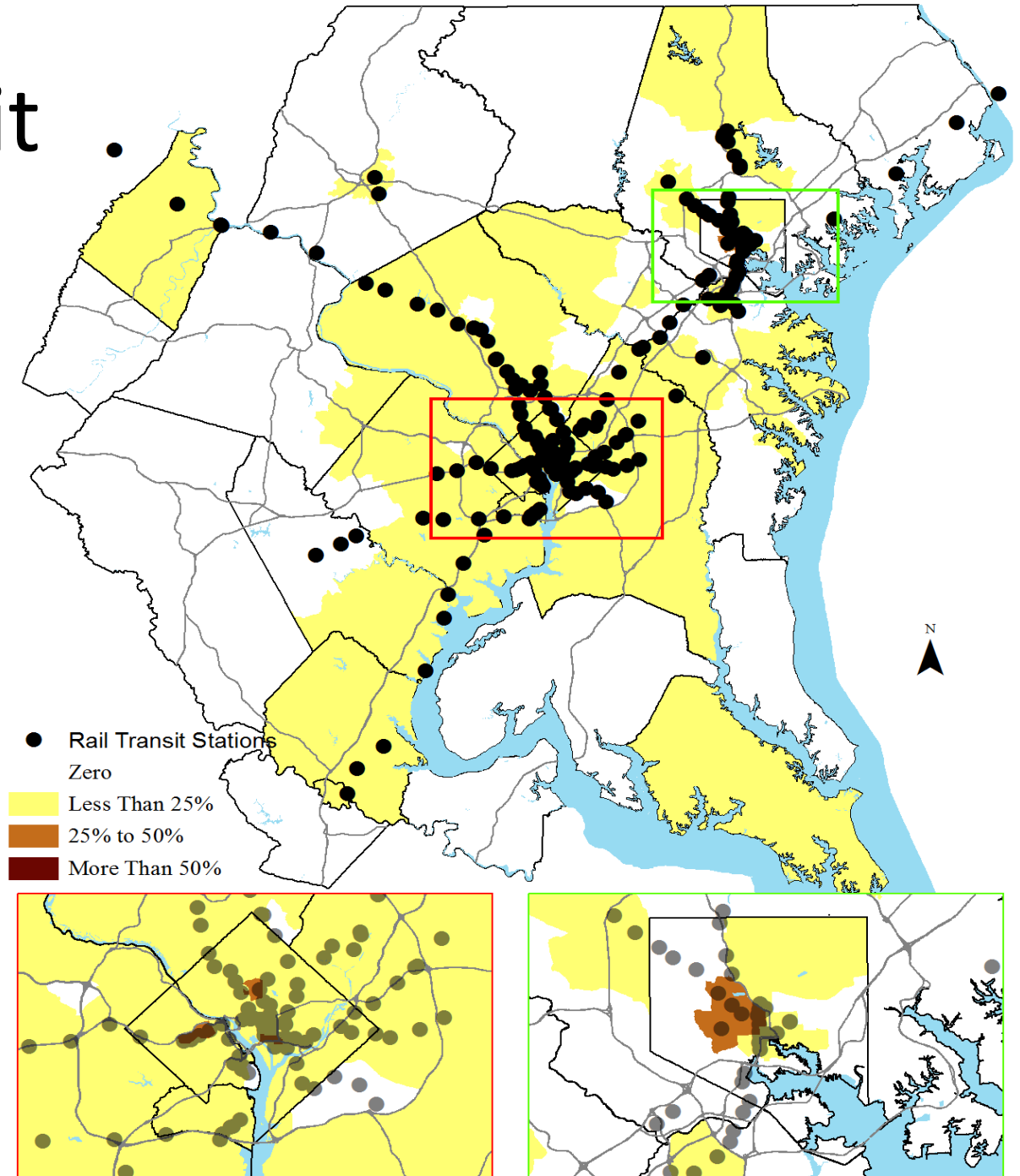
# Use of Bus / Van / Limo

Lower than 2011



# Use of Transit

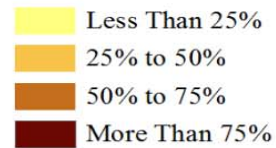
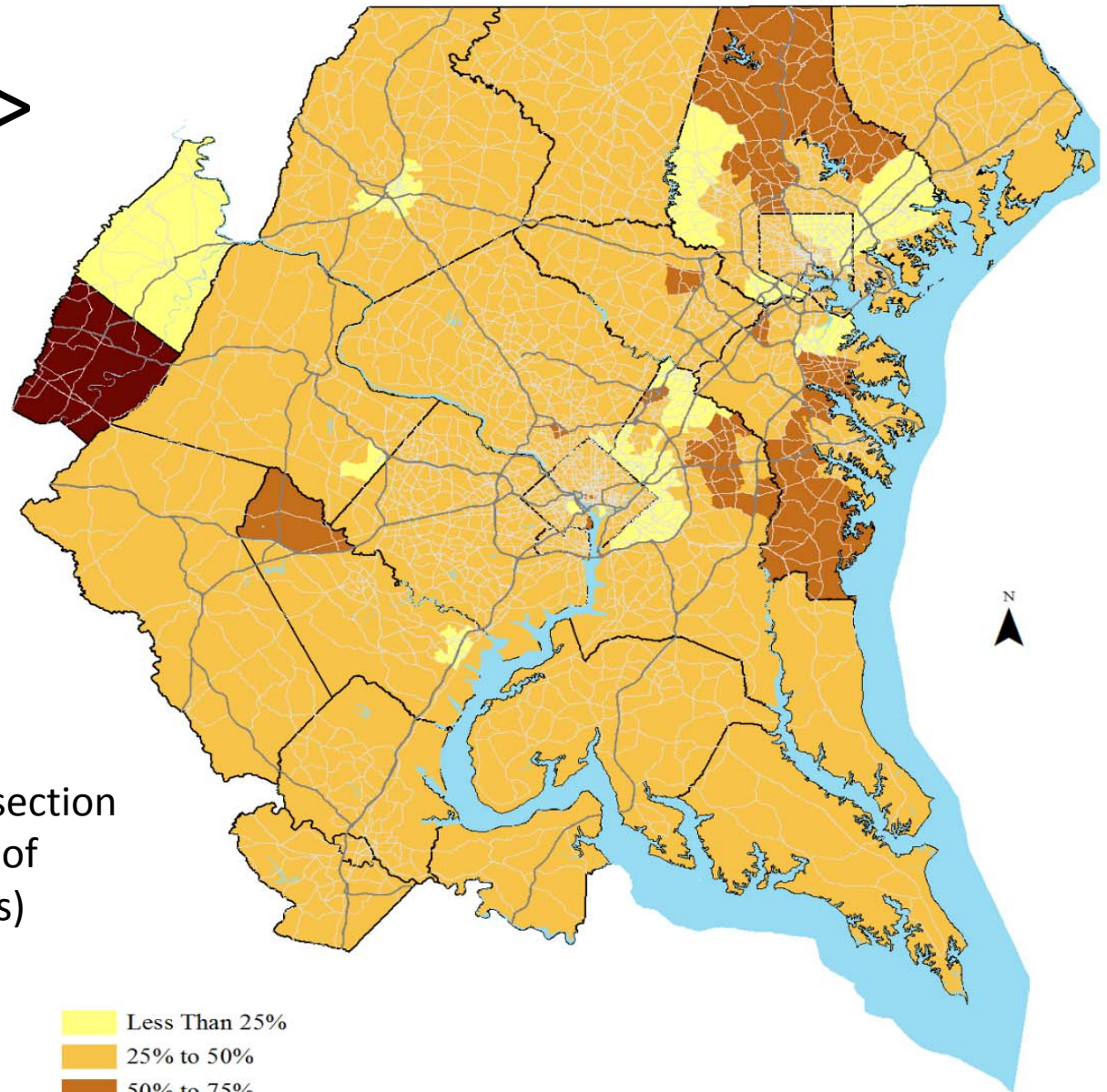
Less than 2011  
Some areas look suspect  
and require further  
investigation (Metrorail  
Green Line in Prince  
George's, portions of  
Montgomery)





