2011

WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Geographic Findings

January 2013

DRAFT

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

ABSTRACT

TITLE:	
2011 Washington-Baltimore Regional Air Passenger Survey Geographic Findings	**DATE:** January, 2013
	NUMBER OF PAGES: 77

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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 2011 Washington-Baltimore Regional Air Passenger Survey of approximately 21,000 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:

2011 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.
2007 Washington-Baltimore regional air passenger Survey Geographic Findings.
2009 Washington-Baltimore regional air passenger Survey Geographic Findings.

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EXECUTIVE SUMMARY

In November 2011, 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 (DCA), Washington Dulles International Airport (IAD), and Baltimore/Washington International Thurgood Marshall Airport (BWI). Approximately 23,500 passengers out of a total of 59,300 enplaning passengers on 684 randomly selected flights were interviewed as they waited to board their planes, an overall response rate of 39 percent. 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 2011 regional air passenger survey was the tenth in a series of regional air passenger surveys conducted since 1981. Prior surveys were conducted in 1981/82, 1987, 1992, 1998, 2000, 2002, 2005, 2007 and 2009. 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 and analyzes these data based on their geographic distribution. 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.

Some of the most important findings from the geographic patterns of airport use in the Washington-Baltimore region are as follows:

Airport Use:

- Approximately 24.5 million air passengers originated in the Washington-Baltimore region in 2011, an increase of 2.6 percent over the 23.8 million passenger originations in 2009.
- The total number of air passengers (including connecting passengers) increased 4 percent between 2009 and 2011.
- The total number of passengers experienced an increase of 3 percent between 2009 and 2011, primarily due to growth in the many of the Virginia suburbs. In contrast to the growth, the District of Columbia experienced a decline of 11 percent in originating air passengers, while the Baltimore region and Maryland suburbs of DC show an increase of 9 percent increase, when compared with 2009. Originations from the Virginia suburbs of DC had a 15 percent increase when compared with 2009.
- Air passenger originations in Northern Virginia increased by 15 percent, while the Maryland suburbs of the District of Columbia and the Baltimore Metropolitan Region increased by 9 percent when compared with 2009.

- Air passenger originations decreased by 11 percent from the District of Columbia, and air passengers from the outlying areas within the air system region also declined by 24 percent.

Airport Preference:

- Across the region, 81 percent of passengers are satisfied with their airport choice.
- The jurisdictions with 90 percent or more of satisfied passengers are mainly in the Baltimore region.

Trip Purpose and Origin Activity:

- In 2011, the percentage of locally originating passengers traveling for business increased to 43 percent, when compared with 38 percent in 2009. 21 percent of locally originating passengers indicated vacation as their trip purpose and 27 percent indicated personal or family affairs as their purpose.
- While 43 percent of air passengers originating in the Washington-Baltimore region are traveling on business, only 10 percent of the total number of passengers leave a place of business and travel directly to the airport, same as in 2009.
- While over half of all air passengers leave for the airport from a private residence, a significant amount (26 percent of the total) 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 2011 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 (17 percent).
- The percentage of originating air passengers regionally using public transportation, such as the Metrorail to Reagan National, or light rail or Amtrak/MARC services to BWI Marshall, was 8 percent. However, usage of public transportation within the Washington Downtown Center (includes the District of Columbia, Arlington County and City of Alexandria) was double than the regional average and about two- and-a-half times that of the Baltimore Downtown center (City of Baltimore) originations. This could be attributed to the Metrorail services in Washington and the surrounding core counties of Prince Georges and Montgomery in Maryland and Fairfax and southeastern Prince William Counties (VRE commuter rail) in Virginia.

Air Passenger Destinations:

- Domestically, the Western part of the United States received the greatest number of passengers, followed by southeast, together accounting for 66 percent of all passengers.
- The distribution of travel to each of the destination regions, within the United States, remains almost the same when compared with 2009 findings.
- Dulles International Airport remained dominant for international travel.

Washington and Baltimore City Centers:

- Although the number of air passengers from the Baltimore downtown center account for only five percent of the regional total, it is nearly 27 percent of all passengers from the Baltimore metropolitan area.
- The Washington D.C. and surrounding downtown activity centers of Arlington County and City of Alexandria, generated 7.7 million air passengers in 2011 and 63 percent of them used Reagan National Airport.
- Business travel is the trip purpose for 47 percent of the passengers from Baltimore city and 51 percent of the passengers from the Washington downtown and surrounding activity center (Arlington County and City of Alexandria).
- Both Washington and its surrounding downtown activity centers of Arlington County and City of Alexandria and Baltimore City had a significant percent of passengers traveling to the airport from a hotel or motel, 41 percent from the Washington activity center and 48 percent in the Baltimore activity center.
- Places of employment or other business locations generated 14 percent of the passengers from the Washington downtown activity center and 9 percent from the Baltimore downtown activity center respectively.
- In the Baltimore downtown center, 22 percent of the passengers used taxicabs, and this figure grew to 35 percent in the Washington downtown and surrounding activity center.
- Passengers from both downtown centers also used the airport limousine service at a higher rate (13 percent for Baltimore and 14 percent for Washington respectively) than the regional average (10 percent).
- The use of public transportation from the Washington downtown and surrounding activity center to National is 17 percent and is almost the same as the 17 percent of overall Metrorail usage at Reagan National airport.

