2007

WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Geographic Findings

October 2008

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
in cooperation with
FEDERAL AVIATION ADMINISTRATION

ABSTRACT

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AGENCY:

The Metropolitan Washington Council of Governments is the regional organization of the Washington area's major local governments and their governing officials. COG works toward solutions to such regional problems as growth, transportation, inadequate housing, air pollution, water supply, water quality, economic development and noise, and serves as the regional planning organization for Metropolitan Washington.

REPORT ABSTRACT:

This report presents the geographic findings of the 2007 Washington-Baltimore Regional Air Passenger Survey of approximately 19,000 air passengers at Ronald Reagan Washington National, Baltimore/Washington International Thurgood Marshall and Washington Dulles International Airports. Topics of analysis include satisfaction with airport use, trip purpose, trip originations, trip purpose, mode of access, trip destinations, passenger household income, trip pattern by time-of-day and characteristics of air passengers originating from Washington D.C and surrounding core areas and Baltimore city core areas.

SUBJECT:

2007 Washington-Baltimore regional air passenger Survey Geographic Findings.

PRECEDING REPORTS:

1992 Washington-Baltimore regional air passenger Survey Geographic Findings.
2005 Washington-Baltimore regional air passenger Survey Geographic Findings.

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EXECUTIVE SUMMARY

In October, 2007 the Metropolitan Washington Council of Governments (MWCOG) conducted a regional air passenger survey jointly funded by the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT), at the three major commercial airports in the Washington-Baltimore Region: Ronald Reagan Washington National Airport, Washington Dulles International Airport and Baltimore/Washington International Thurgood Marshall Airport. Approximately 27,300 passengers out of a total of 55,500 enplaning passengers on 685 flights were interviewed as they waited to board their planes, an overall response rate of 49 percent. More than 19,000 completed survey questionnaires representing the responses of these 27,300 passengers were collected, processed and tabulated. The survey questionnaires asked about the trip that was being made, about the passenger's trip to the airport, about the passenger's choice of airport, and several questions about the passenger's demographic characteristics. The 2007 regional air passenger survey was the eighth in a series of regional air passenger surveys conducted since 1981. Prior surveys were conducted in 1981/82, 1987, 1992, 1998, 2000, 2002, and 2005. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. These surveys are an essential component of the air systems planning and master planning processes.

This report summarizes the findings regarding patterns of airport use, trip purpose, origin activity, mode of access, household income, and destination of air passengers. Regional percentages shown in this document are subject to a sampling error of approximately plus or minus three percentage points at the 90 percent confidence level. Percentages at each of the individual airports are subject to a sampling error of twice that amount.

Key findings from the geographical patterns of airport use in the Washington-Baltimore region are documented in the remainder of this executive summary.

Airport Use:

- Approximately 23.6 million air passengers originated in the Washington-Baltimore Region in 2007, an increase of eight (8) percent over the 21.8 million passenger originations in 2000.
- The Maryland suburbs of the District of Columbia experienced a 19 percent increase in air passengers between 2000 and 2007, while the Baltimore metropolitan area, including Baltimore City, increased by 25 percent during the same period.
- Air passenger originations increased by 4 percent from the District of Columbia, while air passengers from the Virginia suburbs increased by 11 percent between 2000 and 2007.

Airport Preference:

- Across the region, 83 percent of passengers are satisfied with their airport choice.
- All of the jurisdictions with 90 percent or more satisfaction are in the Baltimore region.

Trip Purpose and Origin Activity:

- Between 2000 and 2007, the percentage of locally originating passengers traveling for business decreased from 49 to 41 percent. 23 percent of locally originating passengers indicated vacation as their trip purpose and 29 percent indicated personal or family affairs as their purpose.
- The highest concentrations of business travelers in the Washington area originate in the downtown core areas of the District of Columbia and Northern Virginia with more than 49 percent of passengers traveling on business.
- While 49 percent of air passengers originating in the Washington-Baltimore region are traveling on business, only 15 percent of the total number of passengers leave a place of business and travel directly to the airport.
- While over half of all air passengers leave for the airport from a private residence, a significant amount, 30 percent, leave from a hotel or motel.

Mode of Access:

- For the Washington-Baltimore region as a whole, the most common mode of access to the airports in 2007 was the automobile (private autos or rental cars), accounting for 61 percent of originating air passengers.
- Taxicabs were used by the second highest percentage of local air passengers (18 percent).
- The percentage of originating air passengers regionally using public transportation, such as the Metrorail to National or Light Rail or Amtrak/MARC services to BWI was 6 percent. However, usage of public transportation within the Washington central area was double than the regional average and four times than that of the Baltimore Downtown central area originations.

Air Passenger Destinations:

- The Eastern U.S. (those areas east of the Mississippi River) received more passengers originating at the three airports surveyed, compared to the Western U.S.
- Within the Eastern U.S., most originate trips were destined to the Southeast, followed by New England, the Great Lakes, New York, and the Mid-Atlantic.
- Dulles International Airport remained dominant as the origin airport for a disproportionate number of passengers destined to international destinations.

Washington and Baltimore Central Areas

[For this analysis, the Baltimore central area is defined as the entire City of Baltimore and the Washington central area is defined as the District of Columbia, the City of Alexandria and Arlington County.]

- Although the number of air passengers from the Baltimore central area account for only five percent of the regional total, it is nearly 23 percent of all passengers from the Baltimore.
- The Washington central area generated 7 million air passengers in 2007, 70 percent of whom used National Airport.
- Business travel is the trip purpose for 43 percent of the passengers from the Baltimore central area and 49 percent of the passengers from the Washington central area.

- Both the Washington and Baltimore central areas had a majority of passengers traveling to the airport from a hotel or motel: 34 percent in the Baltimore central area and 50 percent in the Washington central area.
- Places of employment or other business locations generated 15 percent of the passengers from the Washington central area and 16 percent from the Baltimore central areas, respectively. The regional average was 7 percent.
- In the Baltimore central area, 22 percent of the passengers used taxicabs, while this figure was 37 percent in the Washington central area.
- Passengers from both central areas also used the airport limousine service at a higher rate (13 percent for Baltimore and 18 percent for Washington, respectively) than the regional average of 12 percent.
- The use of public transportation was highest from the Washington central area to National Airport. From the Baltimore central area, this figure was 3 percent, and in the region overall, this figure was 6 percent.

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I. Introduction

This report presents the geographic and temporal findings from the 2007 Washington-Baltimore Regional Air Passenger Survey, conducted concurrently at Baltimore/Washington International Thurgood Marshall Airport (BWI), Washington Dulles International Airport (Dulles), and Ronald Reagan Washington National Airport (National). The survey was conducted as part of the Metropolitan Washington Council of Governments' Continuous Airport System Planning (CASP) program. The goal of the CASP program is to provide a process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore region. Figure 1 represents the jurisdictions that combine to make up the Washington/Baltimore Air System Planning Region, and locates the three commercial airports.[1]

The 2007 air passenger survey was conducted during two weeks in the fall of 2007: October 7th through October 20th and October 21st through November 3rd. A small number of flights that were either missed or required resurveying were surveyed during the week of October 21st to November 3rd. Approximately 27,300 passengers out of a total of 55,500 enplaning passengers on 685 flights (607 domestic and 78 International) were interviewed as they waited to board their planes, resulting in an overall response rate of 49 percent. More than 19,100 completed survey questionnaires representing the responses of these 27,300 passengers were collected, processed and tabulated.

This report presents geographic findings regarding patterns of airport usage, trip purpose, origin activity, mode of access, household income, and destination of passengers. Where appropriate, the 2007 data are compared with results from a similar survey conducted in 2000. Data from the 2005 air passenger survey are not used for comparison purposes in this analysis because of the potential for seasonal differences in the results. The 2000 and 2007 surveys were both conducted in the fall, while the 2005 survey was conducted in the spring.

[1] Note: Only the northern part of Spotsylvania County, VA, is shown on all maps in this document because only that portion of the County is included in the regional travel forecasting model.

Figure 1
Washington / Baltimore
Air System Planning Region

Note:-
BWI = Baltimore Washington International Thurgood Marshall Airport
DCA = Ronald Reagan Washington National Airport
IAD = Washington Dulles International Airport

The survey instrument contained questions regarding the passengers' trip (i.e. destination, trip purpose), about the trip to the airport (i.e. origination, mode of access), about the passengers' choice of airport (i.e. airport preference, airport usage), and several demographic questions regarding the passenger (i.e. household size, age, income). The information gathered will be useful in airport system planning, as well as in the airport master planning process.

One of the objectives of the air passenger survey program is to collect data on the travel characteristics of all air passengers using the three major airports in the region. It should be noted that 57 percent of the passengers responding to the survey were not residents of the Washington-Baltimore region. The geographic findings, therefore, do not necessarily reflect characteristics of persons living in a particular jurisdiction. These findings reflect characteristics of many persons coming from outside the region, but originating their ground trip to the airport within one of the jurisdictions in the Washington/Baltimore Air System Planning Region.

The 2007 Regional Air Passenger Survey was conducted by the National Capital Transportation Planning Board (TPB) of the Metropolitan Washington COG, the Maryland Aviation Administration, and the Metropolitan Washington Airports Authority, in cooperation with the airlines serving the region. The project was guided by the Aviation Technical Subcommittee of the TPB Technical Committee, composed of a broad range of Federal, State, Local, and private aviation interests.

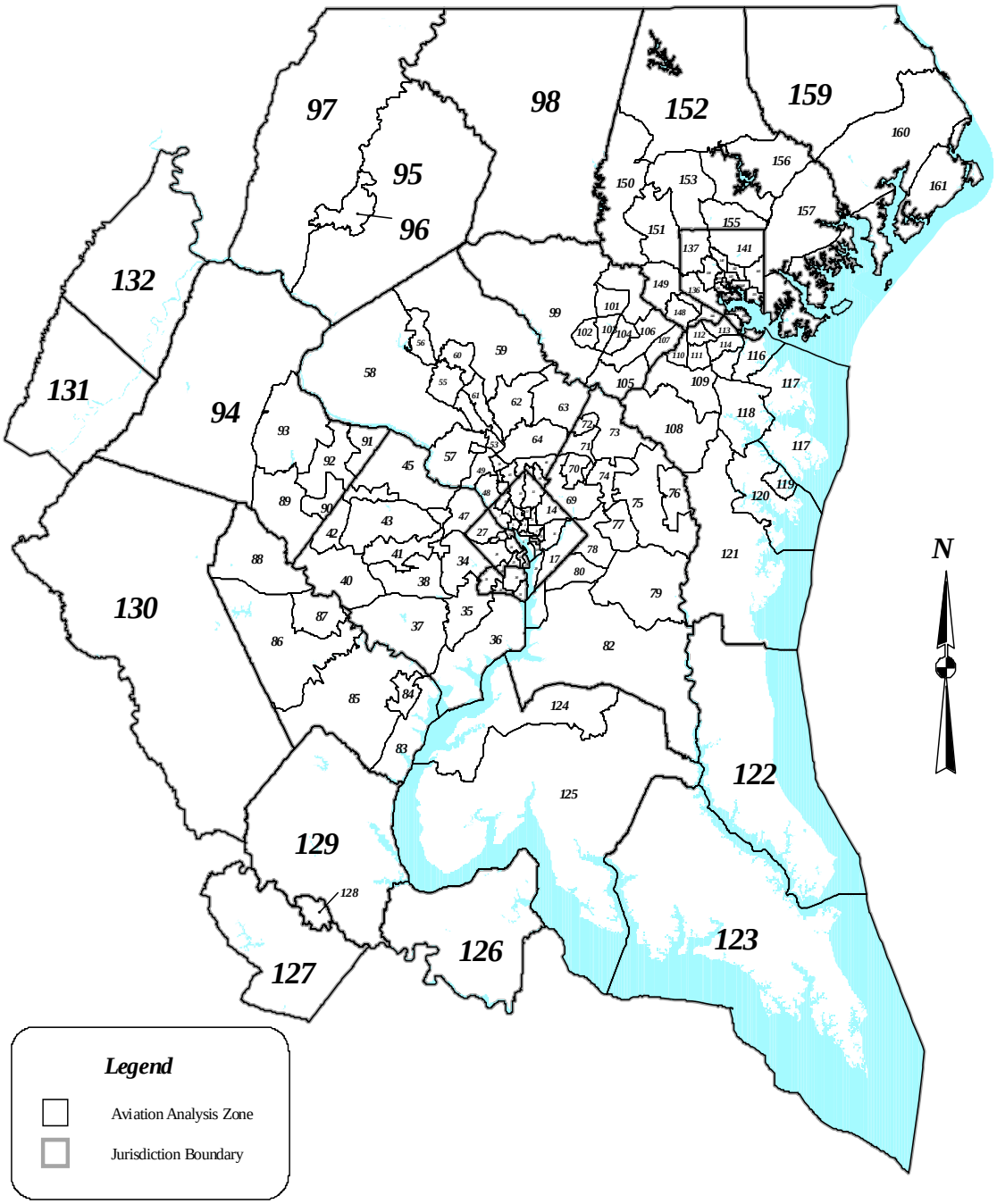
II. Findings

This chapter summarizes the 2007 Washington-Baltimore Regional Air Passenger Survey results regarding the geographic and temporal characteristics of originating passengers using the region's three major airports. The survey data were collected over the course of three weeks during October and November 2007.

Total enplanements for the region and at each airport documented in this report are "annualized" numbers based on the survey sample. This sample has been factored up to represent an "estimate" of annual enplanements, and does not necessarily equate to the actual observed counts reported by the airports. Expansion of the survey data to calendar year 2007 (or any other annual period) requires the assumption that the characteristics observed during the survey apply to the period to which they are being expanded. This is a judgmental, not statistical, assumption. Regional percentages shown in the data tables are subject to a sampling error of approximately plus or minus three percentage points at the 90 percent confidence level. Percentages at individual airports are subject to a sampling error of twice that amount.

The survey results are aggregated by Aviation Analysis Zone (AAZ). These zones are composed aggregations of smaller COG Transportation Analysis Zones (TAZs) in the Washington metropolitan region, and analysis zones identified by Baltimore Metropolitan Council in the Baltimore metropolitan region. The AAZ system, like the two regional TAZ systems upon which it is based, is a small-area system of geography used for planning purposes. AAZs are based on transportation geography and are defined by jurisdictional boundaries, major highways, and barriers to travel, such as rivers. These are relatively fixed zones, not intended to be frequently adjusted due to demographic changes, and, thus provide a constant geographic unit to consistently measure changes over time. The AAZs for the Washington-Baltimore Air System Planning region are displayed in Figure 2. There are 53 zones in the Baltimore region (numbers 98 through 121 and 133 through 161) and 108 zones in the Washington region (1 through 97 and 122 through 132). In addition, there are 5 zones that represent external areas, those areas outside the immediate Washington-Baltimore region. See Appendix A for more detailed description of the AAZ system.

Figure 2
Washington / Baltimore
Air System Planning Region
Aviation Analysis Zone System



Geographic Patterns of Airport Use

Approximately 23.6 million air passengers originated in the Washington-Baltimore Region in 2007, an increase of eight (8) percent over the 21.8 million passenger originations in 2000 (See Table 1). Air passenger originations are further grouped into internal (local originating air passenger trips within the Washington-Baltimore Air System Planning Region), and external (local originating air passenger trips from areas outside the Washington-Baltimore Air System Planning Region), and are presented in Table 2.

Table 1
2007 Washington / Baltimore Regional Air Passenger Survey
Trip Originations by Airport (in Thousands)

Enplanement Type		BWI		Dulles		National		Region	
		2000	2007	2000	2007	2000	2007	2000	2007
Local origination	*Number*	8,264	8,790	6,146	6,480	7,424	8,335	**21,834**	**23,605**
- (Came by ground transportation)	*Percent*	86%	84%	62%	53%	94%	89%	79%	74%
Connected from another Flight	*Number*	1,379	1,663	3,818	5,783	436	1,000	**5,633**	**8,446**
- (Local and/or International)	*Percent*	14%	16%	38%	47%	6%	11%	21%	26%
Total Enplanements	*Number*	**9,643**	**10,453**	**9,964**	**12,263**	**7,860**	**9,335**	**27,467**	**32,051**
	Percent	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Percent of Region		**35%**	**33%**	**36%**	**38%**	**29%**	**29%**	**100%**	**100%**

Source:- 2007 Washington-Baltimore Regional Air Passenger Survey

Table 2
2007 Washington / Baltimore Regional Air Passenger Survey
Internal/External Trip Originations by Airport (In Thousands)

Enplanement Type		BWI		Dulles		National		Region	
		2000	2007	2000	2007	2000	2007	2000	2007
Within Air System Planning Region	*Number*	6,878	8,099	5,407	6,289	7,165	8,236	**19,450**	**22,624**
- (Internals)	*Percent*	83%	92%	88%	97%	97%	99%	89%	96%
Outside Air System Planning Region	*Number*	1,387	692	739	191	259	99	**2,385**	**982**
- (Externals)	*Percent*	17%	8%	12%	3%	3%	1%	11%	4%
Total Enplanements	*Number*	**8,265**	**8,790**	**6,146**	**6,480**	**7,424**	**8,335**	**21,835**	**23,606**
	Percent	**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, NJ or external VA and MD

Source:- 2007 Washington-Baltimore Regional Air Passenger Survey

The geographic distribution of the air passenger originations in both 2000 and 2007 is illustrated in Figure 3. The predominance of air passengers originated in the core and inner suburbs of the metropolitan Washington area: the District of Columbia plus Arlington, Fairfax, and Montgomery Counties and City of Alexandria. A significant number of passengers also originated from Prince George's, Anne Arundel, and Baltimore Counties, as well as from Baltimore City. This geographic distribution is consistent with the distribution of air passengers in 2001. Figure 4 illustrates the distribution of passenger originations by residents and non-residents. The outer counties generally tend to generate residents for travel while the more central jurisdictions of the region are more evenly divided between resident and non-resident air passengers starting their trip at one of the area airports.

Table 3 shows air passenger trip originations by jurisdiction. The total number of passengers experienced an increase of 8 percent between 2000 and 2007. However, there were additional differences in the areas that make up the Washington-Baltimore region. The Maryland Suburbs of the District of Columbia experienced a 19-percent increase in originating air passengers, while the Baltimore Metropolitan Area, including Baltimore City, increased 25 percent.

Originations from Virginia Suburbs increased 11 percent when compared with 2000, and air passengers from the District of Columbia increased by 4 percent. A 38-percent decrease in originating air passengers occurred in outlying areas between 2000 and 2007.

The service areas for each airport, defined as all zones in which at least 50 percent of all originating passengers use a specific airport, are illustrated in Figure 5 for 2007. Zones in white on Figure 5 are those influenced by all three commercial airport and therefore are not considered to be part of the service area of any one airport. The southern part of the region is proving to be the least predictable as indicated by the numerous AAZs not included in any single service area.

Figure 3
Washington / Baltimore
Air System Planning Region
2000 and 2007 Annual Passenger Originations

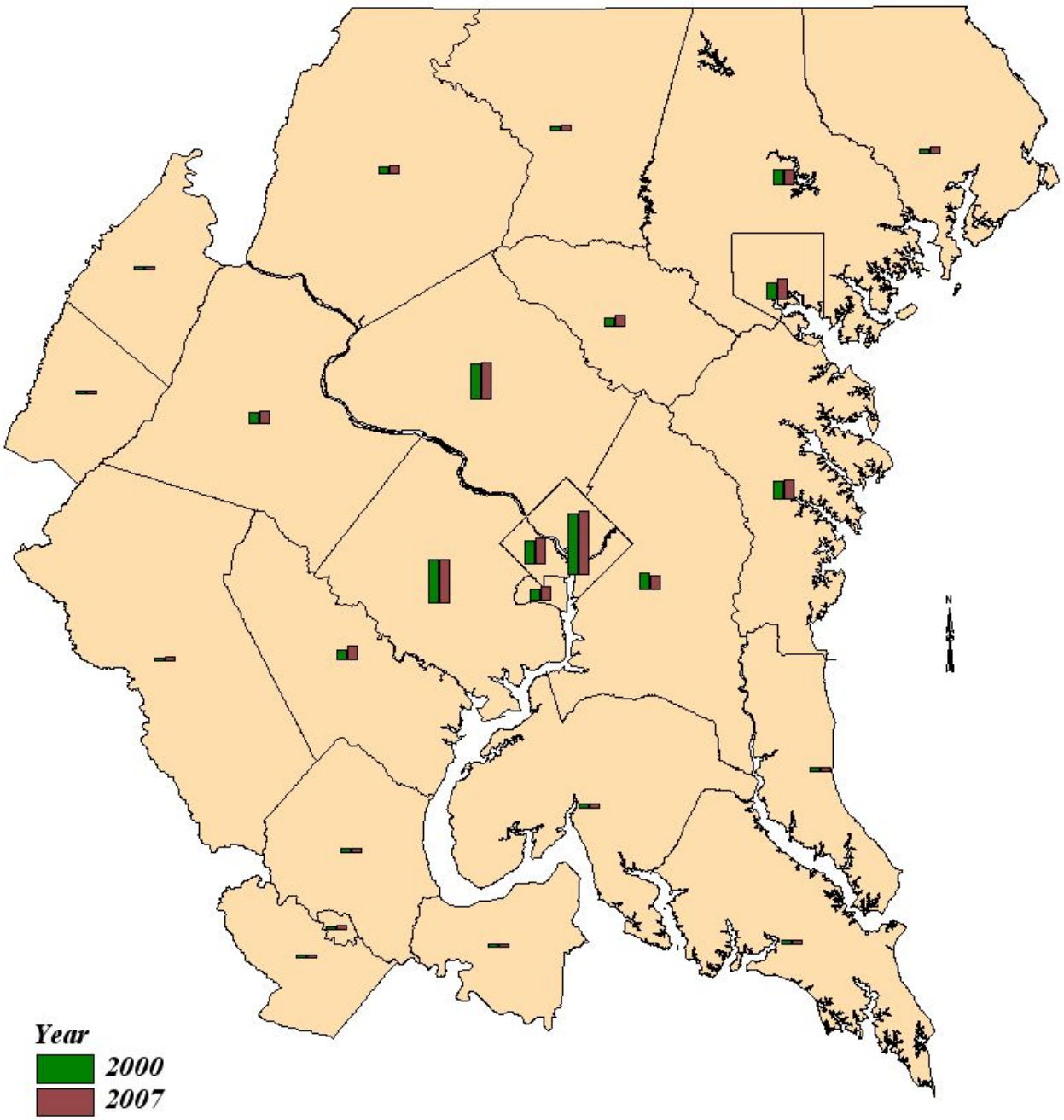


Figure 4
Washington / Baltimore
Air System Planning Region
Percent Resident and Non-Resident Departing Passengers - 2007