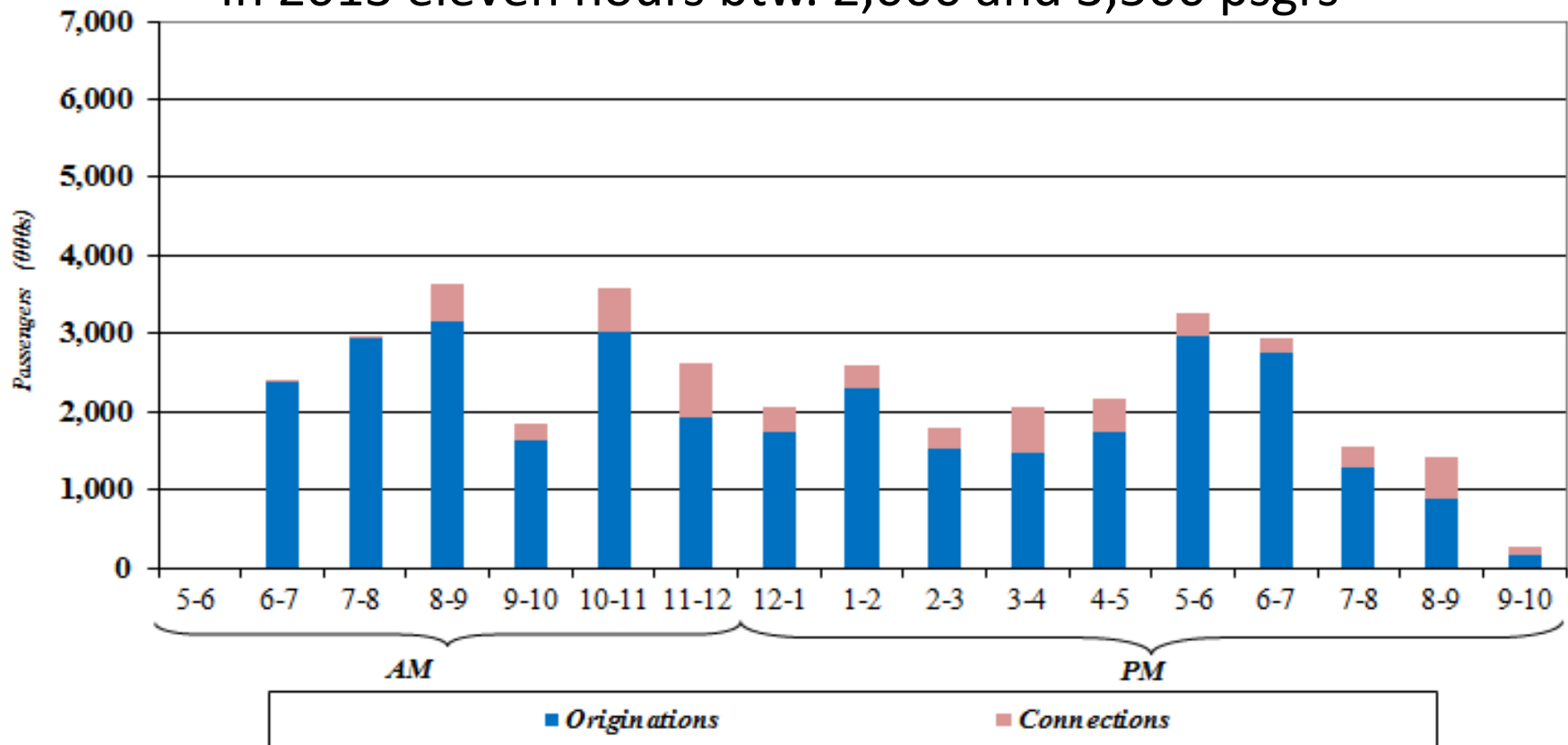
# Passengers with Income > \$120K

Need to update narrative in this section  
(narrative describes greater area of  
high incomes then map illustrates)