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I. Introduction

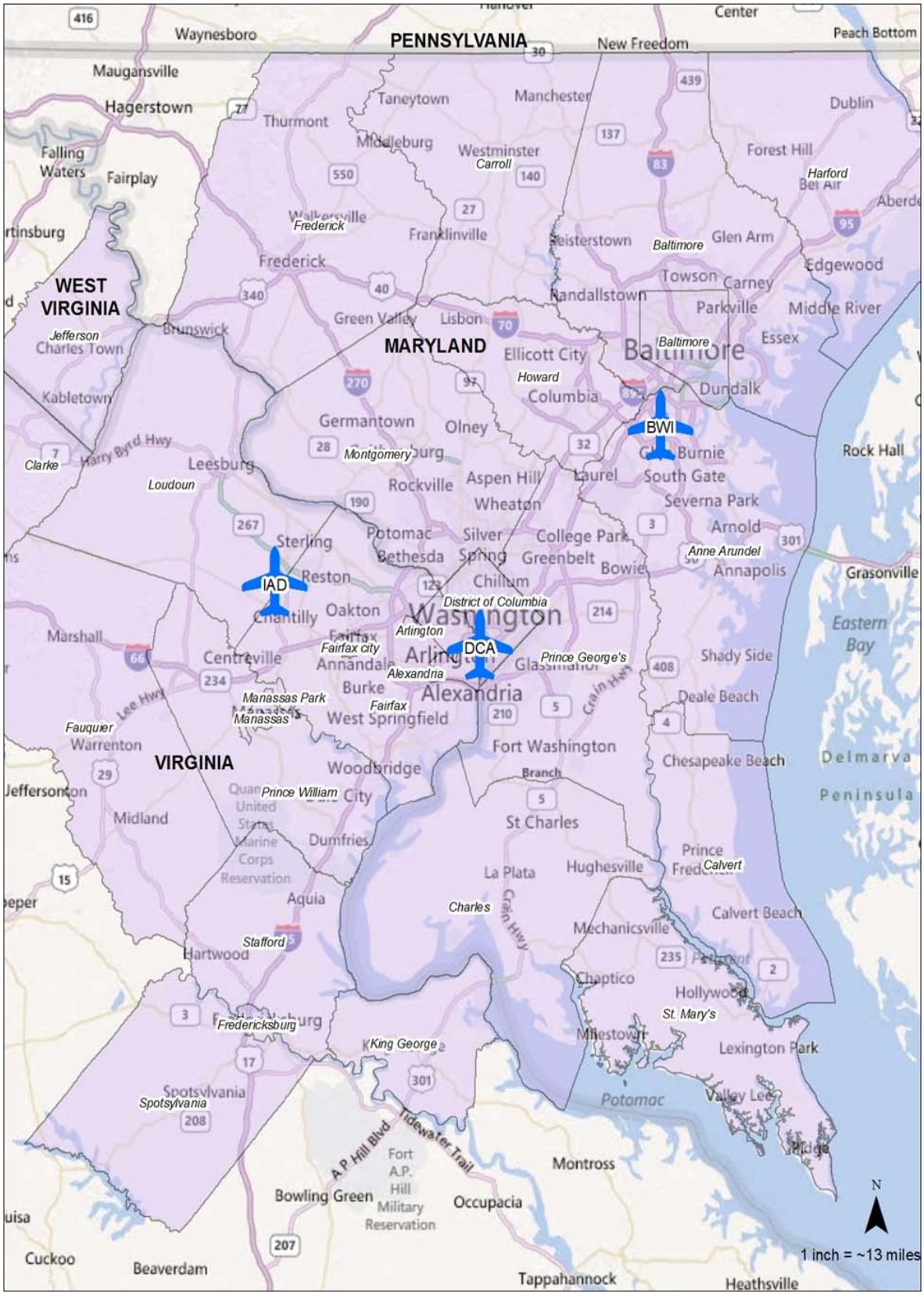
This report presents the geographic and temporal findings from the 2011 Washington-Baltimore Regional Air Passenger Survey, conducted concurrently at Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore/Washington International Thurgood Marshall Airport (BWI). The survey was conducted as part of the Metropolitan Washington Council of Governments' (COG's) Continuous Airport System Planning (CASP) program. One of the goals of this program is to continue the rational development of aviation facilities and services at the three major commercial airports serving 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 2011 Air Passenger Survey was conducted between November 2nd and November 15th, in the fall of 2011. A small number of flights that were either missed or required resurveying were surveyed again during the week of November 16th to November 22nd. Approximately 23,500 passengers out of a total of 59,300 enplaning passengers on 690 flights (610 domestic and 80 International) were interviewed as they waited to board their planes, an overall response rate of 39 percent. The survey questionnaires representing the responses of these 23,500 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 2011 data is compared with the results from the similar survey conducted in 2009.

[1] Note:- Only the northern part of Spotsylvania County, VA are shown on all maps in this document.

Figure 1: Washington / Baltimore Air System Planning Region



The survey instrument contained questions regarding the passengers' trip (i.e., destination, trip purpose), trip to the airport (i.e., origination, mode of access), 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 56 percent of the passengers originating from the three commercial airports, responding to the survey were not residents of the Washington-Baltimore region (Washington-Baltimore Air System Planning 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 2011 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.

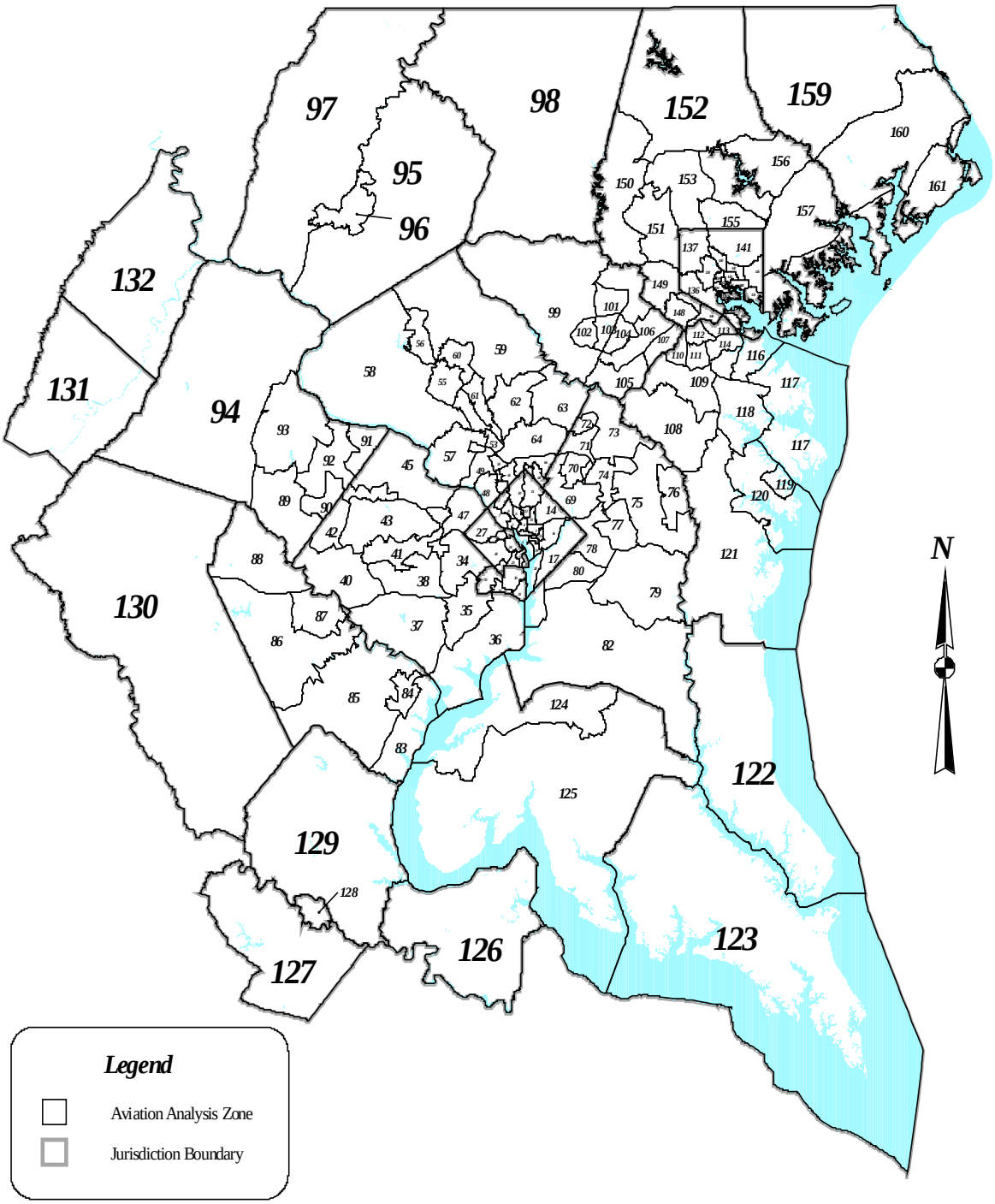
II. Findings

This chapter summarizes the results of the 2011 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 four weeks period during November 2011.