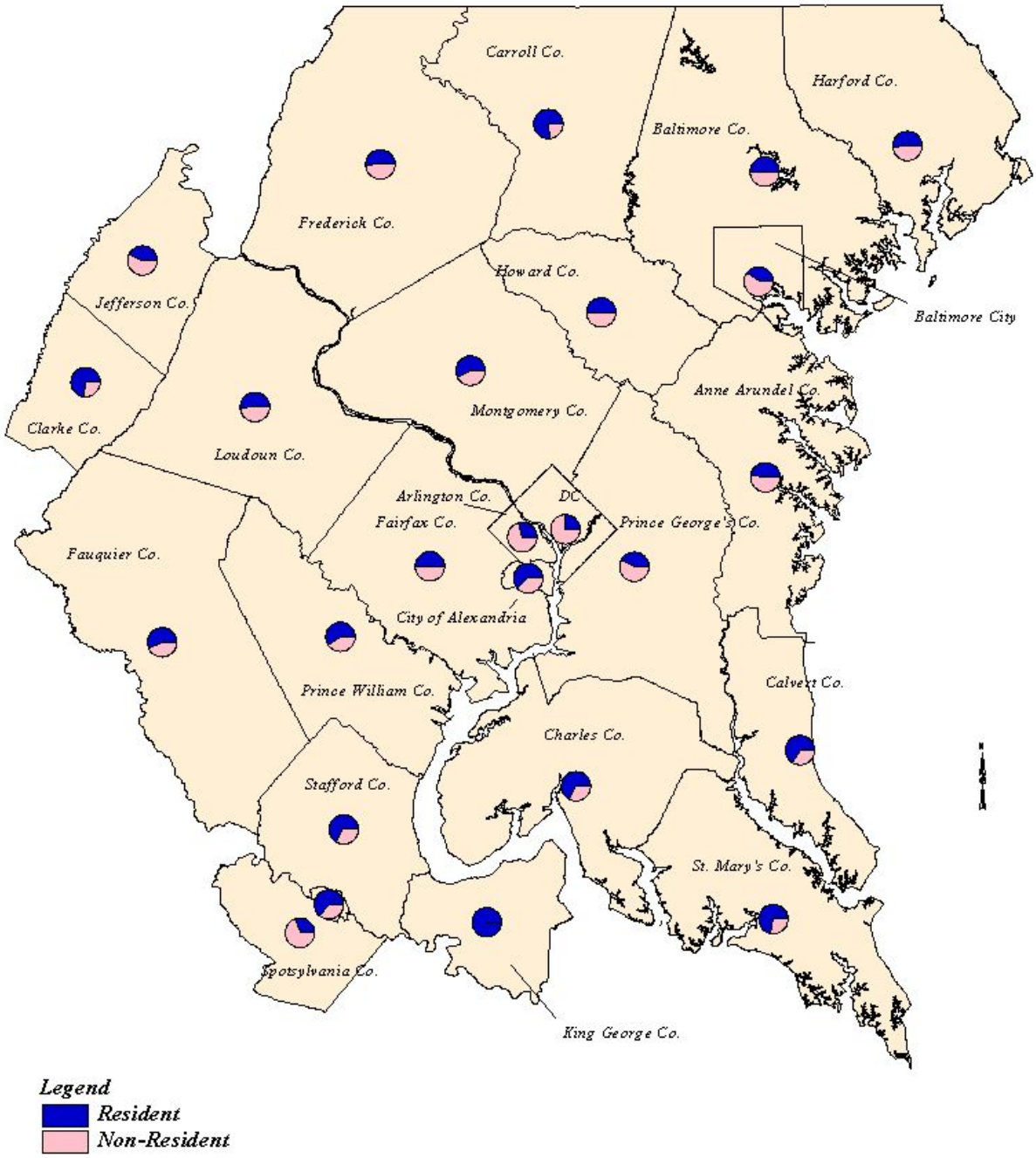


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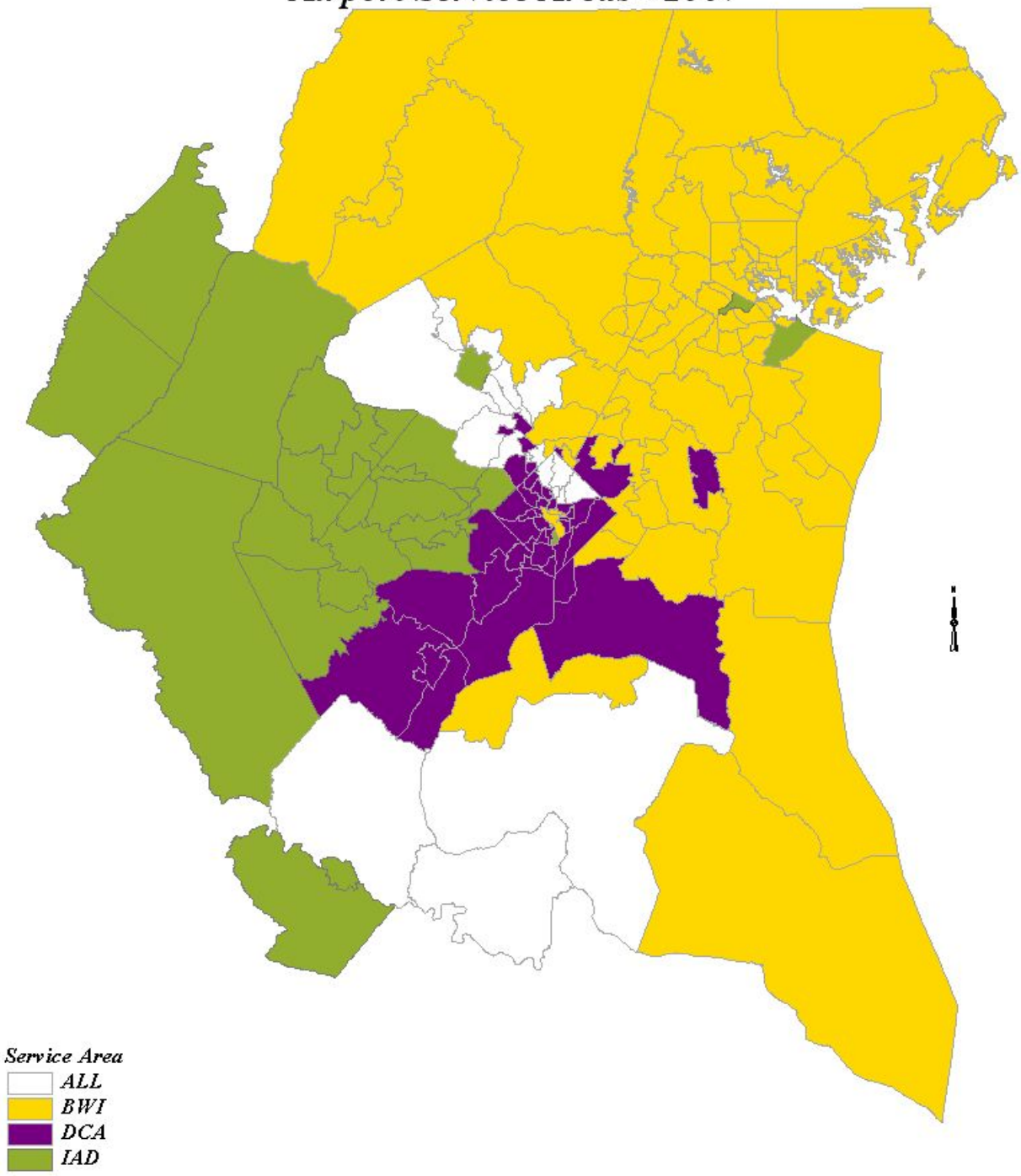
Table 3
Wasgington Baltimore Air System Planning Region Change In Originating Air Passengers By Jurisdiction
2000 - 2007
(in Thousands)

ORIGIN COUNTY	BWI AIRPORT				NATIONAL AIRPORT				DULLES AIRPORT				REGION			
	2000	2007	00-07	% Change	2000	2007	00-07	% Change	2000	2007	00-07	% Change	2000	2007	00-07	% Change
Anne Arundel Co.	1,038	1,194	156	15%	92	32	-60	-65%	29	55	26	91%	1,159	1,281	122	11%
Baltimore City	975	1,332	357	37%	30	53	23	78%	91	36	-55	-60%	1,096	1,422	326	30%
Baltimore Co.	920	998	78	8%	5	3	-2	-38%	29	36	7	25%	954	1,037	83	9%
Carroll Co.	92	136	44	48%	8	9	1	100%	2	17	15	768%	102	163	61	59%
Harford Co.	171	302	131	77%	9	0	-9	-100%	6	12	6	101%	186	314	128	69%
Howard Co.	443	682	239	54%	17	41	24	142%	33	34	1	2%	493	756	263	53%
SUBTOTAL BALTIMORE METRO AREA	**3,639**	**4,644**	**1,005**	**28%**	**161**	**139**	**-22**	**-14%**	**190**	**191**	**1**	**1%**	**3,990**	**4,974**	**984**	**25%**
Calvert Co.	52	94	42	81%	27	26	-1	-3%	3	14	11	355%	82	134	52	63%
Charles Co.	74	71	-3	-5%	33	49	16	48%	15	26	11	74%	122	145	23	19%
Frederick Co.	150	249	99	66%	51	49	-2	-4%	96	183	87	91%	297	481	184	62%
Montgomery Co.	822	1,025	203	25%	817	873	56	7%	884	791	-93	-10%	2,523	2,689	166	7%
Prince Georges Co.	636	800	164	26%	289	540	251	87%	157	101	-56	-36%	1,082	1,441	359	33%
SUBTOTAL MARYLAND SUBURBS OF DC	**1,734**	**2,238**	**504**	**29%**	**1,217**	**1,538**	**321**	**26%**	**1,155**	**1,115**	**-40**	**-3%**	**4,106**	**4,891**	**785**	**19%**
Alexandria	70	99	29	42%	515	613	98	19%	79	154	75	95%	664	867	203	31%
Arlington Co.	204	101	-103	-51%	1,068	1,321	253	24%	297	351	54	18%	1,569	1,773	204	13%
Fairfax Co.	309	192	-117	-38%	948	1,007	59	6%	1,890	1,926	36	2%	3,147	3,124	-23	-1%
Loudoun Co.	64	53	-11	-18%	62	38	-24	-40%	618	684	66	11%	744	774	30	4%
Prince William Co.	86	64	-22	-26%	189	257	68	36%	281	533	252	90%	556	854	298	54%
Stafford Co.	14	15	1	9%	61	56	-5	-8%	10	42	32	316%	85	113	28	33%
SUBTOTAL VIRGINIA SUBURBS OF DC	**747**	**524**	**-223**	**-30%**	**2,843**	**3,291**	**448**	**16%**	**3,175**	**3,690**	**515**	**16%**	**6,765**	**7,505**	**740**	**11%**
District of Columbia	756	592	-164	-22%	2,944	3,173	229	8%	887	996	109	12%	4,587	4,761	174	4%
Outlying Areas	1,387	792	-595	-43%	259	194	-65	-25%	739	488	-251	-34%	2,385	1,474	-911	-38%
Total	**8,263**	**8,790**	**527**	**6%**	**7,424**	**8,335**	**911**	**12%**	**6,146**	**6,480**	**334**	**5%**	**21,833**	**23,606**	**1,773**	**8%**

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.

Residential location is the biggest predictor of airport choice. The pattern is most apparent for BWI and Dulles. BWI draws a large proportion of its locally originating passengers from the eastern half of the Washington-Baltimore region, as shown in Figures 10 and 11, and Dulles draws a large proportion of its passengers from the western half of the region, as show in Figures 8 and 9. National, in the middle, attracts passengers from the central part of the region, but also from the more southern part of the region. National is located farther south than the other two airports, as shown in Figures 6 and 7. These findings correlate with the 'Most Important Reason for Choosing Airport Used.' In 2007, 61 percent of passengers cited the closest airport as the reason for selecting the airport they chose. This is borne out on the maps. The next most chosen reason is less expensive airfare with 15 percent. This would seem to explain the outlying AAZs on the maps.

Figure 5
Washington / Baltimore
Air System Planning Region
Airport Service Areas - 2007



Ronald Reagan Washington National Airport

Annual air passenger originations at Ronald Reagan Washington National Airport increased by 12 percent between 2000 and 2007. Passengers using National were predominantly from the District of Columbia (67 percent), Arlington County (75 percent), and City of Alexandria (71 percent). Figure 6 illustrates the distribution of air passenger originations from National Airport in 2007. Along with the District and the inner Virginia suburbs, sections of southern Montgomery and Prince George's Counties in Maryland account for significant numbers of passengers using National airport. Moreover, the District of Columbia and all other jurisdictions inside and along the Capital Beltway experienced increases in air passenger originations between 2000 and 2007 at National Airport.

The size of National's service area is much smaller than that of the other airports, but it is surrounded by areas that do not fit into one particular airport's service area. Between 23 and 34 percent of air passengers from Charles and St Mary's Counties utilized National airport, but since they also sent significant passengers to BWI, the areas in southern Maryland cannot be considered to be part of National's service area because National did not capture 50 percent or more originations. Nevertheless, it is important to note that although the geographic size of National's service area is comparatively small, it contains much higher densities of jobs and households than other parts of the region.

Figure 6
Washington / Baltimore Air System Planning Region
Annual Air Passenger Originations
DCA Airport

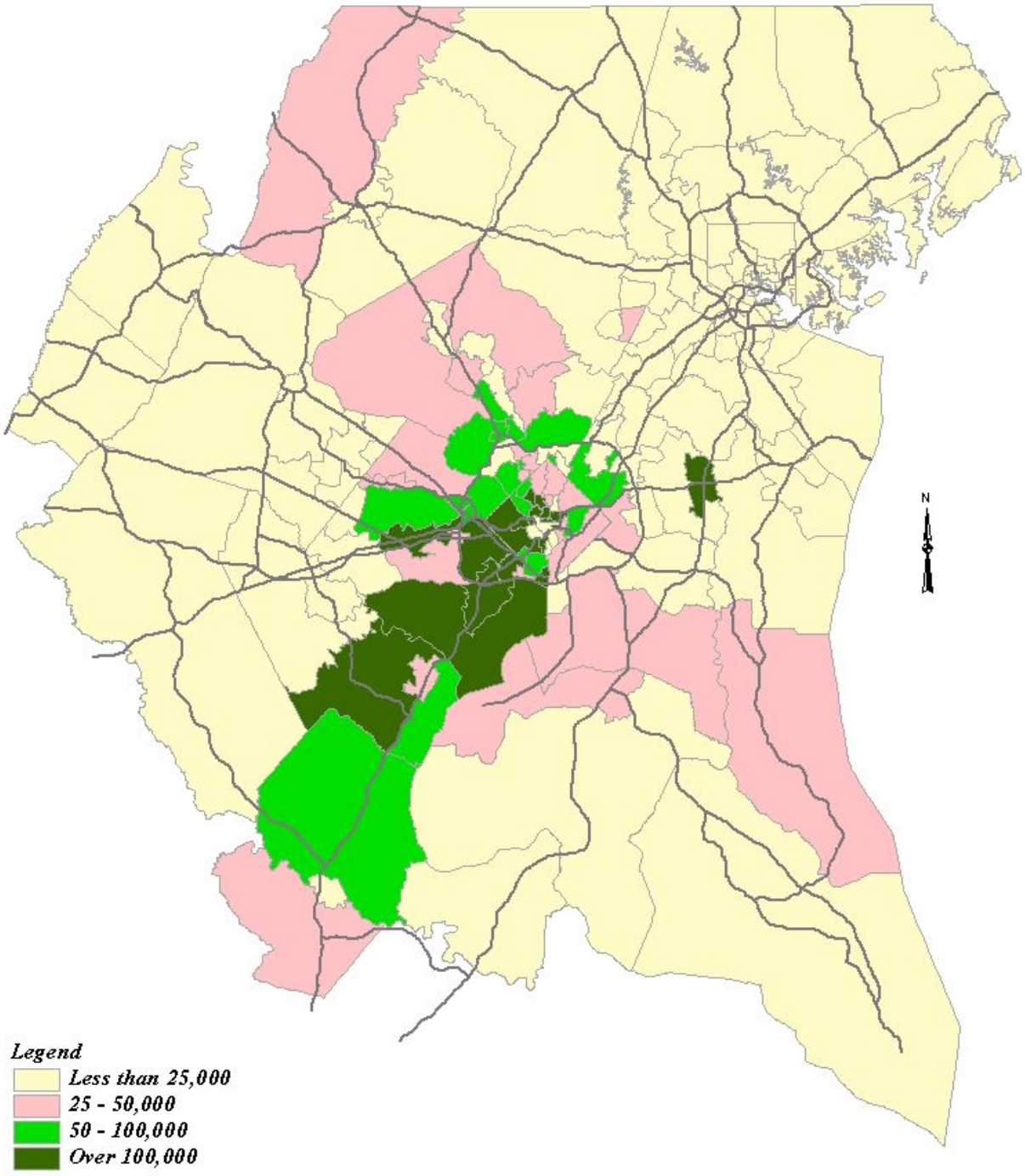
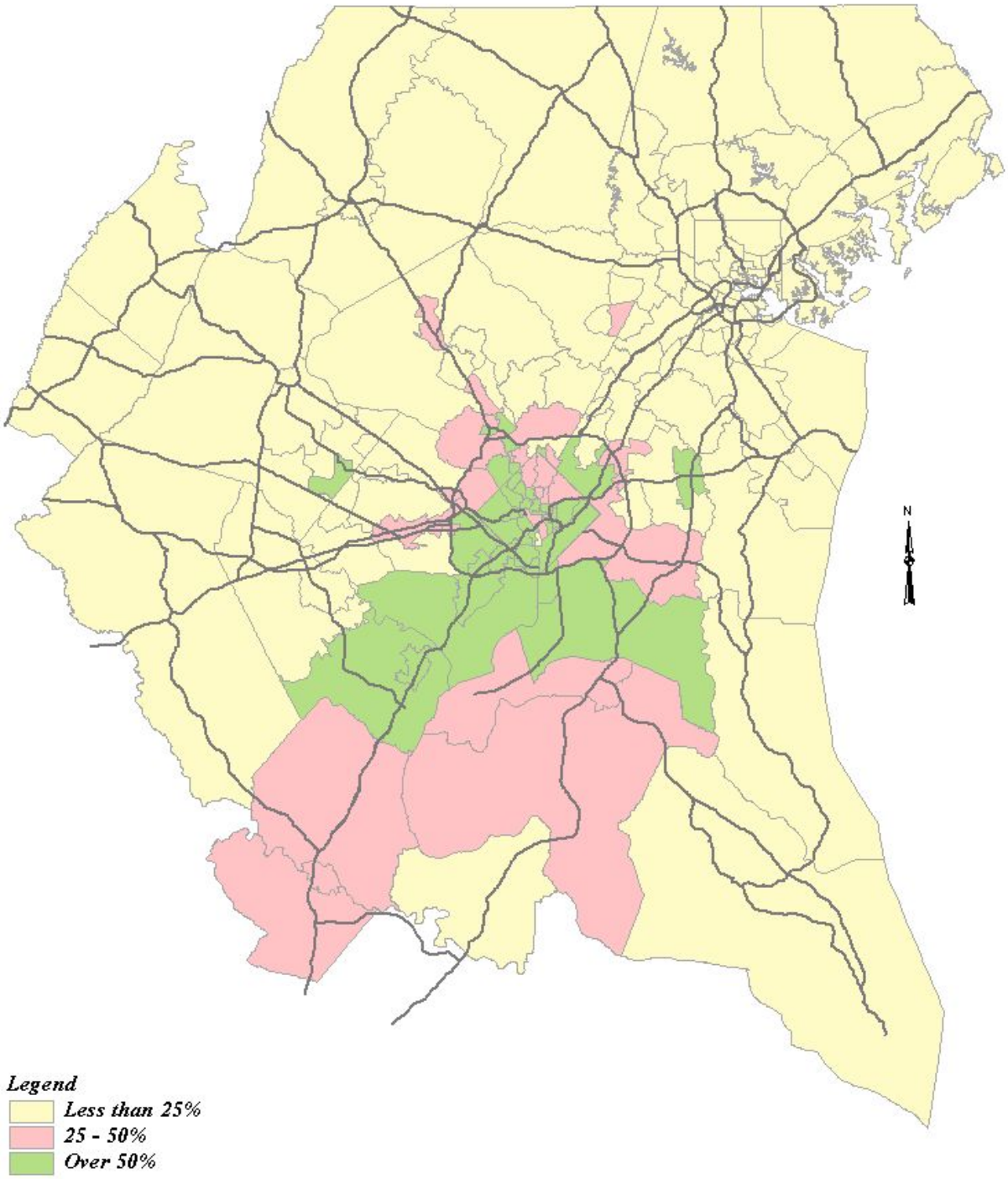


Figure 7
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using DCA Airport
2007



Washington Dulles International Airport

Air passenger originations increased 5 percent between 2000 and 2007 at Washington Dulles International Airport. About half of all passengers using Dulles were from Virginia jurisdictions, and Fairfax and Loudoun Counties accounted for more than half of those Virginia originations. Overall, originations from Dulles airport increased 16 percent from Virginia suburbs between 2000 and 2007, and decreased by 3 percent from the Maryland suburbs of the District of Columbia (See Table 3). Dulles air passenger originations from the District of Columbia increased 12 percent, while originations from the Baltimore metropolitan area, including Baltimore City, increased by 1 when compared with 2000 findings.

The scope of Dulles Airport's service area is mostly predictably consistent with its service area resulting from surveys conducted in 1987, 1992 and 2005. However, one interesting addition is the AAZ in Southeast Washington being included with the Dulles service area even though it is quite close to National. In this case, cheaper airfares account for passengers bypassing National in favor of Dulles since the household incomes in that area are generally lower than those throughout the region. This could also be attributed to the presence of Federal offices where federal employee travel procedures may require employees to take cheaper flights. Although Fairfax County led all jurisdictions in terms of originations to Dulles Airport, it registered an overall increase of only 2 percent since 2000. By contrast, other jurisdictions that accounted for fewer originations experienced substantially higher rates of growth during the period. As a result, while Fairfax County continues its dominance within the Dulles service area, its relative share is reducing as a consequence of other jurisdictions' increases.

