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## National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290

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### Highlights of the meeting of the Aviation Technical Subcommittee

*Thursday, March 22, 2012, 10:30 AM to 12:00 noon*  
*MWCOG Meeting Room 3*

#### **Meeting Attendees**

- Amber Carran-Fletcher (DDOT)
- Jeff Breeden (FAA)
- Tim Davis (City of Frederick) – via teleconference
- Mike Hines (MWAA)
- Juan Rivera (City of Manassas) – via teleconference

#### **COG/TPB staff in attendance**

- Clara Reschovsky
- Rich Roisman
- Abdul Mohammed
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Chair Amber Carran-Fletcher called the meeting to order at 10:30am.

#### **1. Approval of highlights from the previous meeting (January 26, 2012)**

Ms. Carran-Fletcher noted that the typeface size shifted back and forth on several items. Mr. Roisman indicated he would correct that problem. The January 26, 2012 meeting highlights were approved with corrections. The approved meeting summary will be available on the MWCOG website.

#### **2. 2011 Washington-Baltimore Regional Air Passenger Survey Update**

Mr. Mohammed provided an update on the survey. The keypunching is complete and staff is now performing logic checks on the data file. Mr. Mohammed presented preliminary results for total annual enplanements, local originations, and connecting flight originations at the three airports for 2011. The total number of enplanements has not changed significantly when compared with the 2009 survey results; however, the split between local originations and connecting flights has changed at both BWI and IAD. Staff asked the subcommittee to review the preliminary results for reasonableness and provide comments back soon.

### **3. Advance Planning for the 2013 Washington-Baltimore Regional Air Passenger Survey**

Mr. Roisman reviewed a short memo seeking subcommittee approval to begin looking at ways of improving the 2013 air passenger survey. If approved, staff will review findings and issue a draft set of recommendations for the 2013 survey to be reviewed by the subcommittee. The most significant issue is changing the survey questionnaire to a machine-readable format or digital administration. Also to be considered is questionnaire redesign and review, improving response rates for international departures, streamlining the print run, getting surveyors to the gates earlier, providing minimum staffing recommendations rather than hard numbers, and restricting modifications to the flight sample. Any proposed changes will include a cost estimate and will be brought back to the subcommittee for review and approval. The recommendations will probably be brought to the subcommittee for the September meeting.

Ms. Carran-Fletcher asked whether there would be a time-limit as to when respondents could access the survey on-line if an on-line option were provided. Mr. Roisman responded that if implemented, there would be a time-limit to ensure accurate responses.

### **4. Update on 2011 Enplanement Data**

Mr. Mohammed presented annual enplanement data for 2011 for the three airports. The estimated data for the end of 2011 that was presented at the January meeting has now been replaced by the actual observed data. The overall findings have not changed.

### **5. Review of Draft 2012-2016 Airport Capital Improvement Program**

Mr. Roisman presented the draft ACIP table that will be included in the CASP 27 application to FAA. There is a higher level of funding available than was reported to the subcommittee at the January meeting. In addition, the local match requirement has increased from 5% to 10%. CASP activities two years from now will include an update to the air cargo element.

### **6. FAA Terminal Area Forecast Update**

Mr. Roisman discussed the changes to the FAA TAF program. Based on the changes, a new set of forecasts has been released that show a decrease in the forecasts for the out years (2030 and 2040) at the three regional airports. Mr. Hines noted that the TAF figures are typically not capacity constrained; Mr. Roisman responded that that was the case and that the decreases were likely due to review of economic conditions and other assumptions contained in the TAF process. Nonetheless, the previous set of forecasts had raised concerns with regard to terminal and airfield capacity that were not an issue with the revised figures. Mr. Roisman also noted that the TAF horizon year is now 2040, whereas before it was 2030.

## **7. Ground Access Forecasts Update**

Mr. Mohammed provided an update on the ground access forecasts. There are three components to the forecasts: the recent air passenger survey, the TAF numbers which are used as base and horizon year control totals, and the regional land use data from the Cooperative Forecasts. Since the TAF numbers have changed based on the discussion of the previous item, the control totals used for the ground access forecasts will also change. However, the air passenger characteristics will continue to come from the 2009 Air Passenger Survey.

## **8. Roundtable Discussion**

The new Frederick ATCT manager began work this week and the staff will report the following week. The controllers will go live 30 days after beginning work.

Space Shuttle Discovery will be coming to Dulles on April 17. There will be area flyovers by the 747 carrying the shuttle.

Manassas Airport open house and air show on May 12, including a 5K and 10K run on the actual runway. Airport strategic plan is finished. Airport marketing plan will be starting soon with consultant support. Runway extension project out to bid. Ground breaking expected on July 1 for 500' extension to total length of 6200'.

Mr. Roisman presented an overview of the CASP program and information from the 2011 Ground Access Travel Time study to the TPB Technical Committee at their March meeting.

Chair Carran-Fletcher adjourned the meeting at 11:50am.

The next Aviation Technical Subcommittee meeting will be Thursday, May 24, 2011 at 10:30 AM at MWCOG.