The total enplanements in this report for the region and at each airport 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 2011 (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 judgment and not a 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 of aggregations of smaller TPB Transportation Analysis Zones (TAZs) in the Washington metropolitan region, and transportation analysis zones identified by the Baltimore Metropolitan Council (BMC) in the Baltimore metropolitan region. AAZs are based on transportation geography, defined by jurisdictional boundaries, major highways, and barriers to travel, such as rivers. These are relatively fixed zones, not intended to be adjusted due to demographic changes, and, thus provide a consistent geographic bases to 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 metropolitan areas (numbers 98 through 121 and 133 through 161) and 108 zones in the Washington metropolitan area (1 through 97 and 122 through 132, see Appendix A Table A-1, for more detailed description of the AAZ system.). In addition, there are 5 zones that represent external areas, areas that are outside the immediate Washington-Baltimore region.

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



Geographic Patterns of Airport Use

Approximately 24.4 million air passengers originated from the three commercial airports in the Washington-Baltimore Region in 2011, an increase of slightly less than three (3) percent over the 23.8 million passenger originations in 2009 (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
2011 Washington / Baltimore Regional Air Passenger Survey
Annual Trip Originations by Airport (in Thousands)

Enplanement Type		BWI		Dulles		National		Region	
		2009	2011	2009	2011	2009	2011	2009	2011
Local origination	*Number*	8,896	8,758	6,895	7,493	8,050	8,215	**23,841**	**24,466**
- (Came by ground transportation)	*Percent*	85%	78%	60%	65%	91%	88%	77%	76%
Connected from another Flight	*Number*	1,581	2,466	4,644	4,078	798	1,147	**7,023**	**7,691**
- (Local and/or International)	*Percent*	15%	22%	40%	35%	9%	12%	23%	24%
Total Enplanements	*Number*	**10,477**	**11,224**	**11,539**	**11,570**	**8,848**	**9,363**	**30,864**	**32,157**
	Percent	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Percent of Region		**34%**	**35%**	**37%**	**36%**	**29%**	**29%**	**100%**	**100%**

Source:- 2009 and 2011 Washington-Baltimore Regional Air Passenger Survey

Table 2
2011 Washington-Baltimore Regional Air Passenger Survey
Annual Internal/External Trip Originations by Airport (in Thousands)

Enplanement Type		BWI		Dulles		National		Region	
		2009	2011	2009	2011	2009	2011	2009	2011
Within Air System Planning Region	*Number*	7,624	7,705	6,095	7,109	7,816	8,094	**21,535**	**22,908**
- (Internal)	*Percent*	86%	88%	88%	95%	97%	99%	90%	94%
Outside Air System Planning Region	*Number*	1,272	1,054	800	383	233	121	**2,305**	**1,558**
- (External)	*Percent*	14%	12%	12%	5%	3%	1%	10%	6%
Total Enplanements	*Number*	**8,896**	**8,758**	**6,895**	**7,493**	**8,049**	**8,215**	**23,840**	**24,466**
	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: 2009 and 2011 Washington-Baltimore Regional Air Passenger Survey

The geographic distribution of the air passenger originations in both 2009 and 2011 is illustrated in Figure 3. Most air passengers originated in the core and inner suburbs of the metropolitan Washington area, including the District of Columbia, Arlington and Fairfax counties and the City of Alexandria in Northern Virginia, and Prince George's, and Montgomery counties in Maryland. A significant number of passengers also originated from Baltimore City and neighboring Anne Arundel and Baltimore counties. This geographic distribution is similar to the distribution of air passengers in 2009. Figure 4 illustrates the distribution of 2011 passenger

originations by residents and non-residents. The outer counties 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 3 percent between 2009 and 2011, primarily due to growth in the many of the Virginia suburbs. In contrast to the growth, the District of Columbia experienced a decline of 11 percent in originating air passengers, while the Baltimore region and Maryland suburbs of DC show an increase of 9 percent increase, when compared with 2009. Originations from the Virginia suburbs of DC had a 15 percent increase when compared with 2009.

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 2011. While the preferences in the inner jurisdictions are stable, the outer jurisdictions are somewhat less predictable. Recent years have seen improvements in geo-coding of origination addresses allowing passengers to be linked to the geography more reliably, but small samples of travelers from those outer jurisdictions make continuity of preference data less reliable. Despite these challenges, residential location is the biggest predictor of airport choice.

The pattern is most apparent for BWI and IAD. BWI draws a large proportion of its locally originating passengers from the eastern half of the Washington-Baltimore air system region, as shown in Figures 10 and 11, and IAD draws a large proportion of its passengers from the western half of the region, as show in Figures 8 and 9. DCA, in the middle, attracts passengers from the central part of the region, but also from the more southern part of the region. DCA is located further 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 the main Air Passenger Survey report. In 2011, more than half of departing air passengers cited the closest airport as the reason for selecting the airport they used, a little lower than when compared with 2009. The next most chosen reason is less expensive airfare with 14 percent.

Figure 3
Washington/Baltimore Air System Planning Region
Regional Percent Trip Originations Share
2009 and 2011