Figure 8
Washington / Baltimore Air System Planning Region
Annual Air Passenger Originations
IAD Airport

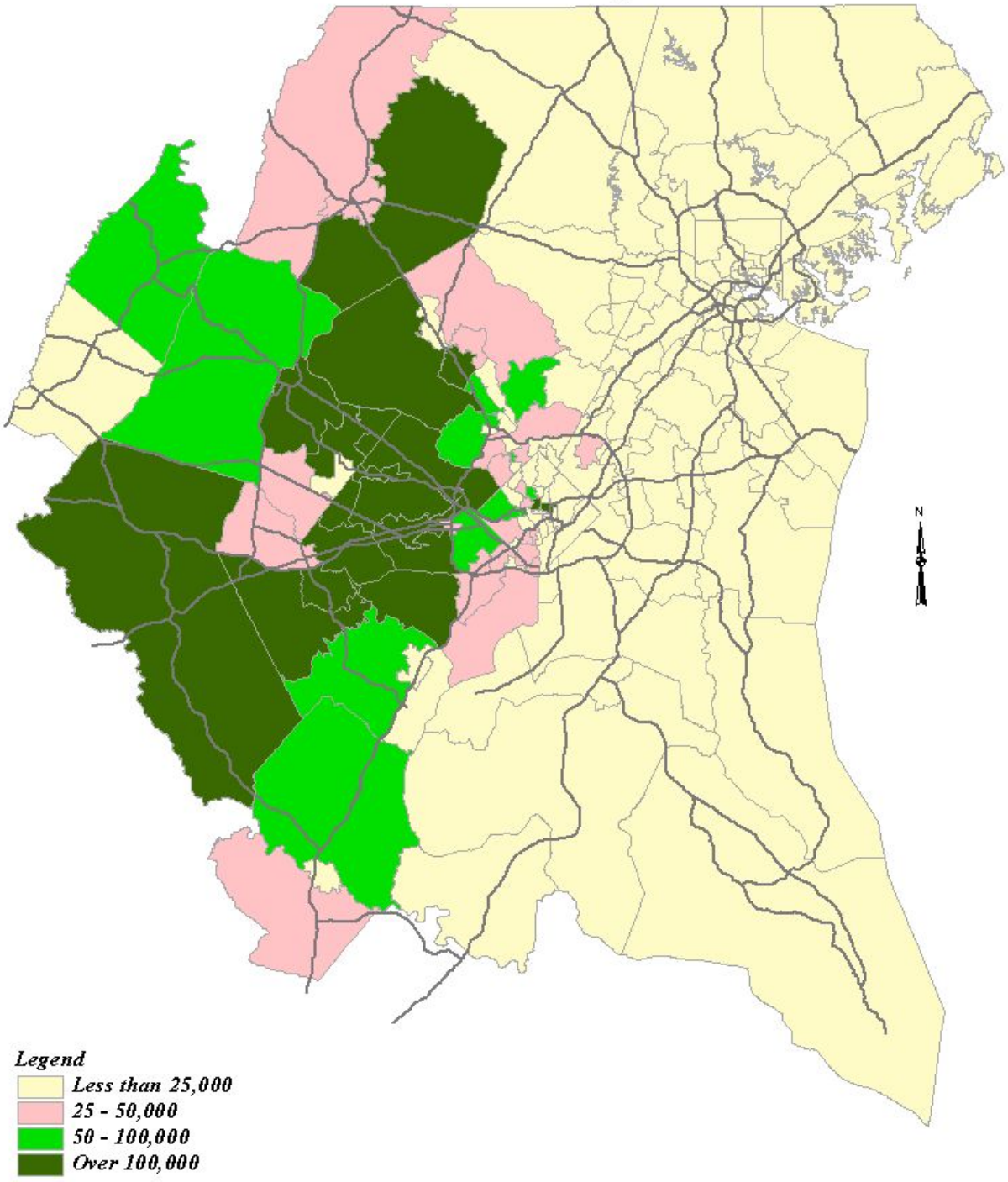
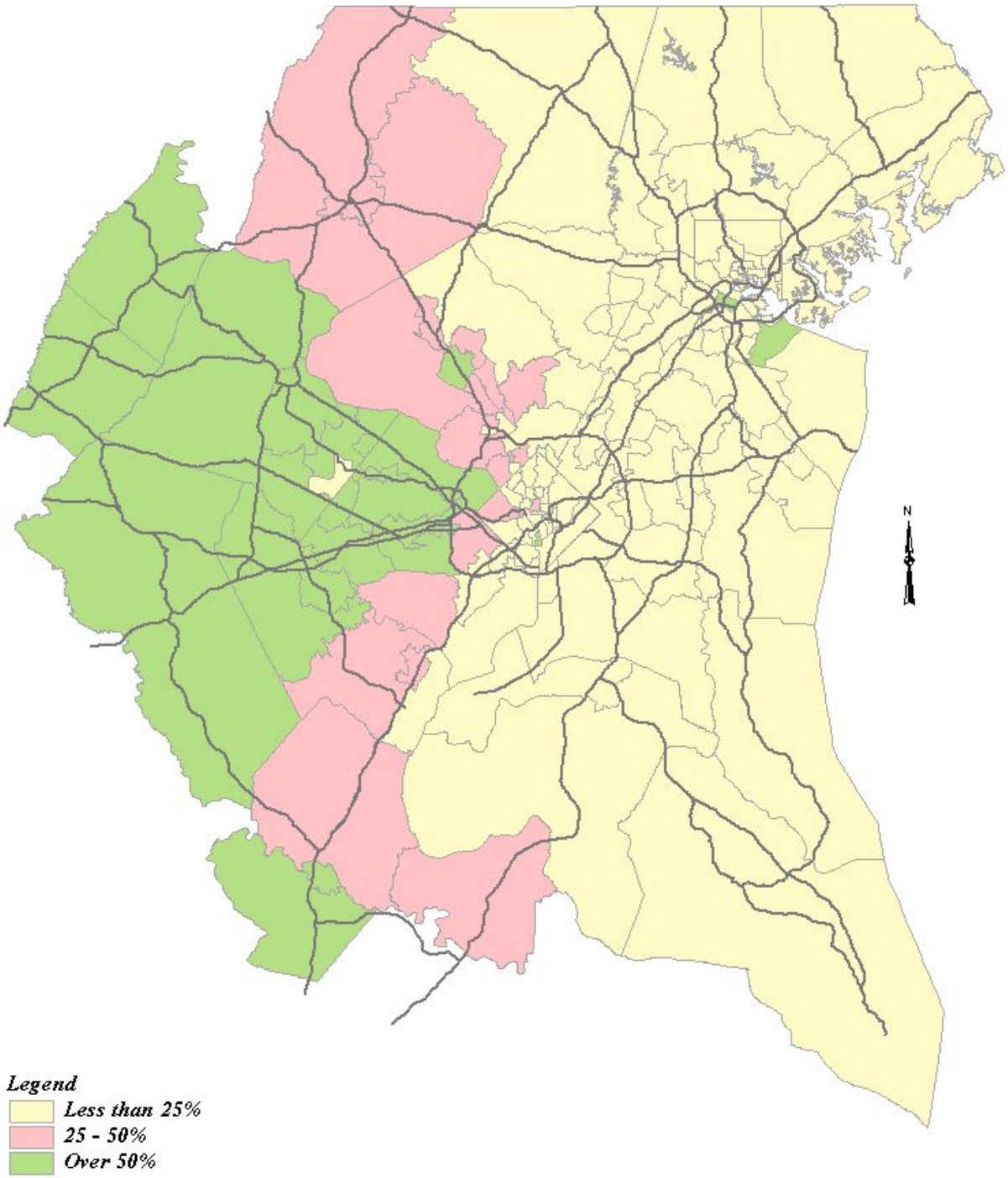


Figure 9
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using IAD Airport
2007



Baltimore/Washington International Thurgood Marshall Airport

Between 2000 and 2007, passenger originations at BWI Airport increased by 6 percent, one percentage point faster than Dulles. Originating passengers at BWI from the Maryland suburbs of DC grew by 29 percent, one percent fast than corresponding originations from the Baltimore region itself. By contrast, originating passengers at BWI decreased by 30 percent during the same 2000-2007 period. Similarly, the percentage of passengers originating in the District of Columbia declined by 22 percent and by 43 percent from the outlying areas between 2000 and 2007. Figure 10 illustrates the distribution of air passenger originations for BWI Airport in 2007. While passengers using BWI were predominantly from the Baltimore metropolitan area, 53 percent, a little over half, of them come from both City of Baltimore and Baltimore County. Originations from Anne Arundel County accounted for 25 percent of the Baltimore Metro area passengers.

The BWI service area is predictably concentrated in the eastern half of the region. It extends to areas along the border of the District of Columbia and Prince George's County, and it also includes areas in northern Charles County.

Figure 10
Washington / Baltimore Air System Planning Region
Annual Air Passenger Originations
BWI Airport

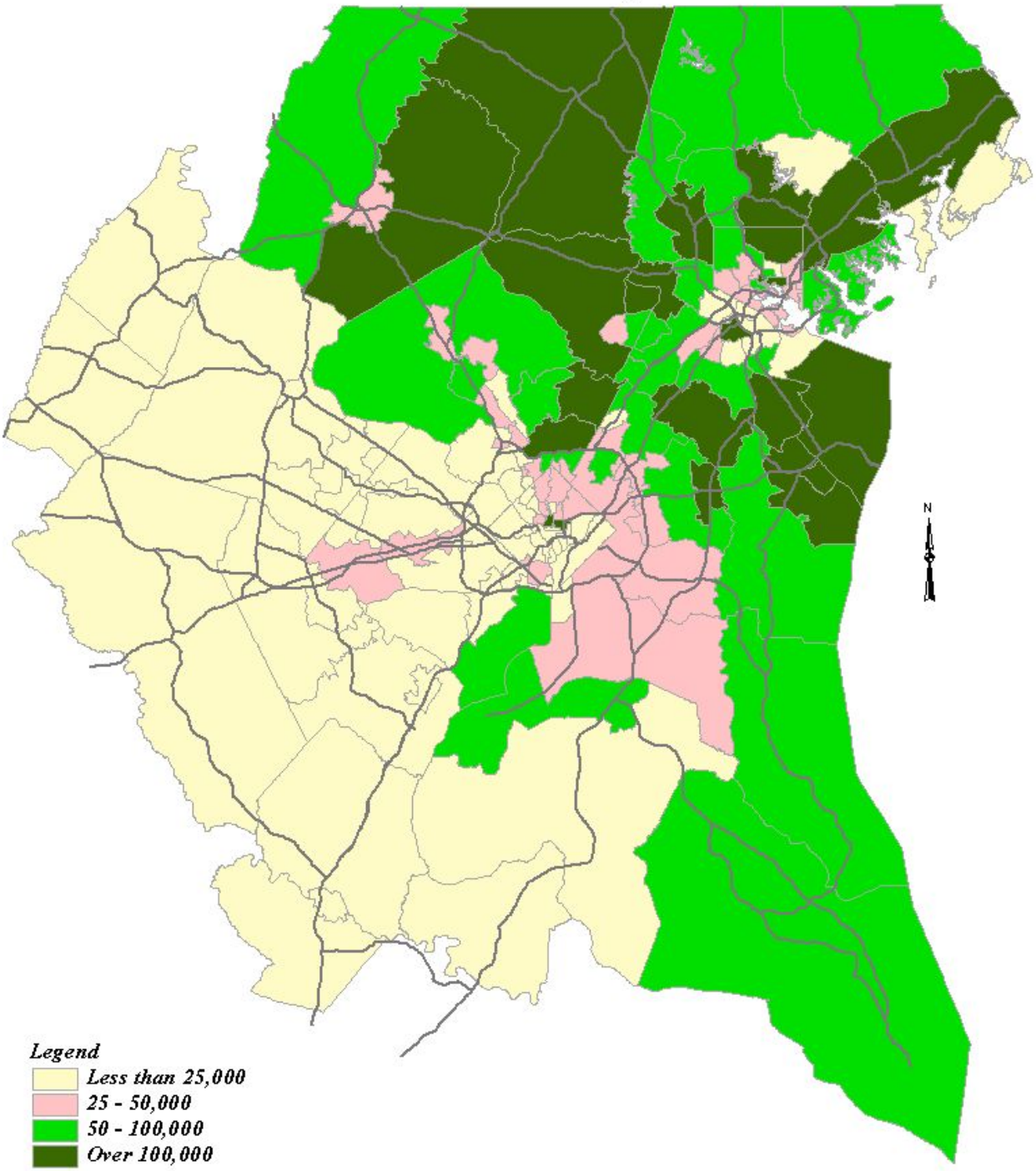
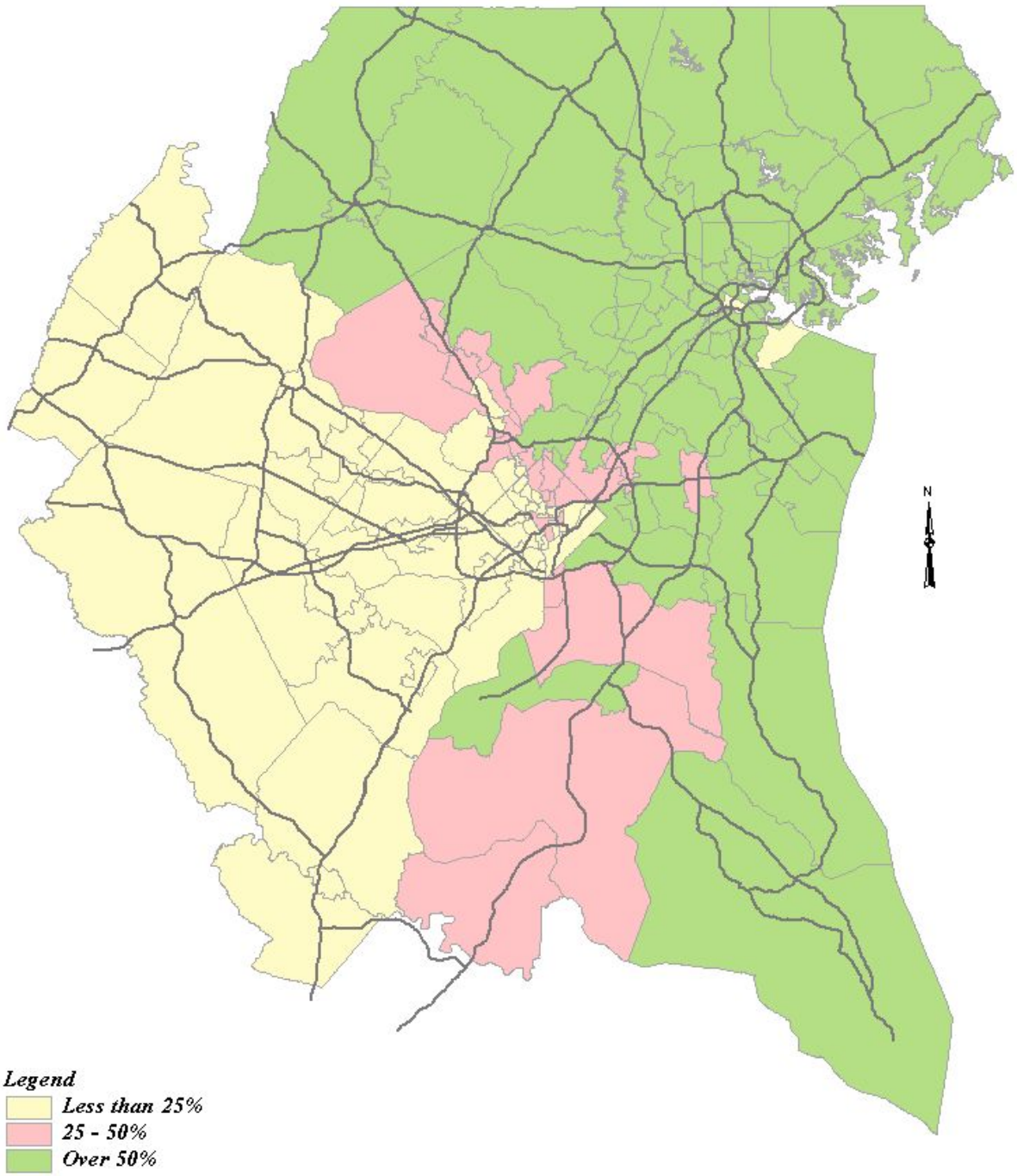


Figure 11
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using BWI Airport
2007



Satisfaction with Airport Used

Overall, the survey indicates a high level of satisfaction with the airport used by passengers who were surveyed in the Washington-Baltimore region. Across the region, 83 percent of passengers were satisfied with their airport choice. The map in Figure 12 displays the percentage distribution of departing air passengers' satisfaction of the airport they chose. For this analysis, satisfied passengers are defined as those who indicated that they were flying out of their preferred airport plus those passengers expressing no airport preference.

Table 4 shows departing air passengers satisfaction by jurisdiction. For the region, the overall percentage of satisfied originating air passengers was 83 percent in 2007. Of the jurisdictions with 90 percent or more satisfaction, they are mainly in the Baltimore region. While air passengers originating from Charles County in Maryland had an overall satisfaction rate of 71 percent, those who took their trip from Ronald Reagan National Airport had a 90 percent satisfaction. Passengers originating from Alexandria also had an overall satisfaction of 75 percent compared to 94 percent of those who departed from Ronald Reagan National Airport. Passengers from Fairfax and Prince William counties in Virginia indicated almost the same preference and satisfaction using Ronald Reagan National and/or Washington Dulles airports. Passengers from Stafford County in Virginia also show a higher preference in choosing Ronald Reagan National for their departing trip.

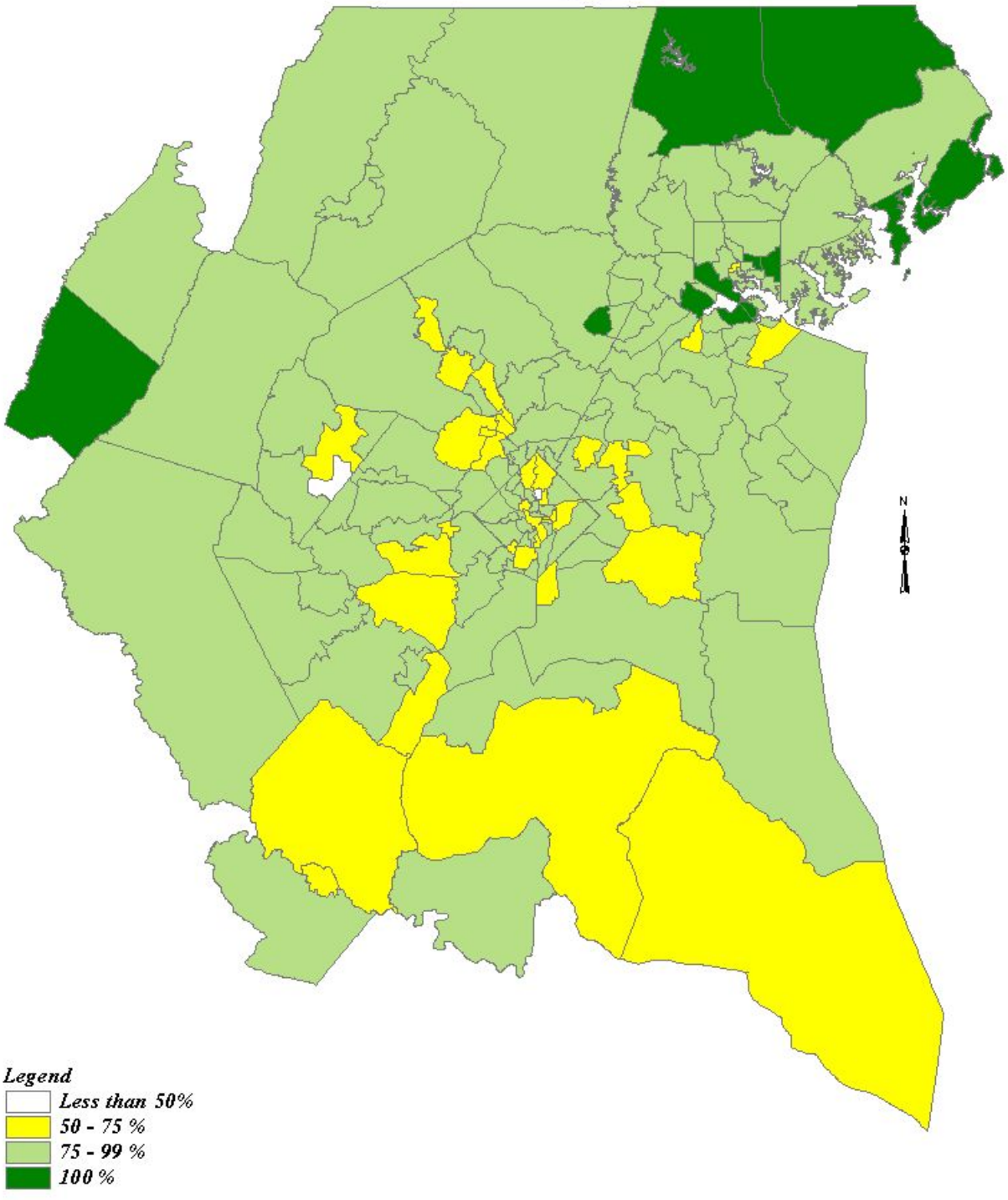
Departing passengers from Montgomery County, Maryland, had a relatively balanced rate of satisfaction using any of the three commercial airports, which could be attributed to its central location among the three airports.

Table 4
Departing Air Passengers Satistaction With Airport
by Jurisdiction

JURISDICTION	Total Originating Trips	Percent Satisfied With Airport Choice
Anne Arundel Co.	1,281,340	93%
Baltimore City	1,421,943	93%
Baltimore Co.	1,036,860	95%
Carroll Co.	162,678	85%
Harford Co.	314,485	88%
Howard Co.	756,397	91%
SUBTOTAL BALTIMORE METRO AREA	4,973,703	93%
Calvert Co.	134,037	82%
Charles Co.	145,428	71%
Frederick Co.	481,399	88%
Montgomery Co.	2,688,993	79%
Prince Georges Co.	1,440,920	84%
SUBTOTAL MARYLAND SUBURBS OF DC	4,890,777	81%
Alexandria	866,817	75%
Arlington Co.	1,773,151	83%
Fairfax Co.	3,123,966	81%
Loudoun Co.	774,424	85%
Prince William Co.	853,748	77%
Stafford Co.	113,176	68%
SUBTOTAL VIRGINIA SUBURBS OF DC	7,505,282	80%
District of Columbia	4,761,413	79%
Outlying Areas	1,474,350	87%
Total	23,605,525	83%

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.