# Diurnal Distribution at DCA

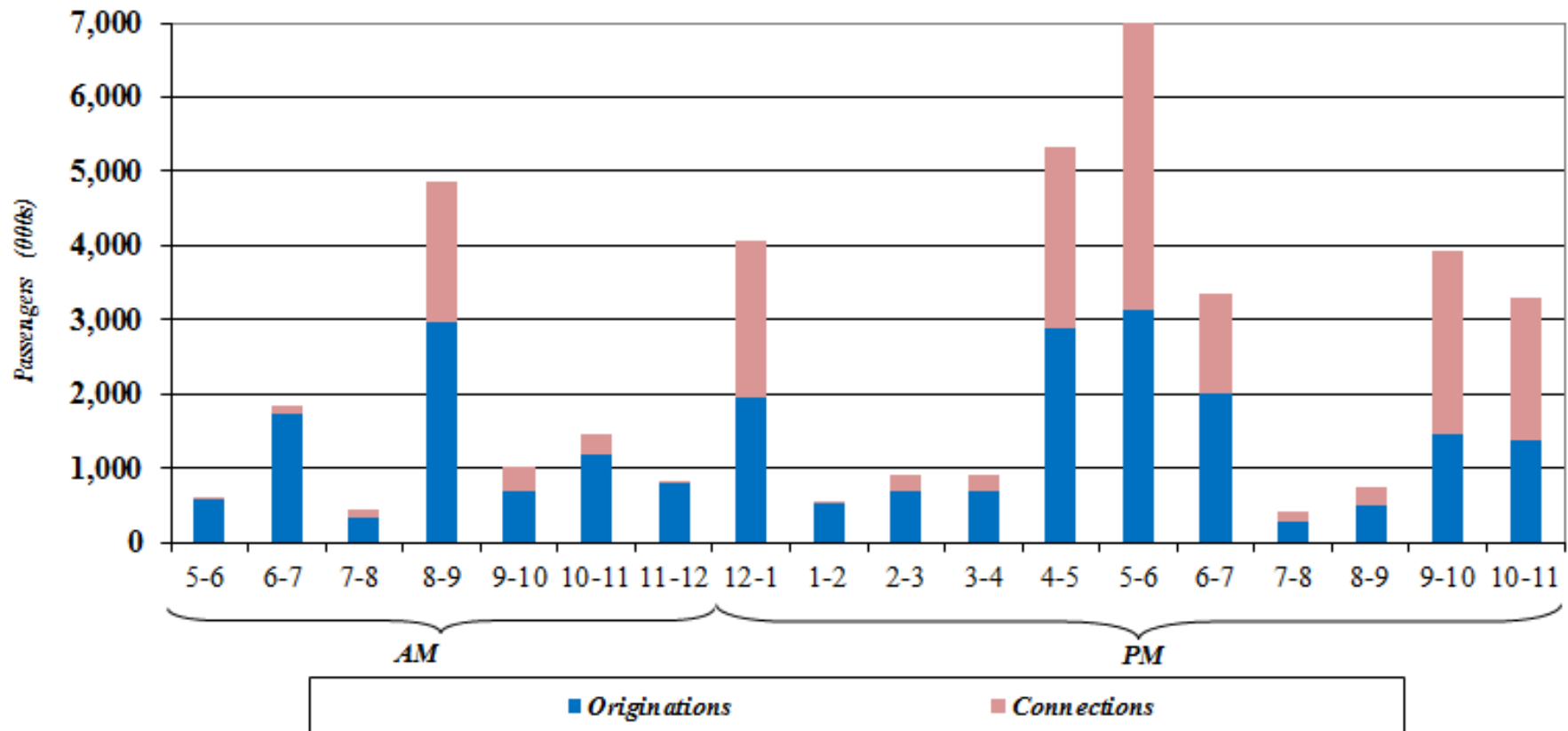
- Peak spreading compared with 2011
- In 2011 eight hours btw. 2,000 and 3,500 psgrs
- In 2013 eleven hours btw. 2,000 and 3,500 psgrs