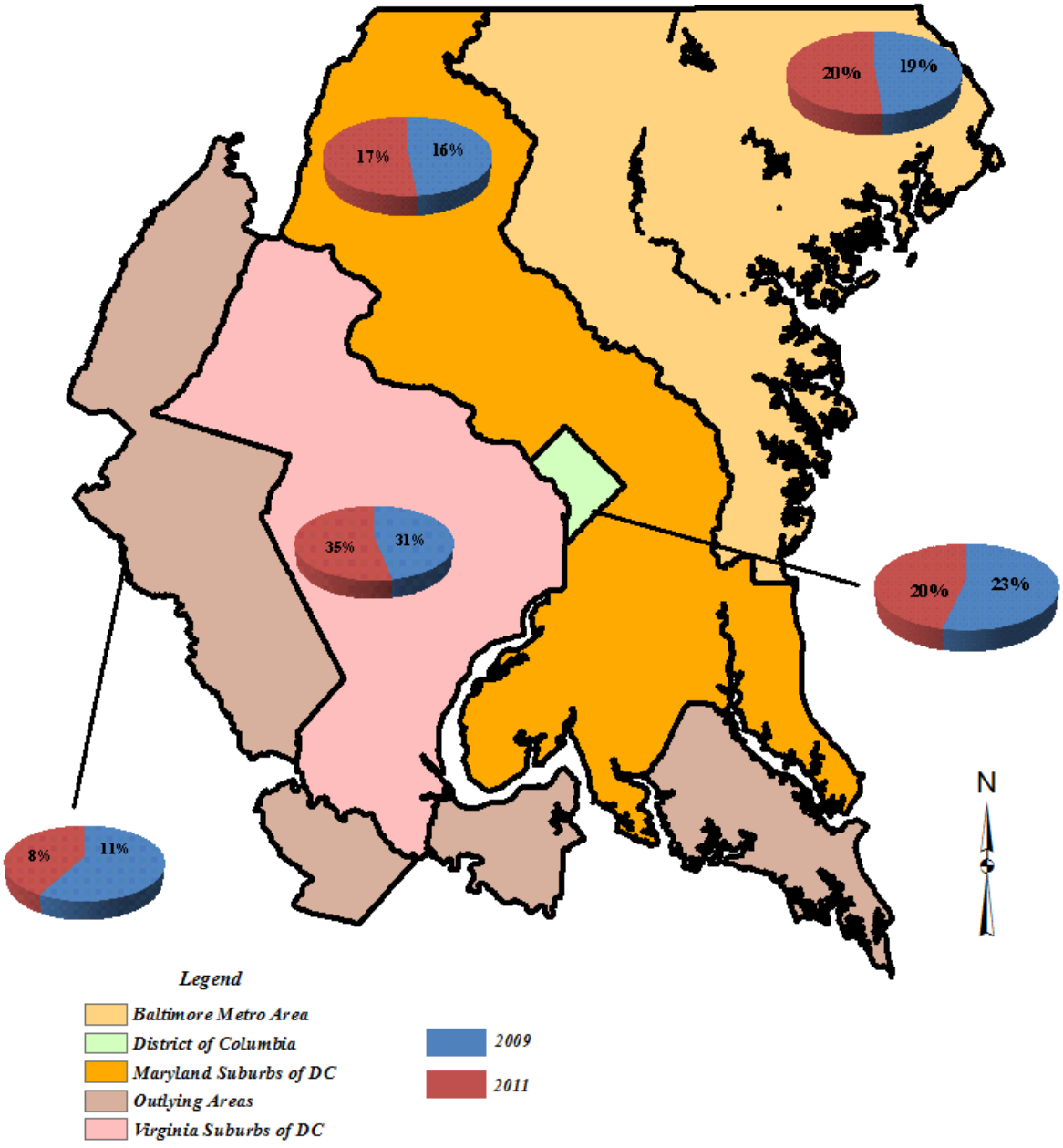


Figure 4
Washington / Baltimore Air System Planning Region
Percent Resident and Non-Resident Departing Passengers - 2011

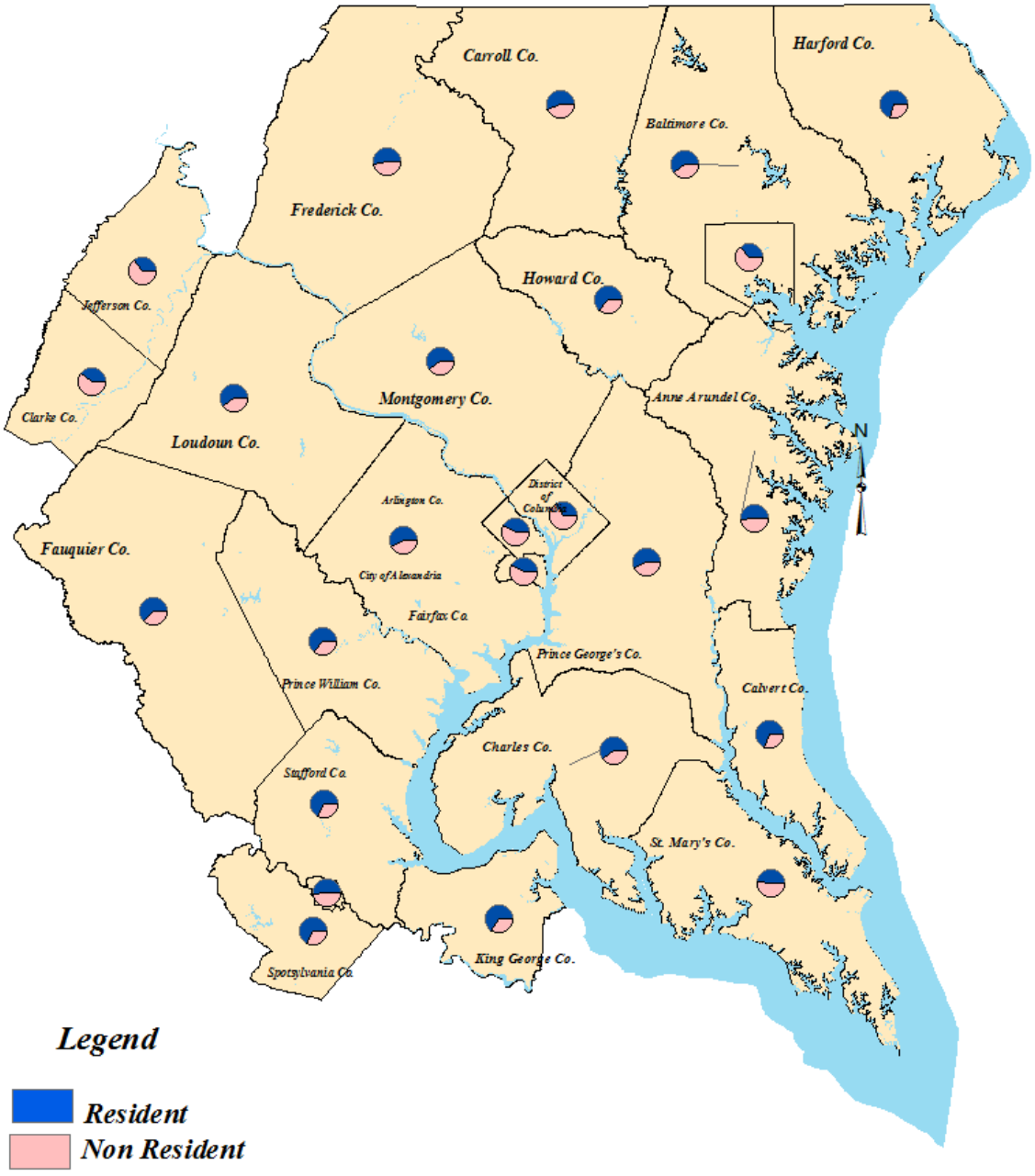


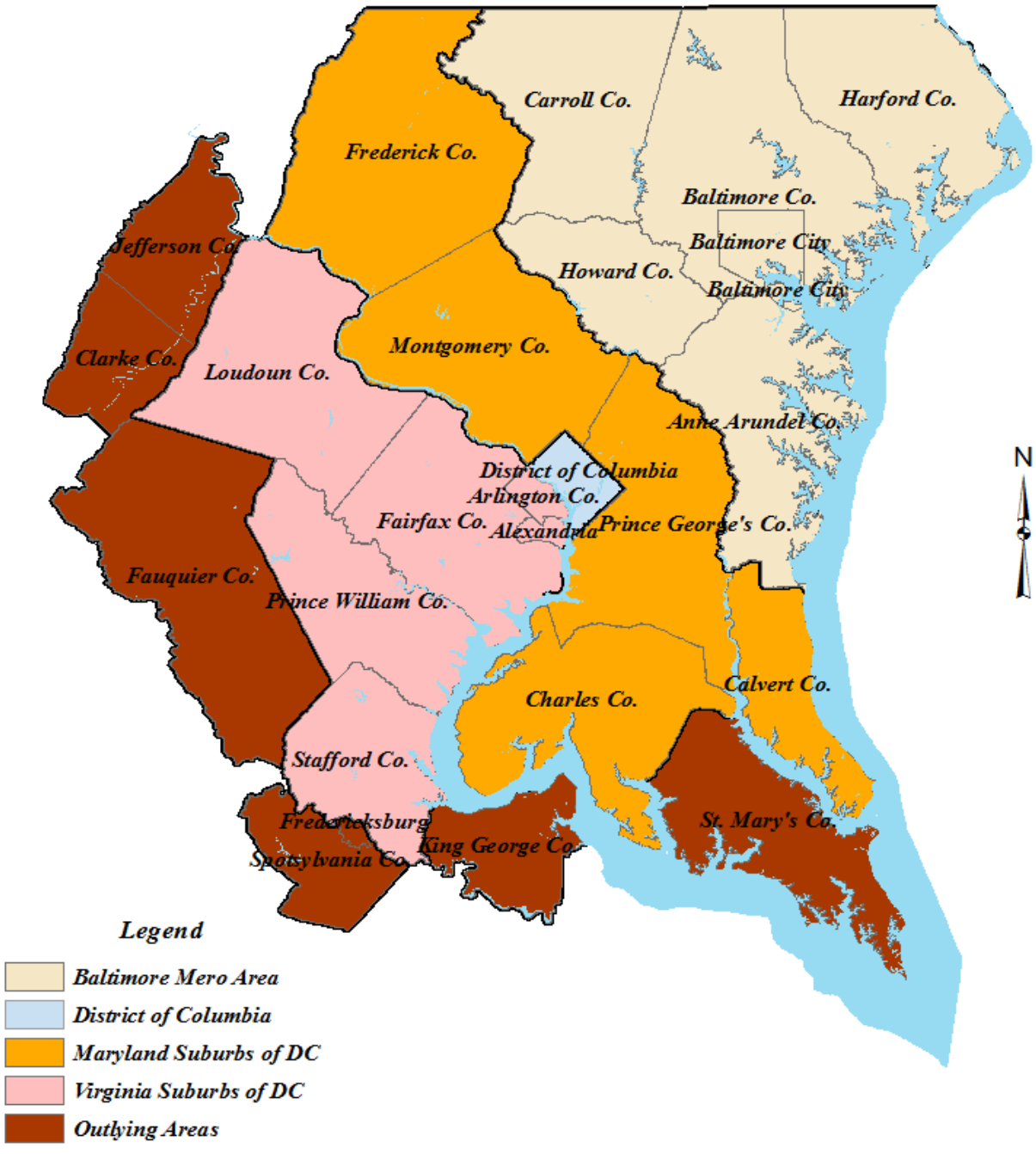
Table 3
Washington Baltimore Air System Planning Region Change In Originating Air Passengers By Jurisdiction
2009 - 2011
(in Thousands)