Figure 12
Washington / Baltimore Air System Planning Region
Percentage of Passengers Satisfied With Airport Use
2007



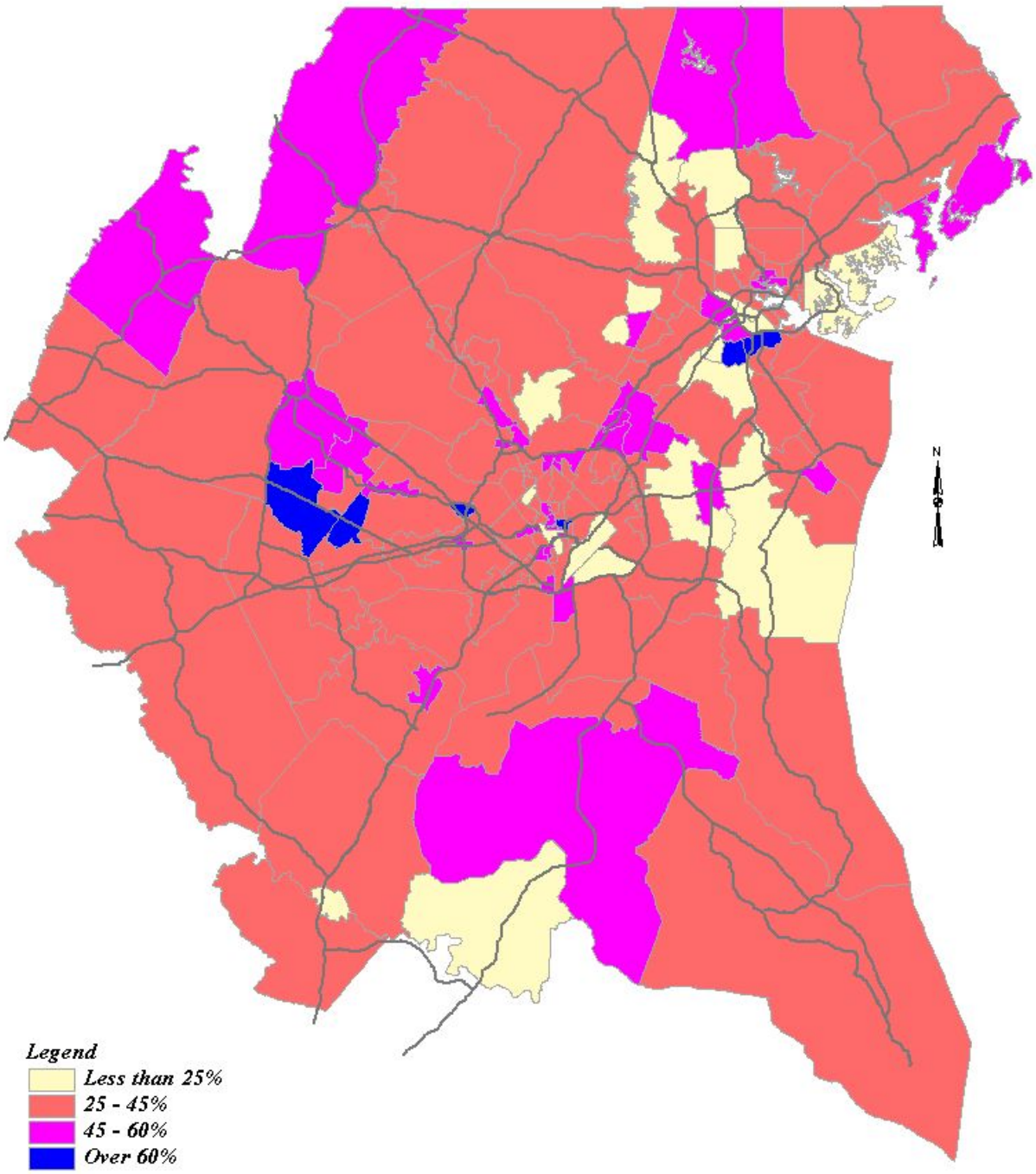
Trip Purpose

In past air passenger surveys, business travel accounted for almost half of the trips made by air passengers originating in the Washington-Baltimore region. Between 2000 and 2007, the percentage of locally originating passengers traveling for business decreased from 49 to 41 percent. 23 percent of locally originating passengers indicated vacation as their trip purpose and 30 percent indicated personal or family affairs as their purpose. Table 7 later in this report provides information on trip purpose.

Figure 13 illustrates the percentage of passengers traveling on business from each of the aviation analysis zones in 2007. Business travelers may be residents or nonresidents of the region and they may leave from any location including home, a hotel or motel, or a place of business. The highest concentrations of business travelers in the Washington area originate in the downtown core areas of the District of Columbia and Northern Virginia with more than 60 percent of passengers traveling on business. Other areas in the Washington/Baltimore Air System region that account for high proportions of business travel are: (1) significant business travel (between 50 and 75 percent of air passengers) originates in downtown Baltimore, parts of Prince George's and Charles Counties, eastern Loudoun County, and the area just east of Dulles International Airport in Virginia; (2) areas along I-270 in Montgomery County; (3) the areas around Baltimore-Washington International Airport; (4) the Aberdeen Proving Grounds, north of Baltimore, and (5) northwestern portions of the region, including Jefferson County, West Virginia, and western Frederick County, Maryland.

The concentrations of business travel displayed in Figure 13 do not correspond to the percentage of passengers traveling on business at the three airports: higher concentrations are found in the service areas for National (at which 51 percent of all air passengers are business travelers). BWI and Dulles only carry 38 and 39 percent of business travelers, respectively, even though concentrations of business travelers can be found throughout the region.

Figure 13
Washington / Baltimore Air System Planning Region
Percentage of Passengers Traveling on Business
2007



Trip Origin Activity

While 41 percent of air passengers originating in the Washington-Baltimore region are traveling on business, only 11 percent of the total number of passengers leave a place of business and travel directly to the airport. Table 8 later in this report provides information on trip origin activity. As seen in Figure 14, the concentrations of passengers leaving a place of business for the airport are somewhat scattered throughout the region but with notable densities in downtown Washington and Baltimore, Tysons Corner, and along the B-W and I-270 corridors. However, the largest producers of these travelers are near the BWI airport and from northeast of Baltimore at the Aberdeen Proving Grounds, a military installation, downtown Washington, and National Harbor.

While over half of all air passengers leave for the airport from their home, a significant amount, 29 percent, leave from a hotel or motel. Figure 15 displays the pattern for locally originating passengers in the Washington-Baltimore region who left a hotel or motel to go to the airport is somewhat different from those leaving a place of business. While there are still concentrations in the downtown areas, the other major concentration is near the airports themselves. BWI and Dulles both show this trend. It is a little more complicated near National, because of the airport's proximity to downtown Washington as well as Arlington and Alexandria. In Washington, the AAZ with concentrations of air passengers leaving hotels was around the downtown area of the District, but around the periphery of the Mall. This differs from passengers who left a place of business where there was also a presence in the AAZ that encompasses the Mall due to the boundaries of that AAZ also including some business locations. These zones are generally those around the airports, and those with good access to public transportation (either airport limousines or public transportation).

Figure 14
Washington / Baltimore Air System Planning Region
Percentage of Passengers Leaving from Workplace or Other Business Locations
2007

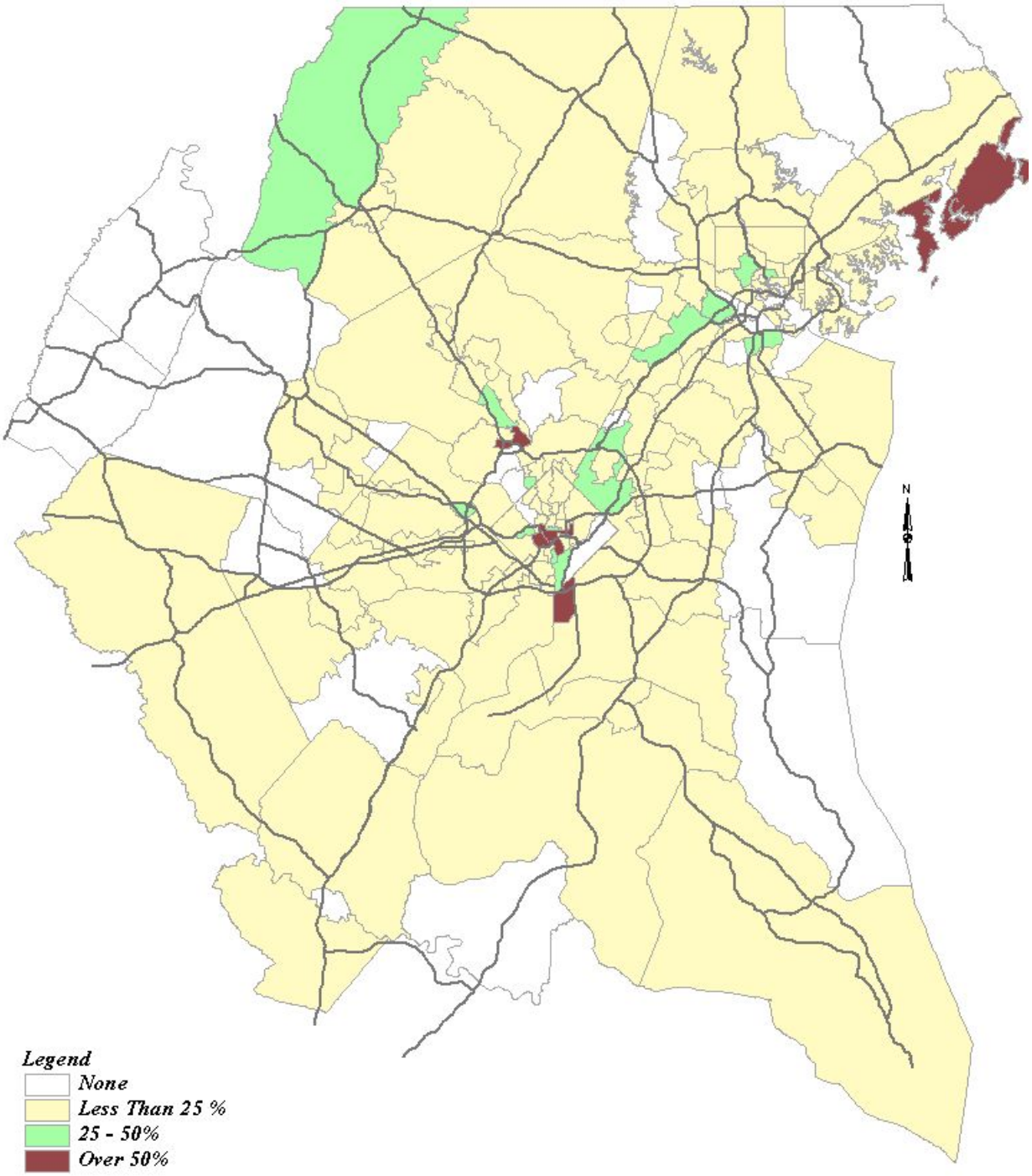
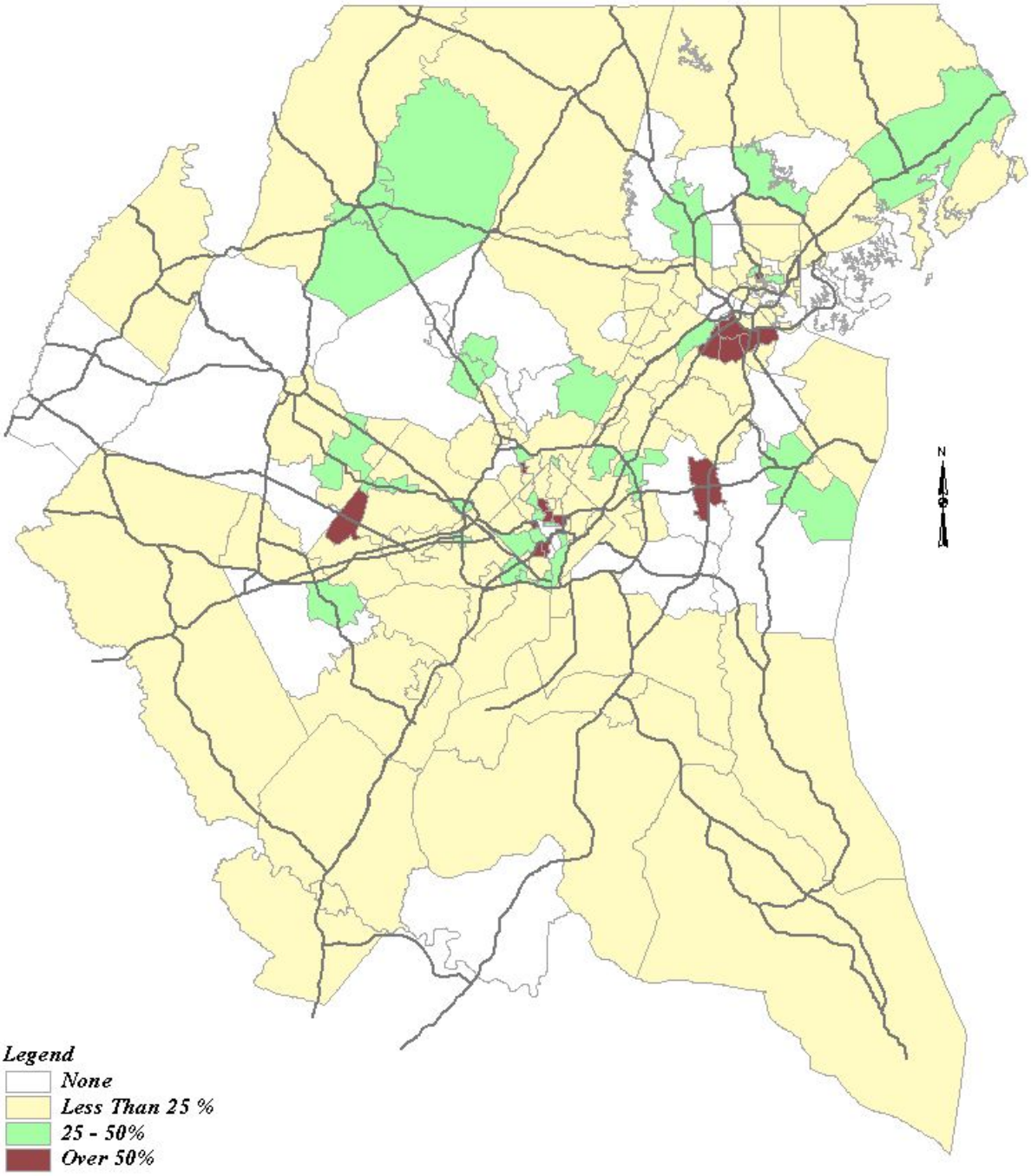


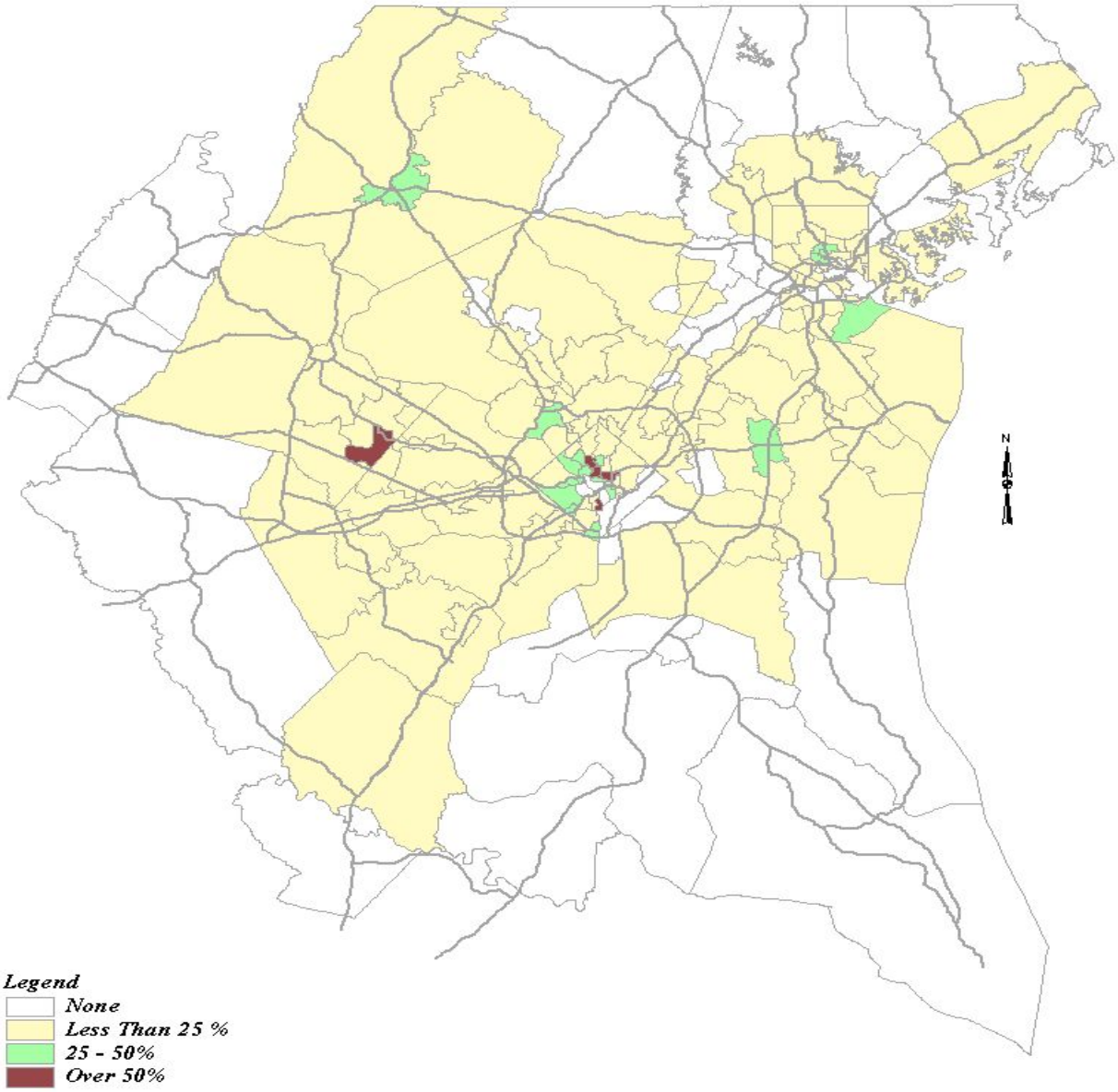
Figure 15
Washington / Baltimore Air System Planning Region
Percentage of Passengers Leaving from Hotel or Motel Locations
2007



Mode of Access

For the Washington-Baltimore region as a whole, the most common mode of access to the airports in 2007 was the automobile (private autos or rental cars), accounting for 62 percent of originating air passengers. Table 9 later in this report provides additional information on mode of access.

Figure 16
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using Taxicabs
2007



Taxicabs were used by the second highest percentage of local air passengers (17 percent). Figure 16 displays the zones from which passengers used taxicabs to access the airports. The areas with the highest concentrations of taxi usage are located with in the District and in downtown Baltimore. Overall, there is kind of a bulls eye effect from the taxicab users, not unlike the Metrorail users.

Figure 17
Washington / Baltimore Air System Planning Region
Percentage of Passengers Airport Bus/Van/Limousines
2007

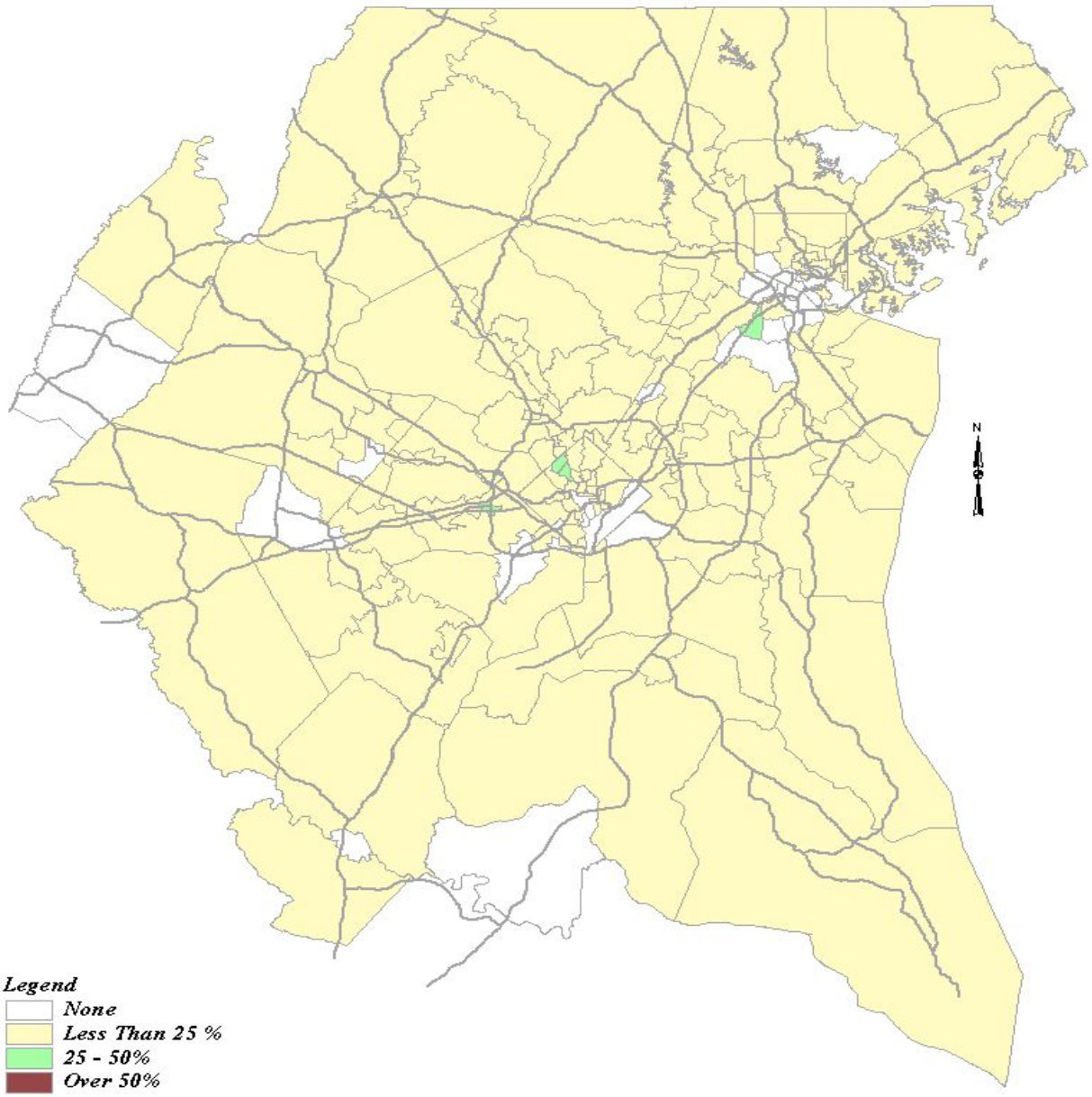
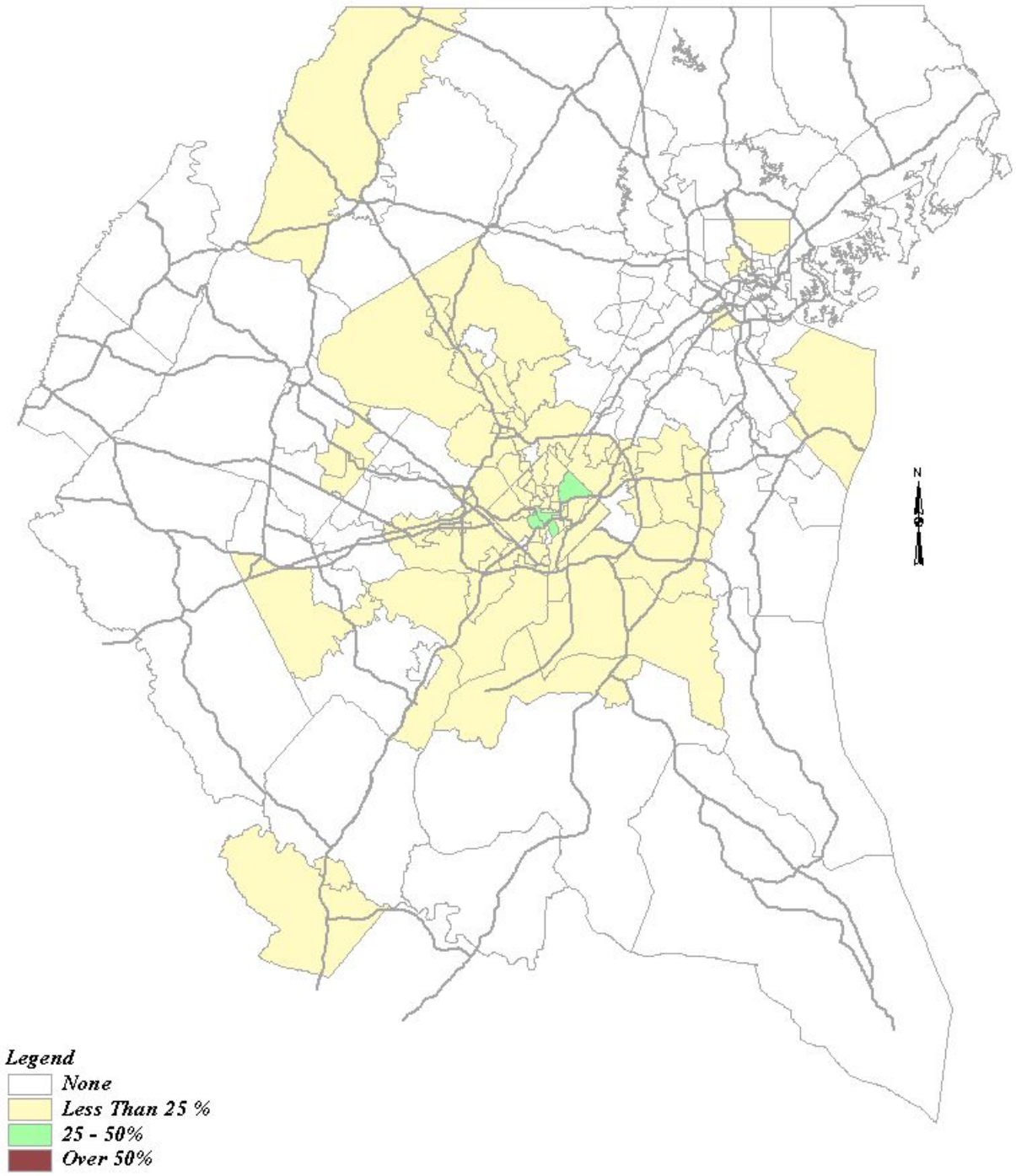


Figure 18
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using Metrorail
2007



The areas with the percentage of originating air passengers using the airport limousine services are shown in Figure 17. The usage of this mode is low throughout the region with the exception of two AAZs, one in Bethesda, MD and the other in central Baltimore City, MD. The outer suburbs of Virginia and Charles County, MD show lesser usage with mostly zero usage of airport limo services.