Source: 2013 Washington-Baltimore Regional Air Passenger Survey

# Diurnal Distribution for IAD

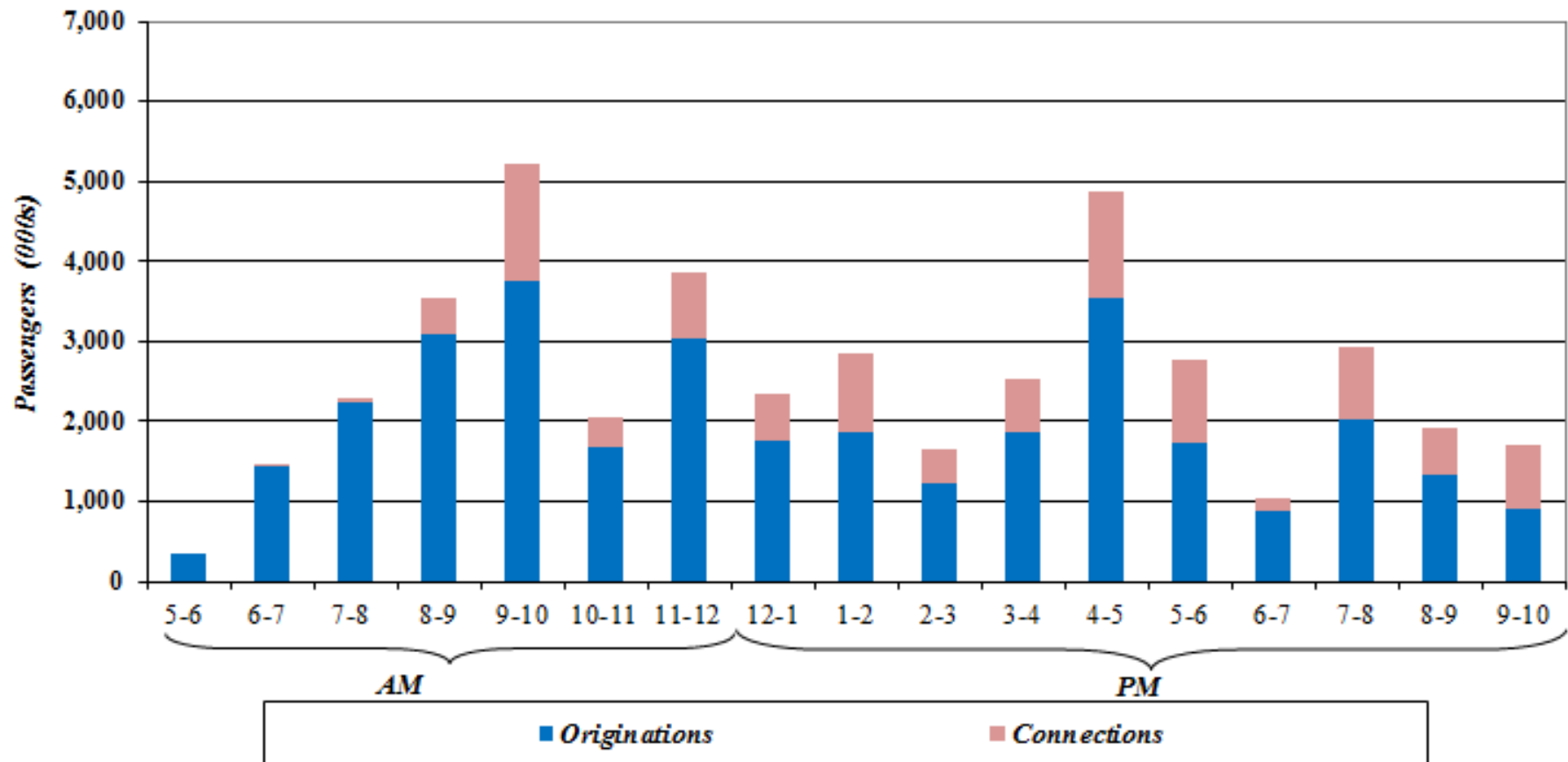
Compared with 2011, pattern of peak spreading but lower overall volumes



Source: 2013 Washington-Baltimore Regional Air Passenger Survey

# Diurnal Distribution at BWI

More peaked than 2011



Source: 2013 Washington-Baltimore Regional Air Passenger Survey

# Next Steps

- Review of Appendix G tables
- Subcommittee review of full report
- Please send any comments and changes to the draft report by August 24, 2014