ORIGIN COUNTY	*BWI AIRPORT*				*NATIONAL AIRPORT*				*DULLES AIRPORT*				*REGION*			
	2009	2011	09-11	% Change	2009	2011	09-11	% Change	2009	2011	09-11	% Change	2009	2011	09-11	% Change
Anne Arundel Co.	1,336	1,394	58	4%	45	42	-3	-8%	79	97	18	23%	1,460	1,533	73	5%
Baltimore City	1,069	1,234	165	15%	33	21	-12	-35%	51	48	-3	-5%	1,153	1,304	151	13%
Baltimore Co.	871	878	7	1%	6	27	21	342%	14	49	35	247%	891	953	62	7%
Carroll Co.	130	135	5	4%	1	3	2	205%	10	22	12	121%	141	160	19	13%
Harford Co.	251	266	15	6%	1	2	1	100%	11	5	-6	-51%	263	274	11	4%
Howard Co.	527	591	64	12%	10	15	5	47%	40	55	15	39%	577	661	84	15%
SUBTOTAL BALTIMORE METRO AREA	**4,184**	**4,497**	**313**	**7%**	**96**	**109**	**13**	**14%**	**205**	**277**	**72**	**35%**	**4,485**	**4,884**	**399**	**9%**
Calvert Co.	68	54	-14	-20%	37	4	-33	-90%	0	15	15	0%	105	73	-32	-30%
Charles Co.	44	77	33	76%	48	58	10	20%	25	17	-8	-31%	117	152	35	30%
Frederick Co.	172	230	58	34%	31	36	5	17%	68	66	-2	-3%	271	332	61	23%
Montgomery Co.	815	892	77	9%	831	876	45	5%	727	749	22	3%	2,373	2,517	144	6%
Prince Georges Co.	568	519	-49	-9%	305	402	97	32%	96	174	78	81%	969	1,095	126	13%
SUBTOTAL MARYLAND SUBURBS OF DC	**1,667**	**1,773**	**106**	**6%**	**1,252**	**1,375**	**123**	**10%**	**916**	**1,021**	**105**	**11%**	**3,835**	**4,170**	**335**	**9%**
Alexandria	77	81	4	6%	495	539	44	9%	119	170	51	43%	691	791	100	14%
Arlington Co.	177	153	-24	-14%	1,243	1,468	225	18%	370	499	129	35%	1,790	2,120	330	18%
Fairfax Co.	358	287	-71	-20%	1,003	1,219	216	22%	1,999	2,252	253	13%	3,360	3,758	398	12%
Loudoun Co.	82	54	-28	-34%	46	75	29	64%	704	913	209	30%	832	1,043	211	25%
Prince William Co.	66	42	-24	-36%	173	204	31	18%	416	445	29	7%	655	691	36	6%
Stafford Co.	21	6	-15	-71%	43	65	22	51%	41	64	23	56%	105	135	30	29%
SUBTOTAL VIRGINIA SUBURBS OF DC	**781**	**624**	**-157**	**-20%**	**3,003**	**3,571**	**568**	**19%**	**3,649**	**4,343**	**694**	**19%**	**7,433**	**8,538**	**1,105**	**15%**
District of Columbia	887	676	-211	-24%	3,336	2,900	-436	-13%	1,210	1,280	70	6%	5,433	4,857	-576	-11%
Outlying Areas	1,375	1,187	-188	-14%	363	260	-103	-29%	916	570	-346	-38%	2,654	2,017	-637	-24%
Total	**8,894**	**8,758**	**-136**	**-2%**	**8,050**	**8,215**	**165**	**2%**	**6,896**	**7,493**	**597**	**9%**	**23,840**	**24,466**	**626**	**3%**

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

Source:- 2009 and 2011 Washington-Baltimore Regional Air Passenger Surveys

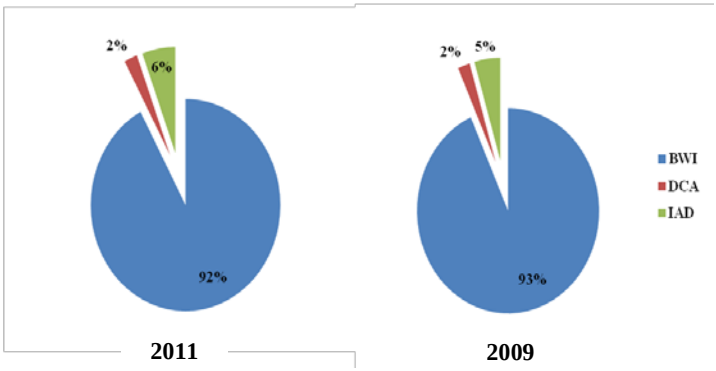
Figure 5
Washington / Baltimore Air System Planning Region
Jurisdictions Subdivision



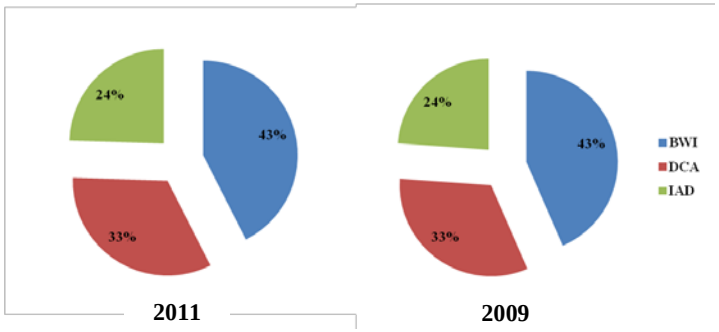
Note:- Outlying areas also include adjacent jurisdictions outside the air system planning region.