The percentage of originating air passengers using Metrorail to National is 14 percent. Usage of Metrorail is concentrated in the District of Columbia the surrounding core of Arlington, Fairfax, Montgomery, and Prince George's Counties and City of Alexandria. Some areas such as portions of northern Anne Arundel County, Frederick County, City of Fredericksburg and Spotsylvania County show a significant number of passengers using rail to access the airports, which could be attributed to passengers using public transportation for their last leg of their trip to the airports. Future changes in rail service to BWI and Dulles will need to be examined for changes in public transportation access to the area airports.

Household Income

Air passenger trips often correlate directly to average household income. Figure 19 shows the origination zone for passengers with incomes of $120,000 or more. The areas with high concentrations of passengers in the upper income bracket are widespread. In fact there are only a handful of zones in the region that show less than 50 percent of the air passengers in this income range. This correlates with the fact that close to 71 percent of all departing air passengers from this region, which include non-residents, have household incomes of more than $80,000 or more.

Destination of Air Passengers

The Washington-Baltimore Regional Air Passenger Survey sample included flights from 33 airlines, of which 16 were international and 17 were domestic carriers. The sample flights selected were grouped into seven regional destination clusters containing a total of 114 destinations, 32 international and 82 domestic. The survey questionnaire asked passengers where their trip would end. This information was used to determine the passenger's destination

region. The destination region data is summarized by origination region in Table 5. In 2007, trips destined to the western United States accounted for 36 percent of the total trips, followed by the Southeast with 30 percent. The "West" category refers generally to all areas west of the Mississippi River. The remaining domestic destination regions are components of the general area east of the Mississippi River. As a result, it is understandable why the larger "West" destination region captured a considerably larger share than any other destination regions constituting the East. To provide a basis for consistent east-west comparison, Table 5 also provides data for the broader "Eastern U.S." and Western U.S" categories. When considering those areas, trips destined to the Eastern U.S. accounted for 56 percent of the total trips. The remaining 8 percent of the trips constituted international destinations.

The great majority of air passengers were domestic destined accounting for 92 percent of all trips from the Washington/Baltimore air system region. Baltimore/Washington International Thurgood Marshall and Ronald Reagan National having a 39 and 38 percent share, respectively. At least half of passengers to the Great Lakes, Mid-Atlantic and New England departed from Baltimore/Washington International Thurgood Marshall airport, while nearly 70 percent of trips to New York did so from Ronald Reagan National.

Dulles International Airport is the origin airport with a disproportionate number of passengers destined to international destinations, accounting for 79 percent of total international departures. Figure 20 displays the number of passengers destined to the eastern western U.S. regions, as well as those with international destinations, from each of the three airports in the region.

Figure 19
Washington / Baltimore Air System Planning Region
Percentage of Passengers With Household Income of $120,000 or More
2007

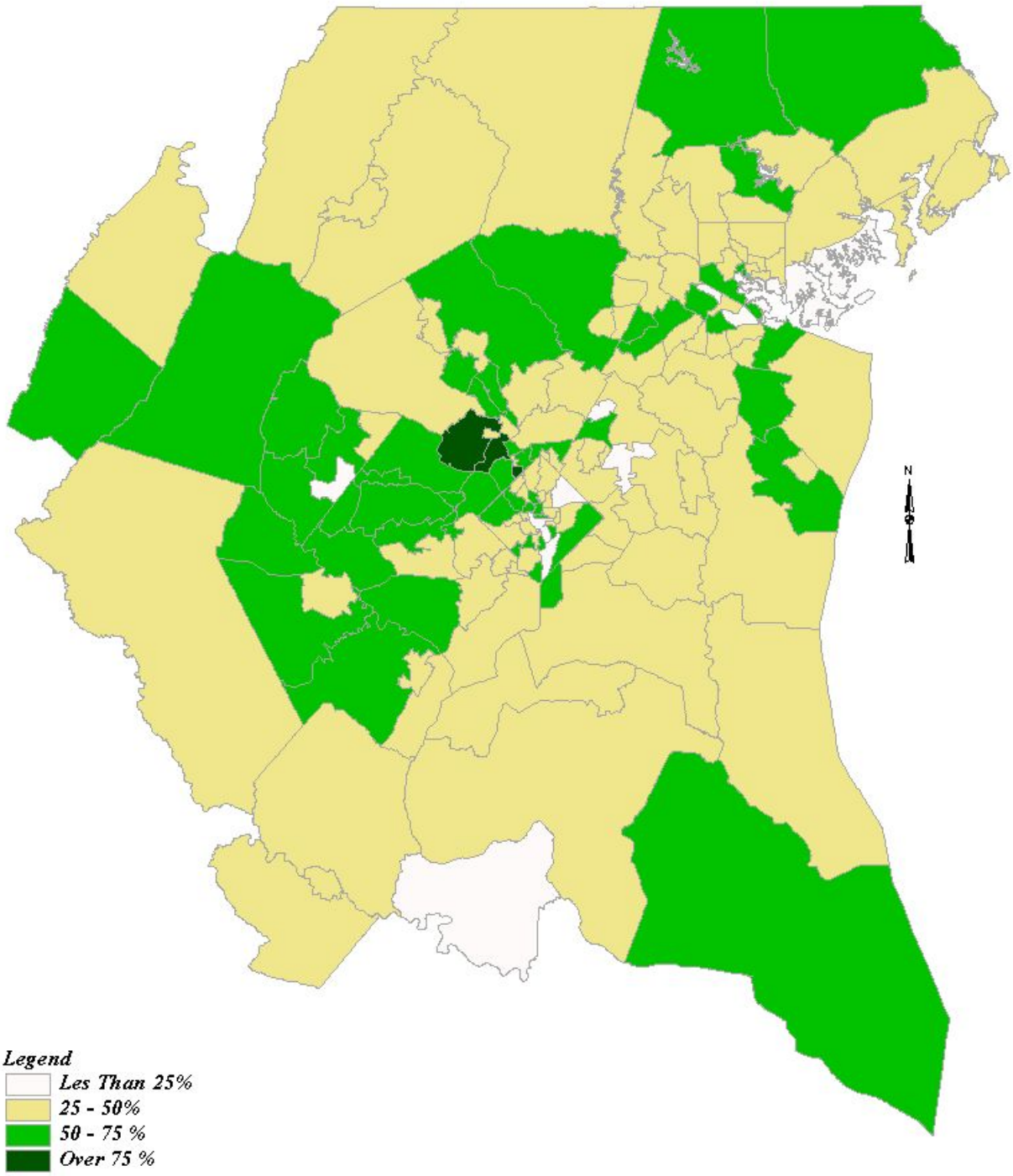
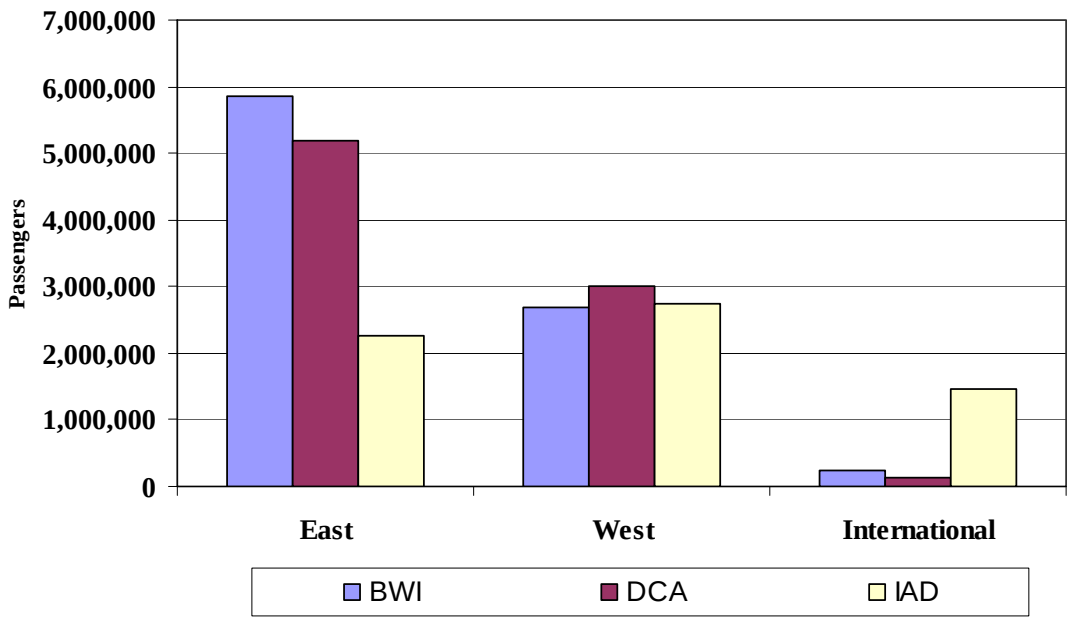


Table 5
Departing Air Passengers by Destination Region by Airport
(in Thousands)

Destination Region	BWI		DCA		IAD		Total		Airport Share of Trips to Destination Region		
	No.	% of BWI Originations	No.	% of DCA Originations	No.	% of IAD Originations	No.	% of Total Originations	BWI	DCA	IAD
Mid-Atlantic	625	7%	325	4%	161	2%	1,111	5%	56%	29%	14%
New York	151	2%	784	9%	207	3%	1,142	5%	13%	69%	18%
New England	1,142	13%	803	10%	317	5%	2,263	10%	50%	35%	14%
Great Lakes	1,051	12%	667	8%	202	3%	1,921	8%	55%	35%	11%
South-East	2,882	33%	2,607	31%	1,379	21%	6,868	29%	42%	38%	20%
West	2,690	31%	3,009	36%	2,752	42%	8,451	36%	32%	36%	33%
Domestic Subtotal	**8,542**	**97%**	**8,195**	**98%**	**5,019**	**77%**	**21,756**	**92%**	**39%**	**38%**	**23%**
Eastern U.S.	5,852	67%	5,185	62%	2,267	35%	13,305	56%	44%	39%	17%
Western U.S.	2,690	31%	3,009	36%	2,752	42%	8,451	36%	32%	36%	33%
Domestic Subtotal	**8,542**	**97%**	**8,195**	**98%**	**5,019**	**77%**	**21,756**	**92%**	**39%**	**38%**	**23%**
International	**249**	**3%**	**141**	**2%**	**1,461**	**23%**	**1,850**	**8%**	**13%**	**8%**	**79%**
Total	**8,790**	**100%**	**8,335**	**100%**	**6,480**	**100%**	**23,606**	**100%**	**37%**	**35%**	**27%**

Figure 20
Departing Air Passengers Domestic and International Destinations

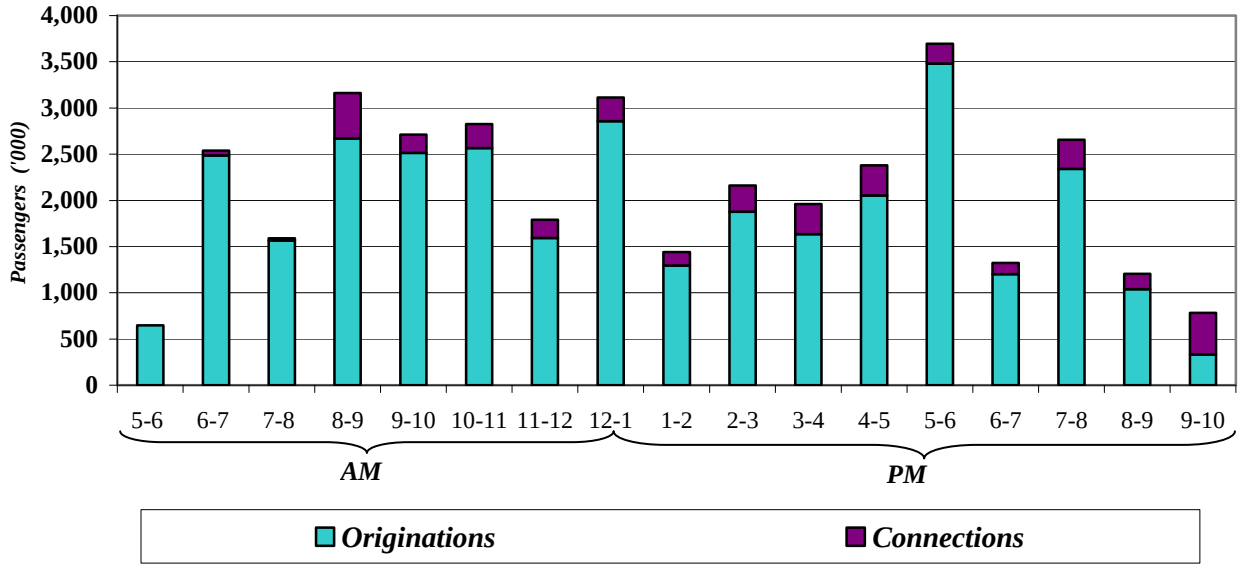


Departures by Time of Day

The distributions of passenger departures by time of day at the three airports in the Washington-Baltimore region are displayed in Figures 21, 22, and 23. These diurnal time distributions are indicative of the different roles played by these airports in the aviation system in the region.

National Airport's daily activity is characteristic of a typical "origin and destination" airport – one that is used mainly by passengers beginning or ending their air trip at that airport, rather than connecting to another flight. This is indicated by the low number of connecting passengers as well as the high number of passengers departing between 6 AM and 9 AM. The generally high number of departing passengers every hour between 6 AM and 7 PM reflects the "slot" and "high density" rules that are in effect at National. By limiting the number of operations that may be scheduled per hour, these restrictions tend to flatten out the peak hour of activity throughout the day. There were nine hours during which National handled between 2,000 and 3,500 passengers, although the overall peak hour was 5–6 P M when almost 3,700 passengers departed.

Figure 21
Diurnal Passenger Distribution at National Airport Airport



The distributions for both Dulles and BWI Airports, however, characterize airports that are dominated by hubbing activity. These graphs reflect low levels of passenger activity in the early morning hours (6 AM to 7 AM). This is the time when which inbound flights from the airlines' "spoke" cities are arriving. The morning peaks then occurred at 8 AM and 9 AM, once connections have been made and the first "bank" of flights departed. Both airports exhibited several additional peaks throughout the day as other "banks" of flights departed.

Figure 22
Diurnal Passenger Distribution at Dulles Airport Airport

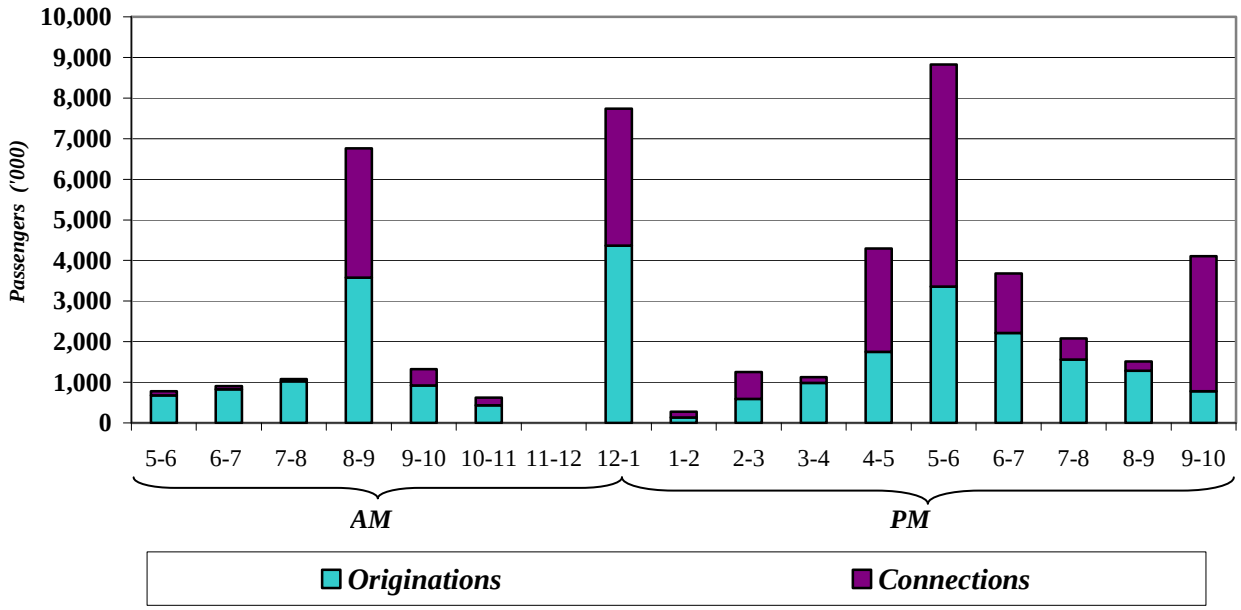
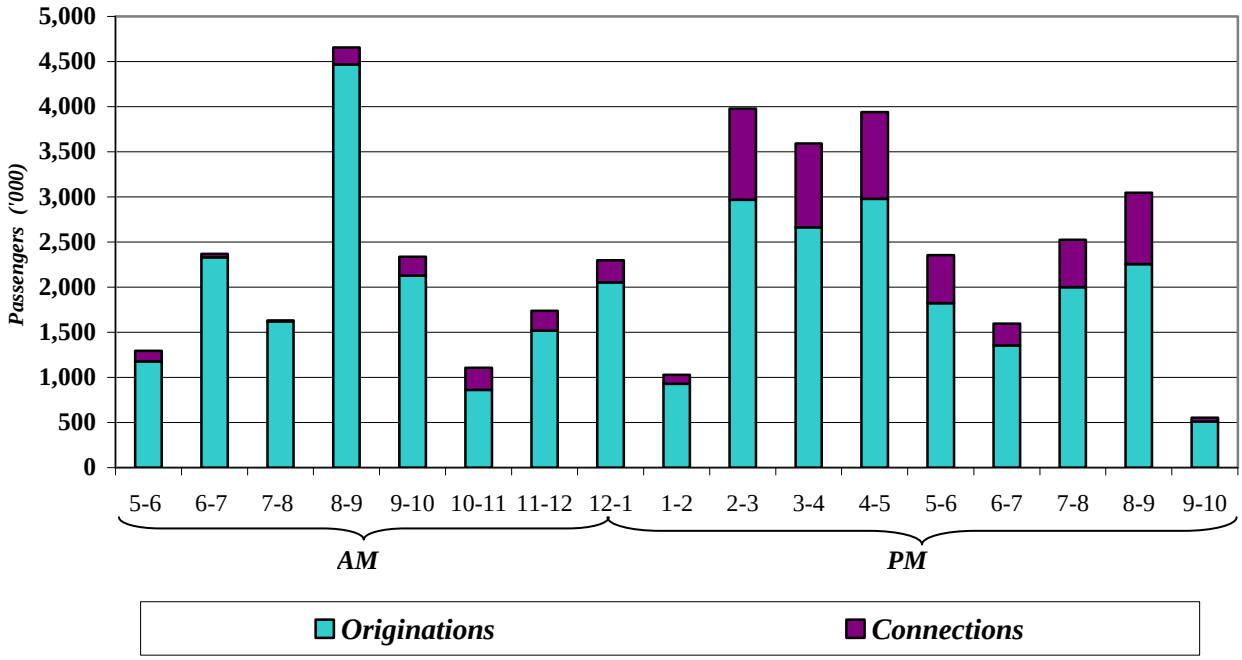


Figure 23
Diurnal Passenger Distribution at BWI Airport



The overall peak for Dulles Airport was between 5-6 PM, when more than 8,800 passengers departed. Note that during the hour before this afternoon peak (3-4 PM), there was very little departing passenger activity at Dulles. This is indicative of the high number of long haul flights that serve Dulles. These flights (typically to and from the west coast and Europe) normally arrive in the early afternoon and depart during the late afternoon peak. This high level of activity in the late afternoon at Dulles (between 5 PM and 7 PM) is characteristic of airports that handle significant amounts of long-haul activity.

