

Highlights of the Aviation Technical Subcommittee Meeting: January 28, 2010

1. Call to Order/Approval of July 23, 2009 Meeting Highlights

Chairman Tony Storck, MAA, chaired this meeting. After correcting a typographical error in the date in the header, the July 23, 2009, meeting highlights were approved as written.

2. Selection of New Subcommittee Chair

This item was deferred until the March meeting. According to the rotation for chairing the Subcommittee, a representative from the District of Columbia would be next to chair the Subcommittee. Nobody from the District was present at this meeting due to illness.

3. Update on Aviation Policy Committee

George Nichols, COG/DEP, briefed the Subcommittee on activities of the Aviation Policy Committee. In his briefing, Mr. Nichols stated the Policy Committee last met as a Committee in July 2009. He explained that the COG Board of Directors accepted a recommendation of the Policy Committee to reorganize in a manner in that would entail the Aviation Policy Committee to no longer meet as a Committee, and instead address regional aviation policy issues through a series of forums. [See *Highlights of the Aviation Technical Subcommittee Meeting: July 23, 2009* for a more detailed explanation of the COG Board action]. Mr. Nichols stated three forums would be held during FY2010 on the following topics: (1) economic impacts of aviation, (2) Noise, and (3) Helicopters. The first of these was held January 19, 2010. Approximately 45 persons participated in the economic impacts forum, and among those who did attend, participation was enthusiastic. It is hoped that future forums will generate broader interest among elected officials and economic development professionals, particularly because the focus of the Aviation Policy Committee, through its reorganizing activities, is now broader than just noise and includes other policy areas as well.

The next aviation policy forum is expected to occur on March 15, 2010. Jeff Breeden, FAA/WDO, requested that FAA be notified of all future forums. Tim Canan, COG/TPB, said he will call Mr. Breeden when each forum is advertised to ensure he receives word.

Karin Foster, COG/TPB, explained that the Freight Subcommittee is interested in using a format similar to the forums to address freight issues in the future. She noted that there could be an opportunity to address air cargo as a component of both aviation and freight.

4. 2009 Washington-Baltimore Regional Air Passenger Survey

Mr. Canan briefed the Subcommittee on pre-survey activities, metrics on the data collection, and next steps for the 2009 air passenger survey. Pre-survey activities included briefing airline managers at BWI and IAD (DCA had schedule conflict) several months before data collection in an effort to obtain their help and support during data collection; securing office space at each airport; and acquiring parking and security credentials for all personnel who would be involved in data collection.

Field operations entailed one lead supervisor, two lead assistants, and 10 interviewers that constituted on airport team. These personnel were made up of WB&A staff. COG/TPB staff were frequently on-hand to oversee survey efforts and be available for logistical support.

For the survey, 679 flights were surveyed. These were fairly evenly distributed among BWI, DCA and IAD. These included 617 domestic flights, and 62 international flights. Flights from 30 airlines were surveyed, evenly distributed between international and domestic. The flights accounted for 116 destinations (30 international and 86 domestic). Mr. Storck noted a possible typo on one of the slides, which showed an unusually high passenger revenue count value for BWI for 12 October 2009.

Responses from the questionnaires have already been entered into a raw database. Next, staff will perform logic checks and factor the data up to annual 2009 enplanements before generating data tables. Mr. Canan explained to the Subcommittee that there was a lag in federal funding resulting from FAA being on a continuing resolution budget, and this may affect the regular schedule for producing survey reports. To resolve this, he explained that the data tables included in the general findings report will be produced as expeditiously as possible and be included in a technical memorandum to the airports in May/June so their marketing departments can begin using the data. This approach will help save time that would be spent preparing the report that contains these same data tables. After the technical memorandum is provided to the airports, staff will then focus its efforts on GeoCoding the data. Once complete, staff will prepare a single, integrated report containing both the 'general findings' and the 'geographic findings,' which are typically separated into two distinct reports. Taking this approach will enable the final report to be produced in accordance with the original schedule established for this effort. The Subcommittee concurred that this was an acceptable approach.

The Subcommittee noted several issues that may be worth revisiting leading up to the 2011 survey:

- Day of the week when survey data collection begins
- Sampling procedures and market service areas (with respect to oversampling of LaGuardia)

5. Preliminary Ground Access Element Update

Mr. Canan presented this item and distributed a preliminary draft Ground Access Element Update. He explained that this was the final step of the CASP planning cycle that began with the 2007 air passenger survey. The Ground Access Element is to identify and recommend transportation improvements necessary to support ground access. The Ground Access Element includes a supply analysis, demand analysis, ground access needs and recommended improvements. Supply analysis components include identification of the current ground access system, as well as those that are (1) reasonably anticipated in the future and (2) contained in regional long-range transportation plans in the Washington and Baltimore regions or airport master plans. He noted that very few changes in the supply from the version prepared in 2007 are present in the preliminary draft.

On the demand side, several notable changes from the 2007 effort were noted. In 2007, data from the 2003 Ground Access Travel Time Study were used to identify demand. Because that data source is somewhat dated, staff used travel monitoring data prepared by SkyComp, Inc. for both the Washington and Baltimore regions to depict current demand, and the ground access forecasts to

depict anticipated future demand. Although different data were used in this analysis, the conclusions are the same. As a result, the final set of recommended improvements match those included in the 2007 element update.

Mr. Canan asked Subcommittee members to review the preliminary draft and provide any comments to him before the end of February. Changes will be incorporated into the Draft Ground Access Element Update, which will be presented to the Subcommittee in accordance with the project schedule. Subcommittee members were asked to provide any other projects that do not currently exist in the CLRP or airport master plans that could be valid ground access improvements, with the understanding, as expressed by Mr. Meese, COG/TPB, that such projects already exist in an adopted plan somewhere.

Mr. Hackett asked if the 2009 version will inform the FY2010 CLRP process. Mr. Canan noted that it is more likely to be completed in time to inform the FY2011 CLRP. Nevertheless, because the recommendations are the same, those included in the 2007 Ground Access Element remain valid and can inform the FY2010 CLRP.

6. Regional Airport, Airline and Aviation Industry New Group Discussion

Mr. Hackett made press clippings/news links of interest available to anybody who would like to see them. Also, he noted there were discussions to possibly swap shuttle flights between several shuttle carriers. Finally, Mr. Hackett announced the new IAD people mover system opened the day before the meeting, on January 27, 2010.

7. Other Business

The next meeting of the Aviation Technical Subcommittee will be held Thursday, March 25, 2010 at MWCOG/TPB offices: 777 North Capitol Street, NE, Washington, DC.

**Aviation Technical Subcommittee
January 28, 2010 Meeting Attendance**

Attendance

Name	Agency / Organization	E-mail Address	Phone Number
Tony Storck	MAA	tstorck@bwiairport.com	(410) 859-7590
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