Figure 6 Washington Baltimore Air System Planning Region Change In Originating Air Passengers

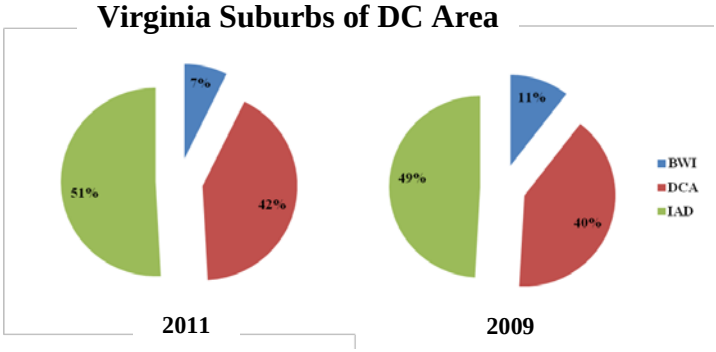
Airport Originations from Baltimore Metro Area



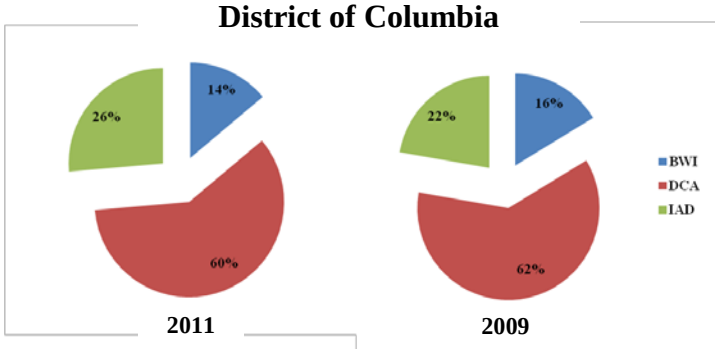
Airport Originations from Maryland Suburbs of DC



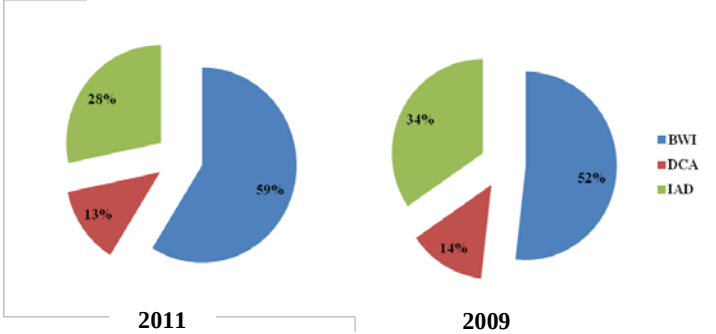
Airport Originations from Virginia Suburbs of DC Area



Airport Originations from District of Columbia



Airport Originations from Outlying Areas



Airport Originations from All Jurisdictions

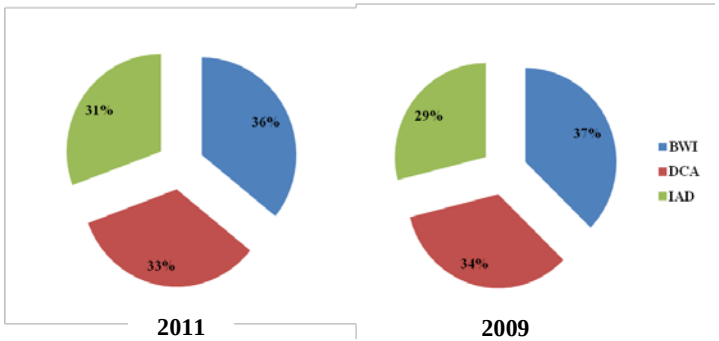
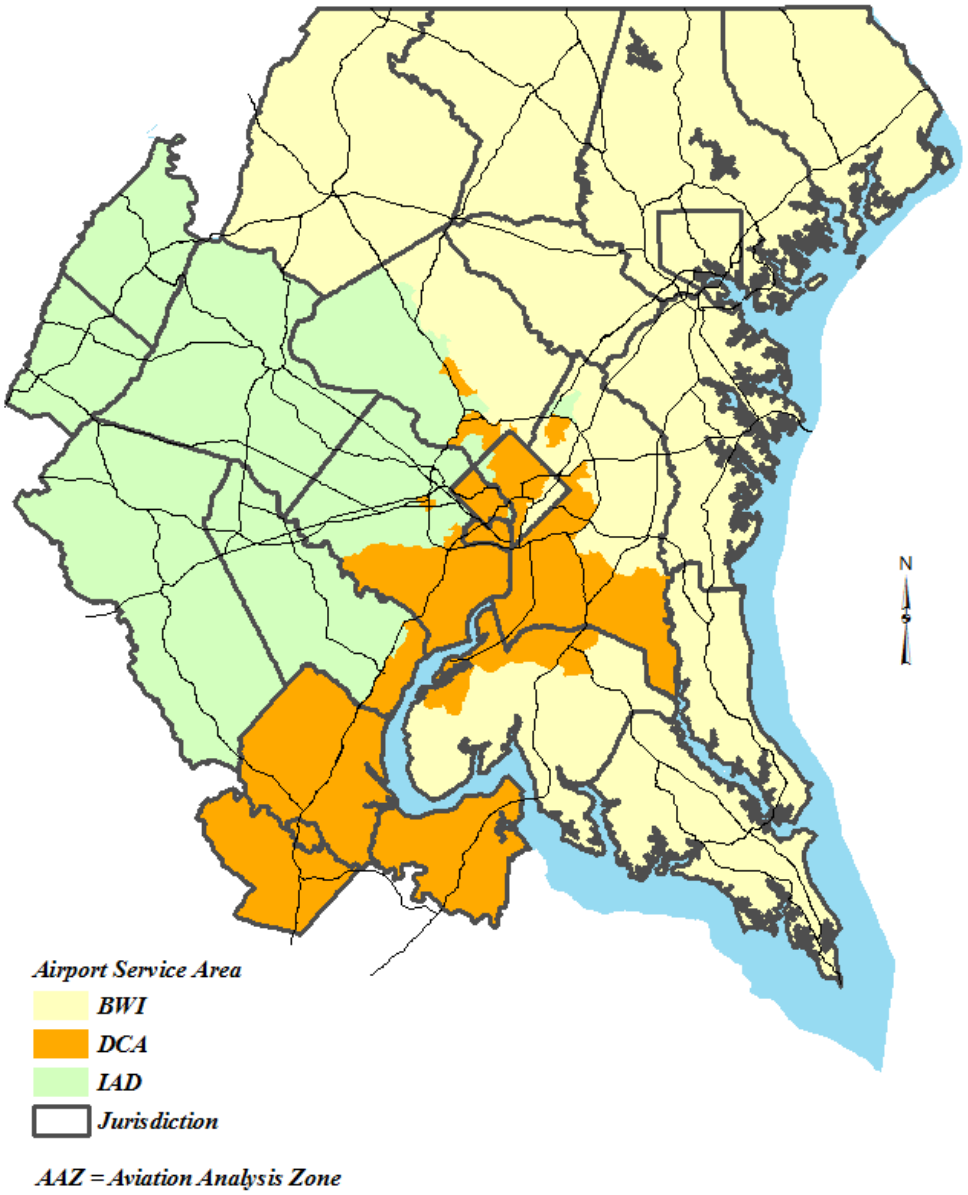