BWI Airport also displays characteristics of a hub airport with significant amounts of long-haul activity. Periods of low activity preceded late afternoon peak hours (between 4 and 7 PM). The AM peak hour at BWI was 8-9 AM, during which 4,600 passengers departed, and the PM peak hours between 2-5 PM with an average of 3,500 departures per hour. There were "banks" of flights at 6-7 AM and 7-9 PM.

Washington and Baltimore Central Areas

The characteristics of air passengers originating in the central areas of the Baltimore and Washington regions are analyzed in this section. For this analysis, the Baltimore central area includes all of the City of Baltimore and the Washington central area includes the District of Columbia, Arlington County and City of Alexandria.

In Baltimore, the zones that make up the central area are the Metro Center zone plus East Baltimore and West Baltimore. In the Washington central area, the K Street corridor, the areas around Union Station and L'Enfant Plaza, Georgetown, Rosslyn, the Pentagon, and Crystal City define the central area. Table 6 displays airport use by originating passengers from the two central areas as well as the remainder of the study area. Although the number of air passengers from the Baltimore central area accounts for only five percent of the regional total, it is nearly 23 percent of all passengers collectively from the Baltimore metropolitan area. The vast majority of air passenger originations from the Baltimore central region, 94 percent, used BWI airport for their departing trips. The Washington central area generated 7 million air passengers in 2007, 70 percent of whom used National Airport.

Business travel is the trip purpose for 43 percent of the passengers from the Baltimore central area and 49 percent of the passengers from the Washington central area. Table 7 displays a breakdown of trip purpose for passengers from these central areas. Forty-nine percent business related trips from the Washington central area exceeds the regional average of 41 percent. This results from the Washington central area's position as a major regional job center fueled by government and government-related activity.

Table 6
Washington-Baltimore Air System Region
Airport Usage By Central Area

Airport Used	Baltimore Central Area		Washington Central Area		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
BWI	1,084,838	94%	750,423	11%	6,955,198	45%	8,790,459	**37%**
DCA	39,488	3%	4,888,937	70%	3,406,821	22%	8,335,246	**35%**
IAD	31,808	3%	1,362,140	19%	5,085,872	33%	6,479,820	**27%**
Total	**1,156,134**	**100%**	**7,001,500**	**100%**	**15,447,891**	**100%**	**23,605,525**	**100%**

Note:- The Washington central area includes the District of Columbia, Arlington County and City of Alexandria.
The Baltimore central area includes the city of Baltimore

The Washington and Baltimore central areas also displayed higher percentages of passengers leaving from places of employment or hotels and motels than the region as a whole. Table 8 displays the breakdown of trip origin activity for passengers from these areas. Both central areas had a substantial share of passengers traveling to the airport from a hotel or motel, 34 percent in the Baltimore and 50 percent in the Washington central area. Places of employment or other business locations generated 15 percent of the passengers from the Washington central area and 16 percent from the Baltimore central area. In the remainder of the region, the collective share of trips originating from places of employment or other business locations amounted to 11 percent. While almost 60 percent of departing air passengers started their trips to the airports from a private resident location region-wide, only 31 percent did so from the Washington central area and 45 percent from Baltimore.

Table 7
Washington-Baltimore Air System Region
Trip Purpose by Central Area

Trip Purpose	Baltimore Central Area		Washington Central Area		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Business (Feds)	100,826	9%	1,384,638	20%	2,245,017	15%	3,730,481	**16%**
Business (St./Local)	36,385	3%	213,111	3%	226,353	1%	475,849	**2%**
Business (Non-Govt)	361,586	31%	1,824,138	26%	3,253,912	21%	5,439,636	**23%**
Vacation	217,811	19%	1,429,592	20%	3,702,853	24%	5,350,256	**23%**
Personal	363,455	31%	1,492,533	21%	5,067,422	33%	6,923,410	**29%**
Student	44,977	4%	393,624	6%	489,723	3%	928,324	**4%**
Other	31,094	3%	263,864	4%	462,611	3%	757,569	**3%**
Total	**1,156,134**	**100%**	**7,001,500**	**100%**	**15,447,891**	**100%**	**23,605,525**	**100%**

Note:- The Washington central area includes the District of Columbia, Arlington County and City of Alexandria.
The Baltimore central area includes the city of Baltimore

Table 8
Washington-Baltimore Air System Region
Trip Origin Activity by Central Area

Origin Activity	Baltimore Central Area		Washington Central Area		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Residence	518,196	45%	2,183,670	31%	10,593,371	69%	13,295,237	**56%**
Hotel/Motel	390,722	34%	3,502,280	50%	2,964,354	19%	6,857,356	**29%**
Regular Employment	81,262	7%	472,490	7%	616,822	4%	1,170,574	**5%**
Other Business	102,174	9%	557,359	8%	699,352	5%	1,358,885	**6%**
Other	63,780	6%	285,701	4%	573,992	4%	923,473	**4%**
Total	**1,156,134**	**100%**	**7,001,500**	**100%**	**15,447,891**	**100%**	**23,605,525**	**100%**

Note:- The Washington central area includes the District of Columbia, Arlington County and City of Alexandria.
The Baltimore central area includes the city of Baltimore

Table 9
Washington-Baltimore Air System Region
Mode of Access by Central Area

Mode of Access	Baltimore Central Area		Washington Central Area		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Auto	545,181	47%	1,535,809	22%	9,534,102	62%	11,615,092	**49%**
Rental Auto	161,871	14%	548,990	8%	2,468,582	16%	3,179,443	**13%**
Taxicab	255,528	22%	2,585,977	37%	1,238,759	8%	4,080,264	**17%**
Public Transportation	34,510	3%	950,334	14%	392,667	3%	1,377,511	**6%**
Airport Bus or Limousine	153,956	13%	1,292,657	18%	1,487,425	10%	2,934,038	**12%**
Other	5,088	0%	87,733	1%	326,356	2%	419,177	**2%**
Total	**1,156,134**	**100%**	**7,001,500**	**100%**	**15,447,891**	**100%**	**23,605,525**	**100%**

Note:- The Washington central area includes the District of Columbia, Arlington County and City of Alexandria.
The Baltimore central area includes the city of Baltimore

The most heavily used mode of access to the airports from the Washington central area is taxicab, and it is the second most heavily used mode from the Baltimore central area. Washington differs significantly from the region as a whole, where 62 percent of total passengers used automobiles (private and rental) to access the airports. Table 9 illustrates the mode of access breakdown. In the Baltimore central area, 22 percent of the passengers used taxicabs, and this figure was higher, 37 percent, in the Washington central area. When compared to the region overall, passengers from the Baltimore and Washington central areas also used airport bus or limousine service at higher rates. Usage of airport bus or limousine to the airport from the Baltimore central area, the Washington central area and the region overall were 13 percent, 18 percent, and 12 percent, respectively.

Use of public transportation was markedly higher, 14 percent, for originations from the Washington central area compared to the Baltimore central area, which amounted to 3 percent, and the region overall, which amounted to 6 percent. Although public transportation is available to each of the three airports, the availability of direct Metrorail service to National provides significantly greater capacity. Moreover, significantly fewer trips to National originated from private residences and conversely a greater share of trips originated from hotels. These factors suggest that persons making these trips had a greater dependence on non-automobile modes of travel to the airport.

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APPENDIX A

List of Aviation Analysis Zones

Table A-1
Washington / Baltimore Air System Planning Region
Aviation Analysis Zone System

AAZ	Jurisdiction	Place Name
1	District of Columbia	The Mall
2	District of Columbia	The White House, Federal Triangle, Foggy Bottom
3	District of Columbia	Franklin Square, Mt. Vernon, Gallery Place
4	District of Columbia	Dupont Circle, Adams Morgan
5	District of Columbia	Georgetown
6	District of Columbia	Cleveland Park
7	District of Columbia	Foxhall, Sutton Place, Cathedral Hgts, Senate Hgts, Clover Park, Foxhall Village, Canal View
8	District of Columbia	Tenleytown, American University
9	District of Columbia	Westover Place, Embassy Park, Wesley Hgts, McLean Gardens
10	District of Columbia	Chevy Chase, Friendship Heights, Western Rock Creek Park
11	District of Columbia	Colonial Village, Rock Creek Gardens, Shepherd Park, Walter Reed, Takoma, Petworth, Hampshire Knolls, Cretwood, Eastern Rock Creek Park
12	District of Columbia	Mount Pleasant, North Adams Morgan
13	District of Columbia	Shaw, Howard University
14	District of Columbia	Riggs Park, Michigan Park, Catholic University, Brookland, Fort Lincoln, Langdon, Brentwood, Edgewood, Eckington, Washington Hospital Center
15	District of Columbia	The Capitol
16	District of Columbia	National Arboretum, Gallaudet University, Trinidad, Lincoln Park, Eastern Market, Capitol South, Navy Yard, Stadium Armory
17	District of Columbia	Anacostia, Benning, Fort Dupont, Capitol View, Deanwood, Capitol Heights,
18	District of Columbia	L'enfant Plaza, Fderal Center SW, Waterfront
19	District of Columbia	Buzzard Point
20	District of Columbia	Bolling Airforce Base
21	Arlington County, VA	Ronald Reagan National Airport
22	Arlington County, VA	Pentagon City, Crystel City
23	Arlington County, VA	The Ridge, Forest HillsCommons, Avalon Bay
24	Arlington County, VA	Arlington National Cemetary, The Pentagon
25	Arlington County, VA	Rosslyn
26	Arlington County, VA	Clarendon, Colonial Village
27	Arlington County, VA	East Falls Church, North Arlington,
28	Arlington County, VA	Ballston, Buckingham, Glencarlyn, Barcroft
29	Arlington County, VA	Shirlington
30	City of Alexandria, VA	Bverley Hills, Potomac Yards, Braddock Hgts, Timber Branch Park, Rosemont, Quaker Hill, Ivy Hill,
31	City of Alexandria, VA	Oldtown Alexandria
32	City of Alexandria, VA	Cameron Park, Eisenhower Avenue
33	City of Alexandria, VA	Landmark,
34	Fairfax County, VA	Falls Church, Fairview Park, Annandale, Lincoln
35	Fairfax County, VA	Shirley/Edsal Industrial Park, Springfield, Franconia, Kingstowne, Fort Belvoir Proving Ground, Newington,
36	Fairfax County, VA	Huntington, Rose Hill, Hybla Valley, Fort Hunt, Mount Vernon, Woodlawn, Fort Belvoir, Lorton, Mason Neck,

Table A-1
Washington / Baltimore Air System Planning Region
Aviation Analysis Zone System

Cont.

AAZ	Jurisdiction	Place Name
37	Fairfax County, VA	Lorton,
38	Fairfax County, VA	Ravensworth, Burke, Fairfax Station, Burke Center, George Mason Un iversity,
39	Fairfax County, VA	Merrifield
40	Fairfax County, VA	Centerville, Sully Station, Clifton
41	Fairfax County, VA	Fair Oaks, Fairfax City
42	Fairfax County, VA	Chantilly
43	Fairfax County, VA	Reston, Franklin Farm, Vienna
44	Fairfax County, VA	Woodland Park, Dulles Technology Center,
45	Fairfax County, VA	Herndon, Great Falls,
46	Fairfax County, VA	Tysons Corner
47	Fairfax County, VA	Mclean
48	Montgomery County, MD	Glen Echo
49	Montgomery County, MD	Cabin John, Oakmont
50	Montgomery County, MD	Medical Center
51	Montgomery County, MD	Chevy Chase
52	Montgomery County, MD	Bethesda
53	Montgomery County, MD	Rock Spring, White Flint
54	Montgomery County, MD	West I-270 Rockville
55	Montgomery County, MD	Gaithersburg, Washington Grove
56	Montgomery County, MD	Germantown
57	Montgomery County, MD	Potomac
58	Montgomery County, MD	Dickerson, Barnsville, Poolsville, Dowsonville, Quince Orchard, Darnestown, North Potomac,
59	Montgomery County, MD	Damascus, Cedar Grove, Woodfield, Clarksburg, Laytonsville, Brookeville,
60	Montgomery County, MD	Montgomery Village
61	Montgomery County, MD	East I-270 Rockville
62	Montgomery County, MD	Aspen Hill, Layhill, Norbeck, Olney
63	Montgomery County, MD	Cloverly, Collesville, Spencerville, Burtonsville, Fairland
64	Montgomery County, MD	Glenmont, White Oak, Wheaton, Four Corners, Hillandale, Forest Glen
65	Montgomery County, MD	North Chevy Chase
66	Montgomery County, MD	Forest Glen Park, North Solver Spring,
67	Montgomery County, MD	Downtown Silver Spring
68	Montgomery County, MD	Takoma Park
69	Prince George's County, MD	Langley Park, Adelphi, Chillum, Hyattsville, Mount Rainer, Brentwood, Cottage City, Bladensburg, Edmonton, Berwyn Heights, Cheverly
70	Prince George's County, MD	College Park, University Park, University of Maryland
71	Prince George's County, MD	Beltsville
72	Prince George's County, MD	Calverton
73	Prince George's County, MD	Laurel, Montpleier
74	Prince George's County, MD	Greenbelt, Godard Space Center, New Carrollton
75	Prince George's County, MD	North Bowie, Woodmore, Kettering
76	Prince George's County, MD	Bowie
77	Prince George's County, MD	Glenarden, Kentland

Table A-1
Washington / Baltimore Air System Planning Region
Aviation Analysis Zone System

Cont.

AAZ	Jurisdiction	Place Name
78	Prince George's County, MD	Seat Pleasant, Fairmount Heights, Capitol Heights, District Heights, Forestville
79	Prince George's County, MD	Anrew Air Force Base, Melwood, Woodyard, Upper Marlboro, Croom, Marlton
80	Prince George's County, MD	Hillcrest Heights, Morningside, Suitland, Temple Hills, Forest Heights
81	Prince George's County, MD	National Harbor
82	Prince George's County, MD	Friendly, Camp Springs, Clinton, Tantallon, Piscataway, Brandywine, Accokeek, Cedarville, Baden, Westwood, Eagle Harbor, Nottingham
83	Prince William County, VA	Woodbridge, Dumfries
84	Prince William County, VA	Woodbridge, Potyomac Mills
85	Prince William County, VA	Dale City, Occoquan, Lake Ridge, Occoquan Marine Corps Base
86	Prince William County, VA	Nokesville, Lake Jackson, Gaimsville, Haymarket
87	Prince William County, VA	Manassas, Manassas Park
88	Prince William County, VA	Sudley, Manassas Battle Field, Haymarket,
89	Loudoun County, VA	South Riding, Arcola
90	Loudoun County, VA	Washington Dulles Internationa Airport
91	Loudoun County, VA	Cascades, Sugarland Run, Lowes Island
92	Loudoun County, VA	Sterling Park, Sterling, Dulles, Ashburn
93	Loudoun County, VA	Leesburg, Ashburn
94	Loudoun County, VA	Lovettsville, Hillsboro, Round Hill, Purcellville, Hamilton, Lucketts Bluemont, Philomont, Saint Louis, Western Loudoun
95	Frederick County, MD	Woodsboro, Libertytown, Oldfield, New Market, Urbana, Point of Rock, Walkesville, Mount Airy
96	Frederick County, MD	City of Frederick
97	Frederick County, MD	Thurmont, Emmitsburg, Myersville, Middletown, Burkittsville,Brunswick
98	Carroll County, MD	Carroll County, MD
99	Howard County, MD	Lisbon,Cooksville, Glenwood, Glenelg, West Friendship, Dayton, Highland Clarkesville
100	Howard County, MD	North Elicott City
101	Howard County, MD	South Elicott City
102	Howard County, MD	Village of River Hill (Columbia)
103	Howard County, MD	Village of Harpers Choice, Village of Hickory Ridge, Simpsonville, Village of Wilde Lake, Village of Doresys Search
104	Howard County, MD	Village of Oakland Mills, Village of Owen Brown, Village of Kings Cobtrivance, Village of Long Reach
105	Howard County, MD	Scaggsville, Dickinson, Laurel, Savage
106	Howard County, MD	Village of Kings Contrivanve, Columbia Gateway,
107	Howard County, MD	Elkridge, Dorsey
108	Anne Arundel County, MD	Laurel, Odenton, Piney Orcahrd, Woodwardville, Gambrills, Crofton, jessup
109	Anne Arundel County, MD	Jessup, Severn, Arundel Mills,
110	Anne Arundel County, MD	Dorsey
111	Anne Arundel County, MD	Baltimore/Washington International Thurgood Marshall Airport
112	Anne Arundel County, MD	Linthicum
113	Anne Arundel County, MD	North Linthicum
114	Anne Arundel County, MD	Glen Burnie

Table A-1
Washington / Baltimore Air System Planning Region
Aviation Analysis Zone System Cont.

AAZ	Jurisdiction	Place Name
115	Anne Arundel County, MD	Glen Burnie, Harundel
116	Anne Arundel County, MD	Harundel
117	Anne Arundel County, MD	Lake Shore, Gibson Island, Arnold, Cape Saint Claire, US Naval Station
118	Anne Arundel County, MD	Severna Park
119	Anne Arundel County, MD	Annapolis
120	Anne Arundel County, MD	Heritage Harbor, Edgewater, Woodland Beach, Mayo, Highland Beach
121	Anne Arundel County, MD	Crofton, Davidsonville, Harwood, Lothian, Bayard, Owensville, Gallesville, Shady Side, Tracys Landing, Deale Churchton, Friendship
122	Calvert County, MD	Calvert County
123	St. Mary's County, MD	St. Mary's County
124	Charles County, MD	Pinefield, Waldorf, Cedarville, Indian Head, Glaymont, Marbury, Bryans Road, St. Charles
125	Charles County, MD	White Plains, Pomfret, La Plata, Doncaster, Pisgah, Ironsides, Port Tobaco, Bryantown, Hughesville, Benedict, Nanjemoy, Welcome, Bel Alton, Faulkner, Charlotte Hall, Mechanicsville, Newburg
126	King George County, VA	King George County
127	Spotsylvania County, VA	Northern Spotsylvania County
128	Fredericksburg, VA	City of Fredericksburg
129	Stafford County, VA	Stafford County
130	Fauquier County, VA	Fauquier County
131	Clarke County, VA	Clarke County
132	Jefferson County, WV	Jefferson County
133	Baltimore City, MD	Downtown Inner Harbor
134	Baltimore City, MD	Locust Point, Oriols Park
135	Baltimore City, MD	Canton Waterfront
136	Baltimore City, MD	Brooklyn, Cherry Hill, Loudon Park
137	Baltimore City, MD	Arlington, Pimlico, Gwynns Gfalls Park, Park Heights, North West Baltimore
138	Baltimore City, MD	Walbrook, Rosemont, Druid Hill Park
139	Baltimore City, MD	University of MD Baltimore- area
140	Baltimore City, MD	Hampden
141	Baltimore City, MD	Ronald Park, Govans, Hamilton, Waverly, Herring Run Park, Belair-Edison,
142	Baltimore City, MD	Collington Square
143	Baltimore City, MD	Mount Vernon
144	Baltimore City, MD	Lafayette Courts, Little Italy, Inner Harbor East, Fells Point, Washington Hill, Butchers Hill
145	Baltimore City, MD	East Baltimore
146	Baltimore County, MD	Halethrope
147	Baltimore County, MD	North Arbutus
148	Baltimore County, MD	Arbutus
149	Baltimore County, MD	Catonsville, Westview Park, Woodlawn
150	Baltimore County, MD	Upperco, Boring, Reisterstown, Glyndon, Snowy
151	Baltimore County, MD	Garrison, Owings Mills, Pikesville, Randallstown, Woodlawn

Table A-1
Washington / Baltimore Air System Planning Region
Aviation Analysis Zone System Cont.

AAZ	Jurisdiction	Place Name
152	Baltimore County, MD	Freeland, Maryland Line, Middletown, Gunpowder Falls, Butler, Belfast, Cooperstown, Dover
153	Baltimore County, MD	Stevenson, Brooklandville
154	Baltimore County, MD	Lutherville, Cockeysville, Timonium, Carney
155	Baltimore County, MD	Towson, Parkville
156	Baltimore County, MD	Long Green, Glen Park, Baldwin, Fork
157	Baltimore County, MD	Fullerton, Perry Hall, Bradshaw, Rosedale, Middle River, White Marsh
158	Baltimore County, MD	Essex, Dundalk, Sparrows Point, Edgemere, East Baltimore County
159	Harford County, MD	Norrisville, Whiteford, Cardiff, Pylesville, Broad Creek, Dublin, Jarrettsville, Forest Hill, Darlington
160	Harford County, MD	Bel Air, Churchville, Fountain Green, Creswell, Level, Aberdeen, Harve De Grace, Joppatown
161	Harford County, MD	Aberdeen Proving Ground

APPENDIX B

Air Passenger Originations by AAZ

Table B-1
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations by AAZ

AAZ	BWI		DCA		IAD		Total
	No.	%	No.	%	No.	%	
1	4,284	42	4,162	41	1,649	16	10,095
2	18,112	10	145,234	83	10,659	6	174,005
3	124,890	9	1,076,035	73	264,933	18	1,465,858
4	115,351	10	714,281	64	294,632	26	1,124,264
5	36,567	18	136,128	66	34,925	17	207,620
6	28,188	8	285,919	76	61,250	16	375,357
7	1,869	3	58,697	79	13,547	18	74,113
8	21,885	17	90,282	70	15,898	12	128,065
9	9,250	6	120,376	75	31,667	20	161,293
10	35,495	34	44,695	43	24,294	23	104,484
11	38,583	44	39,294	45	9,469	11	87,346
12	21,123	30	33,018	48	15,192	22	69,333
13	31,778	49	24,108	37	8,665	13	64,551
14	35,480	38	39,464	42	18,731	20	93,675
15	20,628	28	36,489	50	15,891	22	73,008
16	23,517	21	66,828	59	23,126	20	113,471
17	9,843	19	41,238	81	0	0	51,081
18	11,674	7	132,416	75	32,921	19	177,011
19	0	0	29,354	83	6,053	17	35,407
20	0	0	26,511	95	1,502	5	28,013
21	0	0	0	0	12,673	100	12,673
22	4,692	1	528,585	92	41,002	7	574,279
23	724	1	101,667	76	32,075	24	134,466
24	0	0	23,012	84	4,233	16	27,245
25	16,964	9	118,045	63	53,353	28	188,362
26	16,148	7	139,436	57	87,505	36	243,089
27	23,674	10	136,806	60	67,244	30	227,724
28	15,410	6	199,030	75	49,754	19	264,194
29	27,927	22	81,928	64	17,837	14	127,692
30	27,201	20	82,975	60	28,583	21	138,759
31	17,230	7	177,237	76	39,262	17	233,729
32	0	0	30,417	100	0	0	30,417
33	11,936	7	125,270	69	43,615	24	180,821
34	8,651	4	143,714	66	65,160	30	217,525
35	7,979	4	130,976	71	44,973	24	183,928
36	50,624	16	225,665	70	47,162	15	323,451
37	23,579	9	142,466	51	111,170	40	277,215
38	20,376	12	35,044	21	114,175	67	169,595
39	10,204	12	30,883	36	45,082	52	86,169
40	27,266	13	22,972	11	167,352	77	217,590
41	31,379	10	134,474	41	164,103	50	329,956
42	0	0	7,759	7	106,669	93	114,428
43	7,511	2	80,150	21	298,201	77	385,862
44	10,435	3	39,650	10	353,210	88	403,295
45	15,001	5	49,927	16	244,123	79	309,051
46	7,821	4	91,116	45	105,002	51	203,939
47	9,386	5	82,328	43	101,869	53	193,583
48	3,663	3	55,816	52	47,608	44	107,087
49	15,233	26	16,943	29	26,236	45	58,412
50	22,279	29	40,895	53	13,392	17	76,566
51	10,031	19	42,858	80	656	1	53,545
52	38,016	23	71,643	44	53,922	33	163,581
53	40,617	36	55,918	50	15,187	14	111,722
54	36,524	17	81,318	39	91,796	44	209,638
55	54,872	25	48,671	22	113,938	52	217,481
56	30,520	39	24,708	31	23,860	30	79,088
57	23,693	16	59,695	41	62,920	43	146,308
58	96,467	38	47,029	18	111,128	44	254,624
59	89,778	59	35,121	23	26,733	18	151,632
60	36,065	42	17,179	20	32,257	38	85,501
61	18,089	33	12,474	23	23,886	44	54,449
62	63,833	36	38,818	22	73,721	42	176,372
63	124,951	89	3,940	3	12,032	9	140,923
64	138,982	54	78,273	30	41,273	16	258,528
65	38,987	38	36,836	36	27,595	27	103,418
66	62,924	73	18,253	21	4,453	5	85,630
67	41,060	37	58,032	52	12,978	12	112,070
68	37,125	57	24,958	38	2,768	4	64,851
69	42,930	34	76,572	61	6,226	5	125,728
70	78,242	64	14,423	12	28,866	24	121,531
71	25,429	93	0	0	2,058	7	27,487
72	5,399	85	919	15	0	0	6,318
73	85,327	99	0	0	1,183	1	86,510
74	32,417	49	18,252	28	14,915	23	65,584
75	73,736	73	19,016	19	7,765	8	100,517
76	181,421	39	280,602	60	6,830	1	468,853
77	37,257	64	13,216	23	7,313	13	57,786
78	37,186	52	32,379	46	1,304	2	70,869
79	38,245	59	18,840	29	7,591	12	64,676
80	30,771	60	18,374	36	2,215	4	51,360
81	4,032	29	9,731	71	0	0	13,763
82	36,891	44	43,174	51	4,151	5	84,216

Table B-1 Cont.