Figure 7
Washington / Baltimore Air System Planning Region
Airport Servive Area by AAZ - 2011



Ronald Reagan Washington National Airport (DCA)

Annual air passenger originations at DCA increased by 2 percent between 2009 and 2011. In 2011, 35 percent of passengers using Reagan National started their trip within the District of Columbia. 69 percent of Arlington County's departing air passengers along with 68 percent of Alexandria's and 60 percent from the District of Columbia flew out of DCA. Figure 6 illustrates the distribution of air passenger originations from DCA in 2011. Along with the District and the inner Virginia suburbs, sections of southern Montgomery, Prince George's Counties in Maryland, and along the South I-95 corridor of Prince William and Stafford Counties account for significant numbers of passengers using DCA. Though the percentage of passengers departing from Reagan National grew in Anne Arundel, Baltimore, Harford, Calvert, and Loudoun Counties, the majority of originating trips from these jurisdictions are destined either to BWI or IAD (see Figure 5).

The size of Reagan 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. Though some of the AAZs in Montgomery and District of Columbia have a greater share airport trip originations to BWI, overall DCA served 35 percent and 60 percent of total trips from these jurisdictions respectively. However, in Eastern Fairfax County, AAZs along the I-95 and US 1 corridor show more trips attracted to DCA. Figure 6 shows annual air passenger volumes and Figure 7 shows the percent distribution of originations by AAZ to DCA.

Figure 8
Washington / Baltimore Air System Planning Region
Annual Air Passenger Originations
DCA - 2011

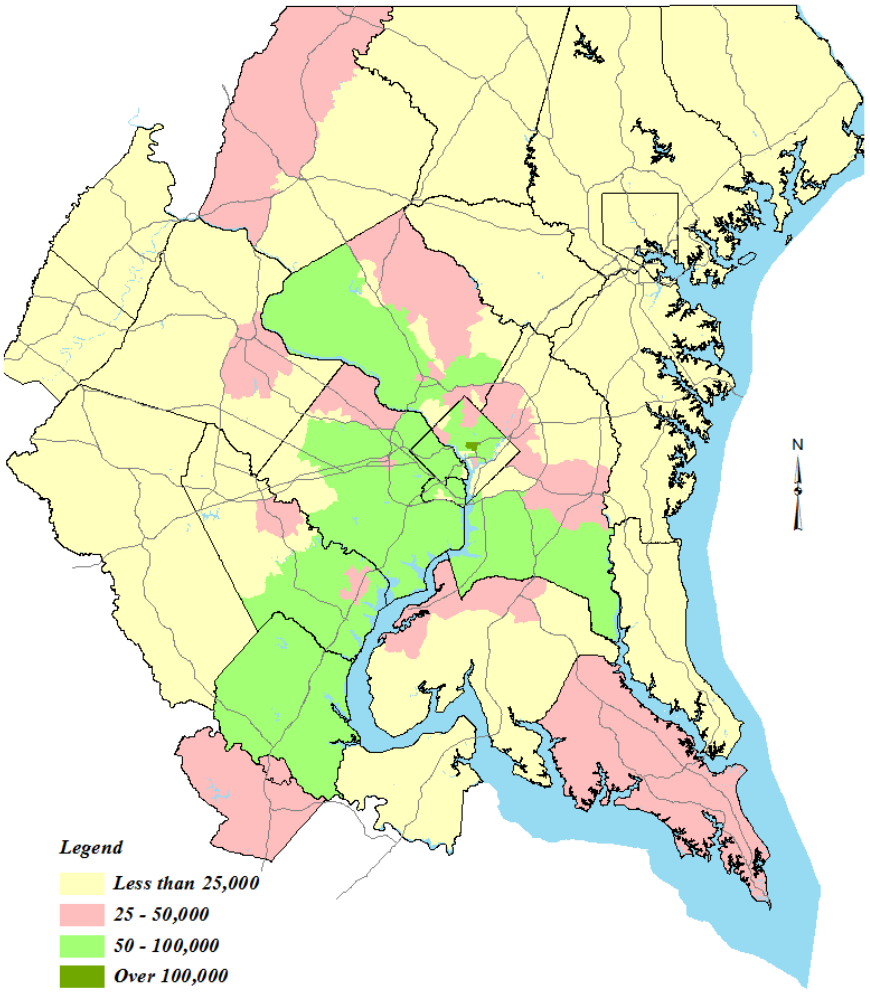
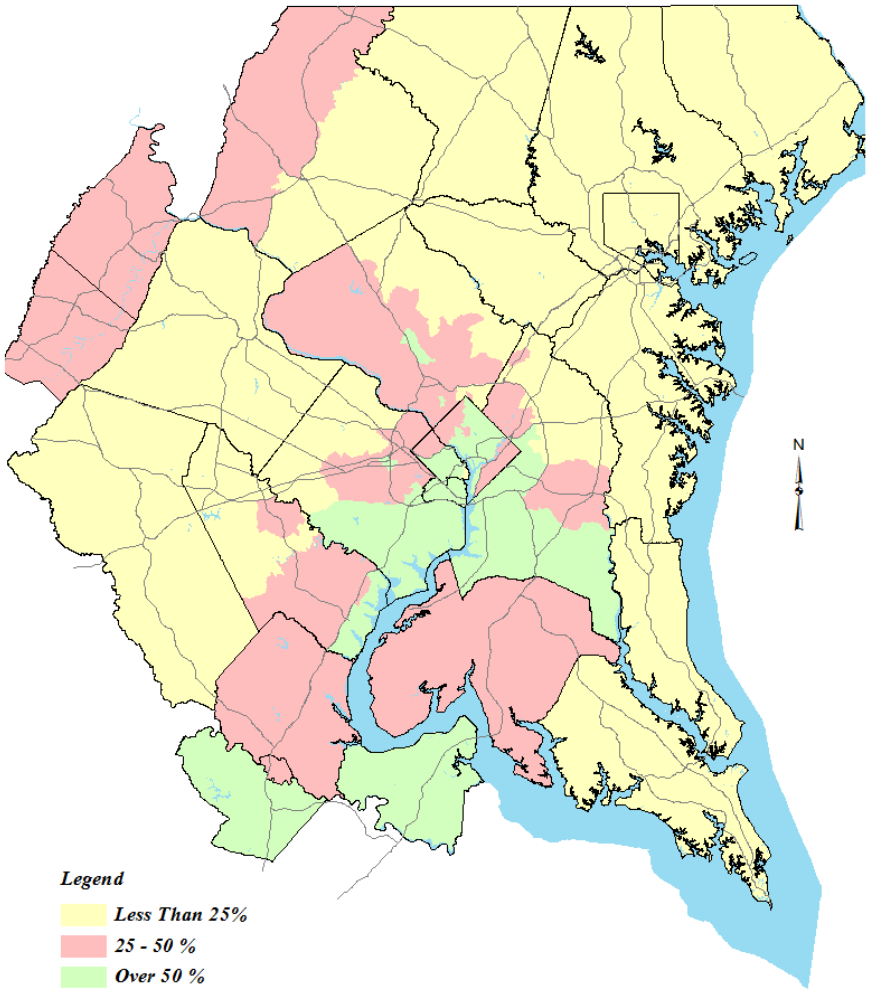


Figure 9
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using DCA
2011



Washington Dulles International Airport (IAD)

Overall air passenger originations at IAD experienced an increase of 9 percent. Despite the total increase, a significant drop was observed of trip originations for some jurisdictions within the air system region between 2009 and 2011. Harford and Charles counties dropped by 51 and 31 percent respectively, while a drop of 28 percent was observed from the outlying areas. According to Table 3, 75 percent of IAD passengers are from the Virginia suburbs and the District of Columbia. Originations from IAD increased from the Virginia suburbs by 19 percent when compared with 2009, and also by 11 percent from the Maryland suburbs. IAD air passenger originations from the Baltimore metropolitan area were down by 35 percent.