2007 Washington-Baltimore Air Passenger Survey

Air Passenger Originations by AAZ

AAZ	BWI		DCA		IAD		Total
	No.	%	No.	%	No.	%	
83	11,769	15	58,109	73	9,939	12	79,817
84	8,293	14	30,914	51	20,929	35	60,136
85	17,492	7	130,056	54	93,617	39	241,165
86	2,583	1	9,242	5	161,625	93	173,450
87	5,639	3	17,313	8	186,531	89	209,483
88	11,601	19	3,133	5	47,635	76	62,369
89	3,635	8	0	0	42,274	92	45,909
90	0	0	13,182	92	1,181	8	14,363
91	1,344	1	2,302	2	136,906	97	140,552
92	14,579	5	5,955	2	272,033	93	292,567
93	24,621	9	23,243	8	239,235	83	287,099
94	8,609	10	1,129	1	73,606	88	83,344
95	105,936	50	4,803	2	100,233	48	210,972
96	43,540	53	1,140	1	36,932	45	81,612
97	96,591	52	43,048	23	45,794	25	185,433
98	130,194	83	9,276	6	17,362	11	156,832
99	119,117	98	1,240	1	1,299	1	121,656
100	124,318	100	0	0	0	0	124,318
101	110,593	86	764	1	16,802	13	128,159
102	41,435	100	0	0	0	0	41,435
103	87,845	69	36,971	29	3,224	3	128,040
104	88,626	96	1,716	2	1,796	2	92,138
105	65,142	83	0	0	13,095	17	78,237
106	64,350	95	0	0	3,393	5	67,743
107	32,953	96	455	1	935	3	34,343
108	190,752	98	0	0	3,241	2	193,993
109	66,012	96	0	0	2,850	4	68,862
110	29,745	100	0	0	0	0	29,745
111	11,068	83	1,970	15	232	2	13,270
112	291,145	99	0	0	3,531	1	294,676
113	4,735	100	0	0	0	0	4,735
114	10,362	80	0	0	2,608	20	12,970
115	57,879	98	1,361	2	0	0	59,240
116	3,569	18	1,494	8	14,599	74	19,662
117	121,635	96	5,357	4	334	0	127,326
118	149,530	98	1,129	1	2,045	1	152,704
119	101,657	82	1,952	2	20,597	17	124,206
120	186,100	88	16,519	8	8,194	4	210,813
121	75,134	89	6,165	7	3,294	4	84,593
122	94,277	70	26,101	19	13,659	10	134,037
123	55,341	58	20,676	22	19,061	20	95,078
124	51,613	50	31,114	30	21,236	20	103,963
125	18,918	46	17,688	43	4,859	12	41,465
126	3,034	47	1,195	19	2,190	34	6,419
127	15,517	17	28,732	31	49,588	53	93,837
128	0	0	8,534	42	11,971	58	20,505
129	24,043	13	86,648	47	73,680	40	184,371
130	13,491	9	8,665	6	124,642	85	146,798
131	0	0	0	0	8,108	100	8,108
132	13,228	17	1,129	1	62,657	81	77,014
133	315,890	95	7,662	2	7,480	2	331,032
134	66,330	96	0	0	2,834	4	69,164
135	45,111	100	0	0	0	0	45,111
136	34,658	100	0	0	0	0	34,658
137	83,733	98	0	0	1,312	2	85,045
138	34,924	78	9,950	22	0	0	44,874
139	31,294	75	624	2	9,568	23	41,486
140	82,294	95	0	0	4,730	5	87,024
141	170,297	90	18,573	10	965	1	189,835
142	10,216	100	0	0	0	0	10,216
143	52,735	98	1,118	2	0	0	53,853
144	113,303	95	1,561	1	4,919	4	119,783
145	44,053	100	0	0	0	0	44,053
146	0	0	0	0	4,076	100	4,076
147	9,386	95	0	0	502	5	9,888
148	10,563	100	0	0	0	0	10,563
149	89,874	100	0	0	0	0	89,874
150	87,327	100	0	0	0	0	87,327
151	287,275	91	13,216	4	16,714	5	317,205
152	53,062	100	0	0	0	0	53,062
153	99,075	98	1,848	2	0	0	100,923
154	173,483	100	0	0	0	0	173,483
155	135,241	97	0	0	3,884	3	139,125
156	18,011	100	0	0	0	0	18,011
157	148,146	100	0	0	0	0	148,146
158	78,646	98	0	0	1,341	2	79,987
159	73,056	99	0	0	566	1	73,622
160	209,657	95	0	0	11,522	5	221,179
161	17,993	100	0	0	0	0	17,993
Total	**8,098,850**	**36**	**8,235,909**	**36**	**6,289,112**	**28**	**22,623,871**

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APPENDIX C

Air Passenger Originations

Home and Non-Home by AAZ

Table C-1
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Home and Non-Home by AAZ

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
1	0	0	10,095	100	10,095
2	29,933	17	144,072	83	174,005
3	118,532	8	1,347,326	92	1,465,858
4	146,017	13	978,247	87	1,124,264
5	65,842	32	141,778	68	207,620
6	87,709	23	287,648	77	375,357
7	66,424	90	7,689	10	74,113
8	59,231	46	68,834	54	128,065
9	87,584	54	73,709	46	161,293
10	90,936	87	13,548	13	104,484
11	72,640	83	14,706	17	87,346
12	57,640	83	11,693	17	69,333
13	47,825	74	16,726	26	64,551
14	67,048	72	26,627	28	93,675
15	23,535	32	49,473	68	73,008
16	79,083	70	34,388	30	113,471
17	32,058	63	19,023	37	51,081
18	17,671	10	159,340	90	177,011
19	16,773	47	18,634	53	35,407
20	0	0	28,013	100	28,013
21	0	0	12,673	100	12,673
22	78,026	14	496,253	86	574,279
23	34,151	25	100,315	75	134,466
24	0	0	27,245	100	27,245
25	40,045	21	148,317	79	188,362
26	112,050	46	131,039	54	243,089
27	176,320	77	51,404	23	227,724
28	122,416	46	141,778	54	264,194
29	91,575	72	36,117	28	127,692
30	123,265	89	15,494	11	138,759
31	97,235	42	136,494	58	233,729
32	17,909	59	12,508	41	30,417
33	124,197	69	56,624	31	180,821
34	187,870	86	29,655	14	217,525
35	126,989	69	56,939	31	183,928
36	273,223	84	50,228	16	323,451
37	248,301	90	28,914	10	277,215
38	150,469	89	19,126	11	169,595
39	26,187	30	59,982	70	86,169
40	197,985	91	19,605	9	217,590
41	279,094	85	50,862	15	329,956

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
42	20,159	18	94,269	82	114,428
43	352,426	91	33,436	9	385,862
44	100,635	25	302,660	75	403,295
45	227,121	73	81,930	27	309,051
46	45,123	22	158,816	78	203,939
47	161,843	84	31,740	16	193,583
48	98,508	92	8,579	8	107,087
49	58,412	100	0	0	58,412
50	34,430	45	42,136	55	76,566
51	30,619	57	22,926	43	53,545
52	32,147	20	131,434	80	163,581
53	35,044	31	76,678	69	111,722
54	94,684	45	114,954	55	209,638
55	86,153	40	131,328	60	217,481
56	67,182	85	11,906	15	79,088
57	120,252	82	26,056	18	146,308
58	199,820	78	54,804	22	254,624
59	148,113	98	3,519	2	151,632
60	60,229	70	25,272	30	85,501
61	48,425	89	6,024	11	54,449
62	161,788	92	14,584	8	176,372
63	81,278	58	59,645	42	140,923
64	206,066	80	52,462	20	258,528
65	82,142	79	21,276	21	103,418
66	65,825	77	19,805	23	85,630
67	38,936	35	73,134	65	112,070
68	49,684	77	15,167	23	64,851
69	60,427	48	65,301	52	125,728
70	41,971	35	79,560	65	121,531
71	14,407	52	13,080	48	27,487
72	5,069	80	1,249	20	6,318
73	59,665	69	26,845	31	86,510
74	37,852	58	27,732	42	65,584
75	97,212	97	3,305	3	100,517
76	118,986	25	349,867	75	468,853
77	49,173	85	8,613	15	57,786
78	55,311	78	15,558	22	70,869
79	56,211	87	8,465	13	64,676
80	46,102	90	5,258	10	51,360
81	5,617	41	8,146	59	13,763
82	70,542	84	13,674	16	84,216

Table C-2
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Home and Non-Home by AAZ

Cont.

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
83	70,623	88	9,194	12	79,817
84	42,528	71	17,608	29	60,136
85	238,113	99	3,052	1	241,165
86	135,774	78	37,676	22	173,450
87	109,908	52	99,575	48	209,483
88	57,556	92	4,813	8	62,369
89	45,909	100	0	0	45,909
90	0	0	14,363	100	14,363
91	104,804	75	35,748	25	140,552
92	91,135	31	201,432	69	292,567
93	198,687	69	88,412	31	287,099
94	83,344	100	0	0	83,344
95	114,310	54	96,662	46	210,972
96	51,613	63	29,999	37	81,612
97	109,063	59	76,370	41	185,433
98	150,369	96	6,463	4	156,832
99	90,065	74	31,591	26	121,656
100	89,966	72	34,352	28	124,318
101	117,747	92	10,412	8	128,159
102	28,848	70	12,587	30	41,435
103	100,744	79	27,296	21	128,040
104	61,014	66	31,124	34	92,138
105	62,656	80	15,581	20	78,237
106	39,739	59	28,004	41	67,743
107	21,013	61	13,330	39	34,343
108	170,355	88	23,638	12	193,993
109	63,405	92	5,457	8	68,862
110	3,531	12	26,214	88	29,745
111	1,870	14	11,400	86	13,270
112	17,994	6	276,682	94	294,676
113	3,811	80	924	20	4,735
114	1,312	10	11,658	90	12,970
115	43,744	74	15,496	26	59,240
116	19,662	100	0	0	19,662
117	120,596	95	6,730	5	127,326
118	144,157	94	8,547	6	152,704
119	79,639	64	44,567	36	124,206
120	101,649	48	109,164	52	210,813
121	79,739	94	4,854	6	84,593
122	115,096	86	18,941	14	134,037
123	72,277	76	22,801	24	95,078
124	87,796	84	16,167	16	103,963
125	35,125	85	6,340	15	41,465
126	5,533	86	886	14	6,419
127	80,786	86	13,051	14	93,837
128	18,795	92	1,710	8	20,505
129	134,055	73	50,316	27	184,371
130	127,039	87	19,759	13	146,798
131	4,958	61	3,150	39	8,108
132	71,740	93	5,274	7	77,014
133	18,192	5	312,840	95	331,032
134	44,088	64	25,076	36	69,164
135	22,193	49	22,918	51	45,111
136	24,847	72	9,811	28	34,658
137	79,901	94	5,144	6	85,045
138	20,266	45	24,608	55	44,874
139	16,101	39	25,385	61	41,486
140	54,973	63	32,051	37	87,024
141	122,081	64	67,754	36	189,835
142	8,053	79	2,163	21	10,216
143	16,946	31	36,907	69	53,853
144	53,986	45	65,797	55	119,783
145	36,569	83	7,484	17	44,053
146	4,076	100	0	0	4,076
147	9,888	100	0	0	9,888
148	6,248	59	4,315	41	10,563
149	73,228	81	16,646	19	89,874
150	87,327	100	0	0	87,327
151	205,977	65	111,228	35	317,205
152	38,702	73	14,360	27	53,062
153	87,160	86	13,763	14	100,923
154	104,251	60	69,232	40	173,483
155	100,213	72	38,912	28	139,125
156	18,011	100	0	0	18,011
157	119,278	81	28,868	19	148,146
158	75,179	94	4,808	6	79,987
159	72,730	99	892	1	73,622
160	124,444	56	96,735	44	221,179
161	6,424	36	11,569	64	17,993
Total	**12,570,901**	**56**	**10,052,970**	**44**	**22,623,871**

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APPENDIX D

Air Passenger Originations

Work and Non-Work Purpose by AAZ

Table D-1
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Work and Non-Work Purpose by AAZ

AAZ	Work		Non-Work		Total
	No.	%	No.	%	No.
1	1,649	16	8,446	84	10,095
2	94,221	54	79,784	46	174,005
3	904,633	62	561,225	38	1,465,858
4	630,038	56	494,226	44	1,124,264
5	81,008	39	126,612	61	207,620
6	192,784	51	182,573	49	375,357
7	24,252	33	49,861	67	74,113
8	30,852	24	97,213	76	128,065
9	41,437	26	119,856	74	161,293
10	33,394	32	71,090	68	104,484
11	26,381	30	60,965	70	87,346
12	26,917	39	42,416	61	69,333
13	20,940	32	43,611	68	64,551
14	24,413	26	69,262	74	93,675
15	22,729	31	50,279	69	73,008
16	45,448	40	68,023	60	113,471
17	12,307	24	38,774	76	51,081
18	85,400	48	91,611	52	177,011
19	9,460	27	25,947	73	35,407
20	10,959	39	17,054	61	28,013
21	4,712	37	7,961	63	12,673
22	310,094	54	264,185	46	574,279
23	79,579	59	54,887	41	134,466
24	10,841	40	16,404	60	27,245
25	94,123	50	94,239	50	188,362
26	126,180	52	116,909	48	243,089
27	76,511	34	151,213	66	227,724
28	100,934	38	163,260	62	264,194
29	50,884	40	76,808	60	127,692
30	51,855	37	86,904	63	138,759
31	126,389	54	107,340	46	233,729
32	11,468	38	18,949	62	30,417
33	59,095	33	121,726	67	180,821
34	65,147	30	152,378	70	217,525
35	68,047	37	115,881	63	183,928
36	120,403	37	203,048	63	323,451
37	91,196	33	186,019	67	277,215
38	56,700	33	112,895	67	169,595
39	42,552	49	43,617	51	86,169
40	59,388	27	158,202	73	217,590
41	135,954	41	194,002	59	329,956
42	83,914	73	30,514	27	114,428
43	152,181	39	233,681	61	385,862
44	218,723	54	184,572	46	403,295
45	111,986	36	197,065	64	309,051
46	122,725	60	81,214	40	203,939
47	70,863	37	122,720	63	193,583
48	43,108	40	63,979	60	107,087
49	23,953	41	34,459	59	58,412
50	28,230	37	48,336	63	76,566
51	14,889	28	38,656	72	53,545
52	60,779	37	102,802	63	163,581
53	65,719	59	46,003	41	111,722
54	95,147	45	114,491	55	209,638
55	79,112	36	138,369	64	217,481
56	31,240	40	47,848	60	79,088
57	62,735	43	83,573	57	146,308
58	67,115	26	187,509	74	254,624
59	64,082	42	87,550	58	151,632
60	25,844	30	59,657	70	85,501
61	16,585	30	37,864	70	54,449
62	26,972	15	149,400	85	176,372
63	51,815	37	89,108	63	140,923
64	64,613	25	193,915	75	258,528
65	27,061	26	76,357	74	103,418
66	39,915	47	45,715	53	85,630
67	54,619	49	57,451	51	112,070
68	24,960	38	39,891	62	64,851
69	51,932	41	73,796	59	125,728
70	37,735	31	83,796	69	121,531
71	13,595	49	13,892	51	27,487
72	3,533	56	2,785	44	6,318
73	38,512	45	47,998	55	86,510
74	25,084	38	40,500	62	65,584
75	21,275	21	79,242	79	100,517
76	209,197	45	259,656	55	468,853
77	22,953	40	34,833	60	57,786
78	21,294	30	49,575	70	70,869
79	20,970	32	43,706	68	64,676
80	8,779	17	42,581	83	51,360
81	8,146	59	5,617	41	13,763
82	26,422	31	57,794	69	84,216

Table D-1
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Work and Non-Work Purpose by AAZ

Cont.

AAZ	Work		Non-Work		Total
	No.	%	No.	%	No.
83	26,487	33	53,330	67	79,817
84	27,504	46	32,632	54	60,136
85	72,930	30	168,235	70	241,165
86	54,848	32	118,602	68	173,450
87	90,748	43	118,735	57	209,483
88	26,187	42	36,182	58	62,369
89	32,829	72	13,080	28	45,909
90	4,236	29	10,127	71	14,363
91	39,290	28	101,262	72	140,552
92	133,804	46	158,763	54	292,567
93	137,173	48	149,926	52	287,099
94	35,454	43	47,890	57	83,344
95	68,486	32	142,486	68	210,972
96	20,317	25	61,295	75	81,612
97	95,093	51	90,340	49	185,433
98	50,235	32	106,597	68	156,832
99	52,247	43	69,409	57	121,656
100	33,091	27	91,227	73	124,318
101	21,565	17	106,594	83	128,159
102	10,141	24	31,294	76	41,435
103	61,206	48	66,834	52	128,040
104	34,117	37	58,021	63	92,138
105	28,230	36	50,007	64	78,237
106	26,375	39	41,368	61	67,743
107	13,619	40	20,724	60	34,343
108	62,364	32	131,629	68	193,993
109	11,655	17	57,207	83	68,862
110	5,234	18	24,511	82	29,745
111	8,464	64	4,806	36	13,270
112	162,824	55	131,852	45	294,676
113	0	0	4,735	100	4,735
114	8,981	69	3,989	31	12,970
115	23,831	40	35,409	60	59,240
116	4,697	24	14,965	76	19,662
117	32,609	26	94,717	74	127,326
118	37,474	25	115,230	75	152,704
119	66,730	54	57,476	46	124,206
120	70,400	33	140,413	67	210,813
121	20,131	24	64,462	76	84,593
122	41,831	31	92,206	69	134,037
123	31,021	33	64,057	67	95,078
124	35,198	34	68,765	66	103,963
125	17,028	41	24,437	59	41,465
126	1,195	19	5,224	81	6,419
127	26,546	28	67,291	72	93,837
128	4,583	22	15,922	78	20,505
129	70,303	38	114,068	62	184,371
130	39,877	27	106,921	73	146,798
131	3,470	43	4,638	57	8,108
132	38,995	51	38,019	49	77,014
133	190,338	57	140,694	43	331,032
134	31,118	45	38,046	55	69,164
135	11,290	25	33,821	75	45,111
136	11,357	33	23,301	67	34,658
137	18,059	21	66,986	79	85,045
138	15,790	35	29,084	65	44,874
139	12,308	30	29,178	70	41,486
140	28,436	33	58,588	67	87,024
141	73,235	39	116,600	61	189,835
142	4,147	41	6,069	59	10,216
143	24,585	46	29,268	54	53,853
144	63,816	53	55,967	47	119,783
145	14,318	33	29,735	67	44,053
146	965	24	3,111	76	4,076
147	1,323	13	8,565	87	9,888
148	5,921	56	4,642	44	10,563
149	38,789	43	51,085	57	89,874
150	17,103	20	70,224	80	87,327
151	113,749	36	203,456	64	317,205
152	28,240	53	24,822	47	53,062
153	20,587	20	80,336	80	100,923
154	55,666	32	117,817	68	173,483
155	50,168	36	88,957	64	139,125
156	7,442	41	10,569	59	18,011
157	45,550	31	102,596	69	148,146
158	14,035	18	65,952	82	79,987
159	21,135	29	52,487	71	73,622
160	86,146	39	135,033	61	221,179
161	9,982	55	8,011	45	17,993
Total	**9,336,837**	**41**	**13,287,034**	**59**	**22,623,871**

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APPENDIX E

Air Passenger Originations

Airport Access Mode by AAZ

Table E-1
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Airport Access Mode by AAZ

AAZ	Private Car		Rental Car		Taxi		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
1	1,649	16	0	0	0	0	8,446	84	0	0	0	0	10,095
2	27,242	16	8,921	5	58,432	34	25,799	15	53,611	31	0	0	174,005
3	122,800	8	97,213	7	769,874	53	208,398	14	263,679	18	3,894	0	1,465,858
4	130,945	12	74,682	7	592,770	53	154,915	14	170,310	15	642	0	1,124,264
5	56,051	27	18,991	9	74,027	36	34,477	17	13,527	7	10,547	5	207,620
6	53,580	14	25,984	7	215,368	57	32,823	9	47,602	13	0	0	375,357
7	15,759	21	14,496	20	30,554	41	3,077	4	10,227	14	0	0	74,113
8	46,148	36	11,736	9	13,199	10	24,450	19	32,532	25	0	0	128,065
9	30,932	19	10,505	7	52,891	33	6,498	4	60,467	37	0	0	161,293
10	53,725	51	5,144	5	21,868	21	6,072	6	17,675	17	0	0	104,484
11	43,772	50	3,709	4	7,182	8	15,199	17	15,297	18	2,187	3	87,346
12	27,306	39	0	0	21,495	31	13,840	20	3,878	6	2,814	4	69,333
13	16,119	25	15,958	25	12,354	19	18,486	29	1,634	3	0	0	64,551
14	45,437	49	0	0	5,958	6	33,836	36	8,444	9	0	0	93,675
15	28,439	39	0	0	10,943	15	18,784	26	14,842	20	0	0	73,008
16	55,871	49	5,545	5	24,686	22	18,320	16	9,049	8	0	0	113,471
17	31,989	63	4,427	9	0	0	5,988	12	0	0	8,677	17	51,081
18	33,864	19	10,088	6	81,434	46	24,925	14	26,700	15	0	0	177,011
19	12,059	34	0	0	14,931	42	3,852	11	4,565	13	0	0	35,407
20	16,902	60	7,280	26	0	0	3,831	14	0	0	0	0	28,013
21	5,254	41	0	0	7,419	59	0	0	0	0	0	0	12,673
22	30,150	5	33,589	6	82,566	14	80,547	14	319,073	56	28,354	5	574,279
23	29,414	22	17,963	13	23,785	18	16,319	12	45,956	34	1,029	1	134,466
24	4,233	16	1,727	6	0	0	7,084	26	14,201	52	0	0	27,245
25	19,124	10	21,982	12	73,858	39	29,079	15	38,042	20	6,277	3	188,362
26	65,616	27	41,788	17	95,703	39	33,103	14	1,796	1	5,083	2	243,089
27	122,475	54	12,463	5	36,020	16	10,971	5	35,502	16	10,293	5	227,724
28	76,247	29	44,887	17	82,656	31	48,963	19	11,441	4	0	0	264,194
29	68,487	54	0	0	51,568	40	0	0	3,332	3	4,305	3	127,692
30	84,098	61	0	0	28,992	21	11,468	8	14,201	10	0	0	138,759
31	62,844	27	25,311	11	66,595	28	41,508	18	33,840	14	3,631	2	233,729
32	14,732	48	5,779	19	5,390	18	4,516	15	0	0	0	0	30,417
33	102,546	57	28,822	16	23,459	13	4,760	3	21,234	12	0	0	180,821
34	154,736	71	11,295	5	31,556	15	4,452	2	10,166	5	5,320	2	217,525
35	109,651	60	41,611	23	20,243	11	11,069	6	1,354	1	0	0	183,928
36	205,046	63	21,114	7	41,490	13	45,381	14	9,237	3	1,183	0	323,451
37	172,448	62	21,390	8	33,664	12	35,244	13	13,312	5	1,157	0	277,215
38	148,379	87	3,828	2	8,933	5	2,168	1	3,299	2	2,988	2	169,595
39	25,765	30	26,287	31	5,923	7	2,657	3	25,537	30	0	0	86,169
40	173,777	80	24,436	11	13,908	6	0	0	5,469	3	0	0	217,590
41	176,887	54	42,181	13	64,934	20	11,114	3	32,216	10	2,624	1	329,956

Table E-1 Cont.

2007 Washington-Baltimore Air Passenger Survey

Air Passenger Originations Airport Access Mode by AAZ

AAZ	Private Car		Rental Car		Taxi		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
42	44,841	39	39,279	34	10,479	9	0	0	19,829	17	0	0	114,428
43	236,677	61	49,589	13	84,188	22	0	0	9,448	2	5,960	2	385,862
44	118,654	29	95,717	24	78,809	20	1,522	0	88,804	22	19,789	5	403,295
45	179,939	58	54,617	18	57,606	19	0	0	6,696	2	10,193	3	309,051
46	85,289	42	65,098	32	24,829	12	10,307	5	16,700	8	1,716	1	203,939
47	133,050	69	7,930	4	25,638	13	985	1	25,478	13	502	0	193,583
48	77,132	72	0	0	17,524	16	6,338	6	4,366	4	1,727	2	107,087
49	36,432	62	1,992	3	16,467	28	2,878	5	643	1	0	0	58,412
50	26,910	35	23,993	31	17,096	22	653	1	7,914	10	0	0	76,566
51	34,187	64	3,376	6	6,043	11	6,664	12	3,275	6	0	0	53,545
52	41,746	26	21,066	13	17,625	11	28,416	17	54,728	33	0	0	163,581
53	38,162	34	45,424	41	10,648	10	13,803	12	2,383	2	1,302	1	111,722
54	109,980	52	40,861	19	21,489	10	21,301	10	7,918	4	8,089	4	209,638
55	85,929	40	70,347	32	28,371	13	7,951	4	11,458	5	13,425	6	217,481
56	66,838	85	10,268	13	0	0	764	1	1,218	2	0	0	79,088
57	102,607	70	3,092	2	20,163	14	1,727	1	16,522	11	2,197	2	146,308
58	194,228	76	26,379	10	3,815	1	8,478	3	4,265	2	17,459	7	254,624
59	134,486	89	4,733	3	1,260	1	1,350	1	7,808	5	1,995	1	151,632
60	57,909	68	21,629	25	0	0	0	0	5,963	7	0	0	85,501
61	38,975	72	3,723	7	1,284	2	1,716	3	8,751	16	0	0	54,449
62	133,520	76	2,473	1	19,835	11	5,978	3	6,757	4	7,809	4	176,372
63	84,464	60	24,997	18	13,013	9	3,597	3	13,865	10	987	1	140,923
64	185,164	72	29,042	11	10,128	4	16,801	6	13,290	5	4,103	2	258,528
65	62,548	60	3,252	3	16,200	16	840	1	20,578	20	0	0	103,418
66	55,276	65	7,517	9	2,318	3	6,996	8	13,523	16	0	0	85,630
67	46,809	42	15,035	13	7,978	7	24,870	22	17,378	16	0	0	112,070
68	48,531	75	3,336	5	1,009	2	6,829	11	5,146	8	0	0	64,851
69	53,706	43	21,541	17	25,744	20	10,061	8	14,676	12	0	0	125,728
70	47,224	39	43,970	36	4,274	4	8,270	7	17,793	15	0	0	121,531
71	21,388	78	4,745	17	261	1	0	0	1,093	4	0	0	27,487
72	5,069	80	1,249	20	0	0	0	0	0	0	0	0	6,318
73	59,353	69	16,861	19	6,107	7	0	0	4,189	5	0	0	86,510
74	35,669	54	22,190	34	1,361	2	1,649	3	4,715	7	0	0	65,584
75	83,576	83	2,099	2	1,552	2	797	1	12,493	12	0	0	100,517
76	157,208	34	76,843	16	112,433	24	6,489	1	103,201	22	12,679	3	468,853
77	46,356	80	8,322	14	0	0	1,848	3	1,260	2	0	0	57,786
78	51,645	73	9,018	13	4,019	6	1,701	2	3,047	4	1,439	2	70,869
79	49,890	77	4,606	7	2,261	3	919	1	7,000	11	0	0	64,676
80	46,595	91	2,889	6	0	0	1,561	3	315	1	0	0	51,360
81	9,869	72	675	5	0	0	1,350	10	1,869	14	0	0	13,763
82	65,240	77	12,182	14	2,258	3	653	1	850	1	3,033	4	84,216

Table E-1
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Airport Access Mode by AAZ

Cont.

AAZ	Private Car		Rental Car		Taxi		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
83	62,445	78	6,923	9	1,738	2	1,760	2	6,951	9	0	0	79,817
84	37,941	63	15,776	26	5,058	8	0	0	1,361	2	0	0	60,136
85	215,163	89	8,594	4	13,072	5	0	0	4,336	2	0	0	241,165
86	114,816	66	11,225	6	8,362	5	12,896	7	12,238	7	13,913	8	173,450
87	92,957	44	58,632	28	26,768	13	0	0	24,186	12	6,940	3	209,483
88	58,676	94	1,946	3	1,747	3	0	0	0	0	0	0	62,369
89	41,813	91	0	0	861	2	0	0	3,235	7	0	0	45,909
90	0	0	2,114	15	9,076	63	1,992	14	1,181	8	0	0	14,363
91	85,336	61	8,970	6	15,297	11	0	0	6,226	4	24,723	18	140,552
92	107,183	37	69,889	24	19,696	7	1,686	1	93,092	32	1,021	0	292,567
93	162,639	57	47,500	17	26,853	9	0	0	42,401	15	7,706	3	287,099
94	72,967	88	4,840	6	1,292	2	0	0	4,245	5	0	0	83,344
95	117,789	56	41,270	20	14,868	7	0	0	12,213	6	24,832	12	210,972
96	34,681	42	21,168	26	24,188	30	0	0	1,575	2	0	0	81,612
97	101,173	55	24,827	13	8,620	5	7,092	4	35,784	19	7,937	4	185,433
98	135,098	86	11,369	7	0	0	0	0	6,669	4	3,696	2	156,832
99	66,717	55	13,616	11	9,165	8	1,270	1	29,292	24	1,596	1	121,656
100	76,669	62	8,263	7	0	0	1,371	1	30,435	24	7,580	6	124,318
101	100,987	79	5,331	4	3,557	3	1,810	1	7,855	6	8,619	7	128,159
102	31,655	76	8,860	21	0	0	0	0	920	2	0	0	41,435
103	78,301	61	11,789	9	24,353	19	882	1	8,158	6	4,557	4	128,040
104	65,134	71	16,347	18	4,777	5	0	0	5,880	6	0	0	92,138
105	51,038	65	18,952	24	0	0	0	0	8,247	11	0	0	78,237
106	45,556	67	11,636	17	0	0	0	0	6,352	9	4,199	6	67,743
107	18,871	55	8,785	26	0	0	0	0	6,687	19	0	0	34,343
108	169,736	87	10,101	5	6,452	3	0	0	7,704	4	0	0	193,993
109	60,339	88	5,636	8	2,887	4	0	0	0	0	0	0	68,862
110	6,131	21	6,917	23	0	0	0	0	16,697	56	0	0	29,745
111	1,870	14	4,573	34	1,970	15	0	0	4,857	37	0	0	13,270
112	46,485	16	100,278	34	11,257	4	3,180	1	133,476	45	0	0	294,676
113	3,811	80	924	20	0	0	0	0	0	0	0	0	4,735
114	5,806	45	4,556	35	2,608	20	0	0	0	0	0	0	12,970
115	35,102	59	8,305	14	8,820	15	0	0	7,013	12	0	0	59,240
116	5,063	26	0	0	2,658	14	0	0	1,230	6	10,711	54	19,662
117	94,123	74	12,902	10	819	1	4,062	3	15,420	12	0	0	127,326
118	124,630	82	1,459	1	6,341	4	0	0	15,507	10	4,767	3	152,704
119	46,987	38	42,989	35	18,398	15	1,218	1	13,470	11	1,144	1	124,206
120	104,141	49	76,177	36	6,229	3	0	0	22,240	11	2,026	1	210,813
121	70,142	83	4,905	6	1,753	2	651	1	4,451	5	2,691	3	84,593
122	107,459	80	24,789	18	0	0	0	0	1,789	1	0	0	134,037
123	49,257	52	41,958	44	0	0	0	0	3,863	4	0	0	95,078

Table E-1
2007 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Airport Access Mode by AAZ

Cont.

AAZ	Private Car		Rental Car		Taxi		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
124	85,398	82	11,810	11	0	0	3,652	4	3,103	3	0	0	103,963
125	34,296	83	882	2	0	0	0	0	1,427	3	4,860	12	41,465
126	6,419	100	0	0	0	0	0	0	0	0	0	0	6,419
127	76,246	81	8,993	10	0	0	3,404	4	5,194	6	0	0	93,837
128	17,356	85	1,710	8	0	0	1,439	7	0	0	0	0	20,505
129	146,353	79	26,761	15	2,679	1	1,407	1	3,110	2	4,061	2	184,371
130	101,462	69	35,468	24	0	0	0	0	8,453	6	1,415	1	146,798
131	4,958	61	0	0	0	0	0	0	0	0	3,150	39	8,108
132	51,426	67	11,057	14	0	0	0	0	12,919	17	1,612	2	77,014
133	48,607	15	69,107	21	127,791	39	1,873	1	81,705	25	1,949	1	331,032
134	36,170	52	1,260	2	23,112	33	1,630	2	6,992	10	0	0	69,164
135	31,295	69	5,323	12	3,370	7	1,795	4	3,328	7	0	0	45,111
136	26,376	76	4,188	12	1,060	3	1,459	4	315	1	1,260	4	34,658
137	62,094	73	5,396	6	8,327	10	5,459	6	3,769	4	0	0	85,045
138	36,040	80	0	0	5,057	11	2,780	6	997	2	0	0	44,874
139	19,028	46	2,845	7	10,792	26	4,344	10	4,477	11	0	0	41,486
140	44,755	51	4,601	5	20,735	24	3,586	4	13,347	15	0	0	87,024
141	132,776	70	27,151	14	13,660	7	5,110	3	9,259	5	1,879	1	189,835
142	7,360	72	1,092	11	840	8	0	0	924	9	0	0	10,216
143	14,158	26	2,533	5	21,292	40	3,776	7	12,094	22	0	0	53,853
144	53,754	45	30,711	26	17,645	15	2,698	2	14,975	13	0	0	119,783
145	32,768	74	7,664	17	1,847	4	0	0	1,774	4	0	0	44,053
146	1,106	27	2,005	49	965	24	0	0	0	0	0	0	4,076
147	9,386	95	0	0	502	5	0	0	0	0	0	0	9,888
148	7,088	67	3,475	33	0	0	0	0	0	0	0	0	10,563
149	69,028	77	14,085	16	0	0	0	0	6,761	8	0	0	89,874
150	85,396	98	1,249	1	0	0	0	0	682	1	0	0	87,327
151	195,931	62	58,760	19	12,441	4	1,354	0	48,719	15	0	0	317,205
152	35,425	67	12,167	23	0	0	0	0	5,470	10	0	0	53,062
153	81,849	81	3,139	3	4,010	4	797	1	4,000	4	7,128	7	100,923
154	105,437	61	39,941	23	17,281	10	0	0	4,147	2	6,677	4	173,483
155	96,398	69	20,608	15	6,288	5	0	0	15,831	11	0	0	139,125
156	16,321	91	1,690	9	0	0	0	0	0	0	0	0	18,011
157	114,268	77	29,574	20	0	0	1,270	1	3,034	2	0	0	148,146
158	66,580	83	1,092	1	2,072	3	0	0	9,067	11	1,176	1	79,987
159	59,703	81	11,790	16	0	0	261	0	1,868	3	0	0	73,622
160	129,086	58	72,249	33	1,638	1	1,753	1	9,404	4	7,049	3	221,179
161	10,328	57	2,058	11	0	0	0	0	924	5	4,683	26	17,993
Total	**10,954,681**	**48**	**2,960,612**	**13**	**4,073,657**	**18**	**1,368,198**	**6**	**2,865,757**	**13**	**400,966**	**2**	**22,623,871**

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APPENDIX F

Air Passenger Originations

Air Passenger Resident and Non-Resident Status

by AAZ

Table F-1
2007 Washington-Baltimore Air Passenger Survey
Air Passengers Resident Non-Resident Status by AAZ

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
1	6,011	60	4,084	40	10,095
2	31,860	18	142,145	82	174,005
3	163,845	11	1,302,013	89	1,465,858
4	174,779	16	949,485	84	1,124,264
5	56,122	27	151,498	73	207,620
6	43,195	12	332,162	88	375,357
7	28,304	38	45,809	62	74,113
8	68,871	54	59,194	46	128,065
9	55,780	35	105,513	65	161,293
10	68,151	65	36,333	35	104,484
11	50,644	58	36,702	42	87,346
12	49,249	71	20,084	29	69,333
13	28,285	44	36,266	56	64,551
14	32,287	34	61,388	66	93,675
15	37,331	51	35,677	49	73,008
16	58,855	52	54,616	48	113,471
17	33,641	66	17,440	34	51,081
18	42,955	24	134,056	76	177,011
19	13,831	39	21,576	61	35,407
20	377	1	27,636	99	28,013
21	6,115	48	6,558	52	12,673
22	53,905	9	520,374	91	574,279
23	13,202	10	121,264	90	134,466
24	8,727	32	18,518	68	27,245
25	41,509	22	146,853	78	188,362
26	92,109	38	150,980	62	243,089
27	107,993	47	119,731	53	227,724
28	76,904	29	187,290	71	264,194
29	51,312	40	76,380	60	127,692
30	94,845	68	43,914	32	138,759
31	90,536	39	143,193	61	233,729
32	17,909	59	12,508	41	30,417
33	79,160	44	101,661	56	180,821
34	112,855	52	104,670	48	217,525
35	91,135	50	92,793	50	183,928
36	156,609	48	166,842	52	323,451
37	152,926	55	124,289	45	277,215
38	123,987	73	45,608	27	169,595
39	24,735	29	61,434	71	86,169
40	112,913	52	104,677	48	217,590
41	150,269	46	179,687	54	329,956

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
42	22,846	20	91,582	80	114,428
43	210,213	54	175,649	46	385,862
44	116,009	29	287,286	71	403,295
45	167,101	54	141,950	46	309,051
46	53,064	26	150,875	74	203,939
47	89,871	46	103,712	54	193,583
48	65,625	61	41,462	39	107,087
49	46,085	79	12,327	21	58,412
50	26,934	35	49,632	65	76,566
51	36,219	68	17,326	32	53,545
52	47,443	29	116,138	71	163,581
53	45,086	40	66,636	60	111,722
54	102,016	49	107,622	51	209,638
55	72,968	34	144,513	66	217,481
56	50,035	63	29,053	37	79,088
57	98,282	67	48,026	33	146,308
58	99,418	39	155,206	61	254,624
59	103,736	68	47,896	32	151,632
60	51,291	60	34,210	40	85,501
61	24,626	45	29,823	55	54,449
62	95,886	54	80,486	46	176,372
63	53,807	38	87,116	62	140,923
64	118,423	46	140,105	54	258,528
65	45,450	44	57,968	56	103,418
66	52,384	61	33,246	39	85,630
67	50,014	45	62,056	55	112,070
68	44,063	68	20,788	32	64,851
69	40,083	32	85,645	68	125,728
70	51,642	42	69,889	58	121,531
71	13,788	50	13,699	50	27,487
72	4,793	76	1,525	24	6,318
73	45,477	53	41,033	47	86,510
74	19,743	30	45,841	70	65,584
75	45,305	45	55,212	55	100,517
76	75,203	16	393,650	84	468,853
77	34,901	60	22,885	40	57,786
78	20,729	29	50,140	71	70,869
79	33,745	52	30,931	48	64,676
80	25,479	50	25,881	50	51,360
81	3,748	27	10,015	73	13,763
82	37,351	44	46,865	56	84,216

Table F-1
2007 Washington-Baltimore Air Passenger Survey
Air Passengers Resident Non-Resident Status by AAZ

Cont.

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
83	27,659	35	52,158	21027	159,634
84	31,437	52	28,699	5638	120,272
85	149,741	62	91,424	42270	482,330
86	81,545	47	91,905	50248	346,900
87	75,458	36	134,025	54453	418,966
88	32,685	52	29,684	10933	124,738
89	34,574	75	11,335	5589	91,818
90	1,583	11	12,780	89	28,726
91	51,421	37	89,131	44710	281,104
92	73,470	25	219,097	93726	585,134
93	133,196	46	153,903	29054	574,198
94	53,089	64	30,255	11451	166,688
95	82,217	39	128,755	50809	421,944
96	17,831	22	63,781	39357	163,224
97	81,472	44	103,961	28952	370,866
98	114,923	73	41,909	5165	313,664
99	71,894	59	49,762	6791	243,312
100	41,158	33	83,160	33998	248,636
101	46,398	36	81,761	37912	256,318
102	22,064	53	19,371	4186	82,870
103	48,995	38	79,045	27418	256,080
104	39,402	43	52,736	7763	184,276
105	33,820	43	44,417	12063	156,474
106	23,070	34	44,673	11946	135,486
107	14,576	42	19,767	4730	68,686
108	107,105	55	86,888	19278	387,986
109	41,736	61	27,126	10074	137,724
110	6,824	23	22,921	77	59,490
111	2,202	17	11,068	5186	26,540
112	33,018	11	261,658	16576	589,352
113	3,811	80	924	20	9,470
114	4,609	36	8,361	64	25,940
115	30,803	52	28,437	7407	118,480
116	9,381	48	10,281	8519	39,324
117	82,232	65	45,094	10660	254,652
118	100,866	66	51,838	13573	305,408
119	40,822	33	83,384	31680	248,412
120	65,374	31	145,439	22326	421,626
121	43,861	52	40,732	13322	169,186
122	68,897	51	65,140	30208	268,074
123	62,276	65	32,802	8743	190,156
124	61,102	59	42,861	41	103,963
125	25,523	62	15,942	38	41,465
126	6,419	100	0	0	6,419
127	49,383	53	44,454	47	93,837
128	17,522	85	2,983	15	20,505
129	92,282	50	92,089	50	184,371
130	53,409	36	93,389	64	146,798
131	5,893	73	2,215	27	8,108
132	18,473	24	58,541	76	77,014
133	26,340	8	304,692	92	331,032
134	30,703	44	38,461	56	69,164
135	15,831	35	29,280	65	45,111
136	19,922	57	14,736	43	34,658
137	64,274	76	20,771	24	85,045
138	16,745	37	28,129	63	44,874
139	12,921	31	28,565	69	41,486
140	38,300	44	48,724	56	87,024
141	68,041	36	121,794	64	189,835
142	5,659	55	4,557	45	10,216
143	19,742	37	34,111	63	53,853
144	40,365	34	79,418	66	119,783
145	17,871	41	26,182	59	44,053
146	2,071	51	2,005	49	4,076
147	502	5	9,386	95	9,888
148	5,587	53	4,976	47	10,563
149	45,343	50	44,531	50	89,874
150	49,299	56	38,028	44	87,327
151	116,640	37	200,565	63	317,205
152	24,632	46	28,430	54	53,062
153	53,733	53	47,190	47	100,923
154	61,191	35	112,292	65	173,483
155	59,294	43	79,831	57	139,125
156	11,644	65	6,367	35	18,011
157	81,748	55	66,398	45	148,146
158	60,787	76	19,200	24	79,987
159	50,347	68	23,275	32	73,622
160	80,851	37	140,328	63	221,179
161	4,975	28	13,018	72	17,993
Total	**8,647,769**	**38**	**13,976,102**	**62**	**22,623,871**

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