The scope of the IAD service area is mostly as expected and is similar to that from 2009. Figure 8 shows annual air passenger volume and Figure 9 shows the percentage distribution of originations by AAZ to Dulles.

Figure 10
Washington / Baltimore Air System Planning Region
Annual Air Passenger Originations
IAD - 2011

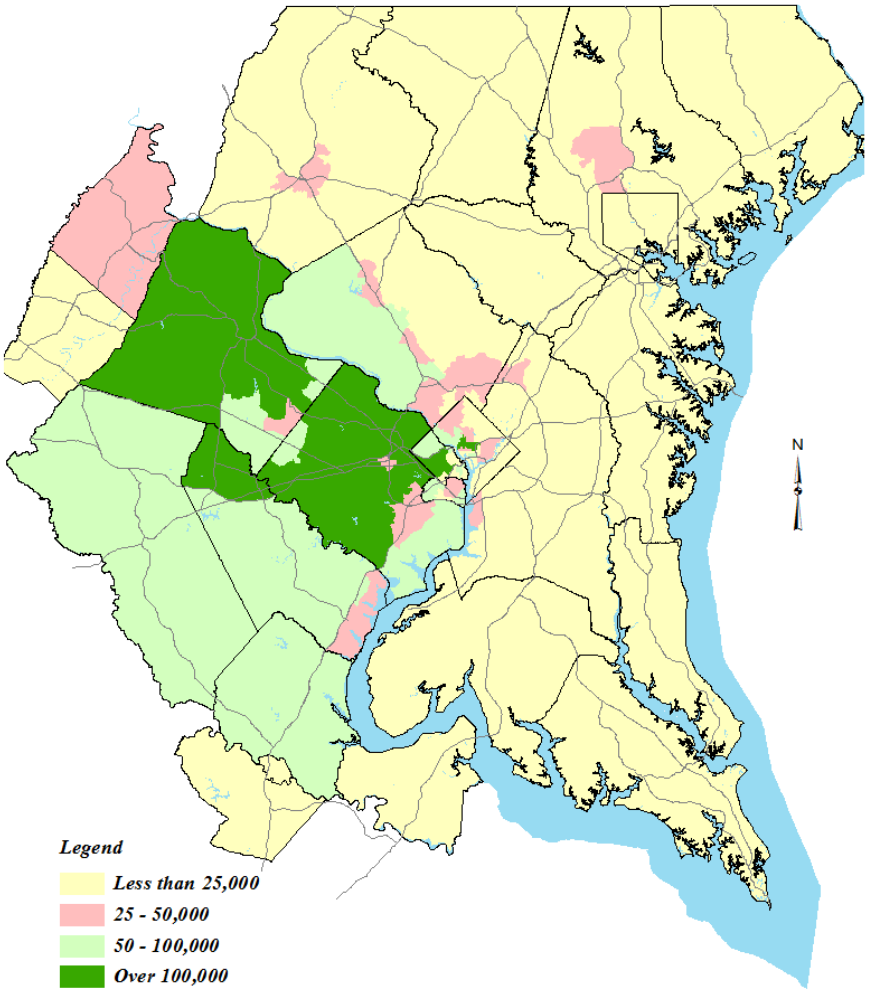
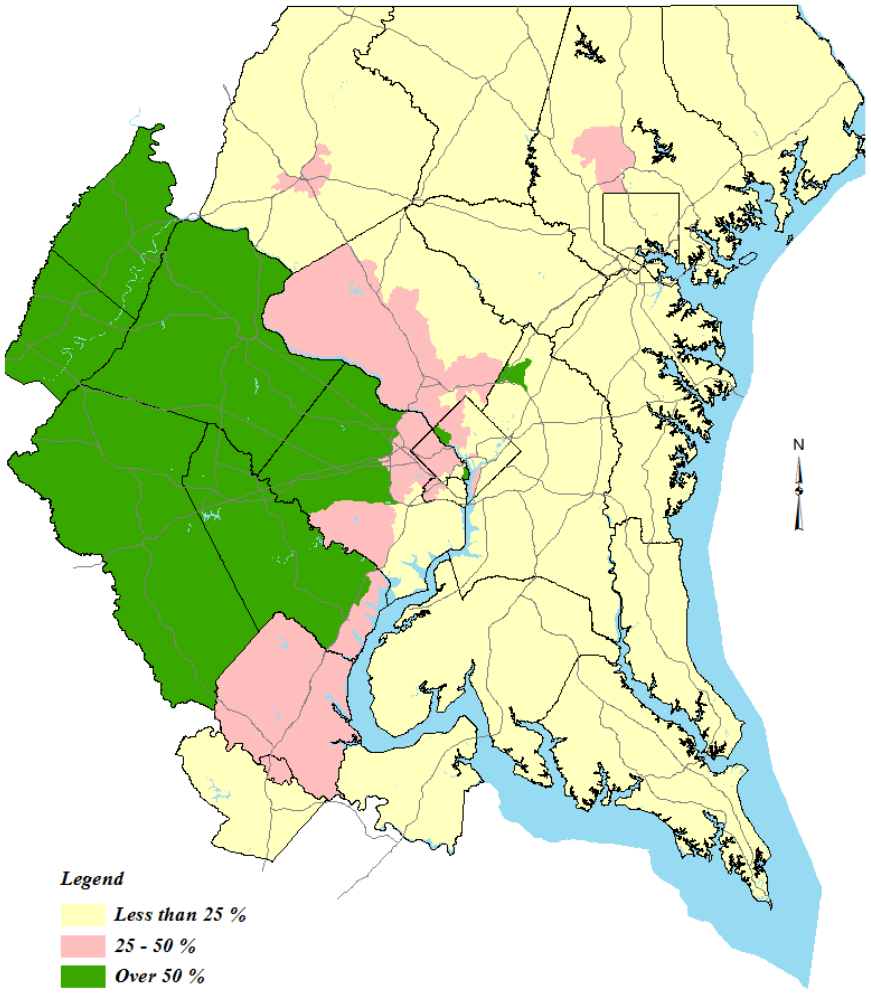


Figure 11
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using IAD
2011



Baltimore/Washington International Thurgood Marshall Airport (BWI)

Between 2009 and 2011, passenger originations at BWI dropped by just 2 percent. Originating passengers at BWI from the Virginia suburbs dropped by 20 percent when compared with 2009 while passengers from the Maryland suburbs of DC grew by 6 percent. The percentage of passengers originating in the District of Columbia decreased by 24 percent and also by 14 percent from the outlying areas between 2009 and 2011. Figure 10 illustrates the distribution of air passenger originations for BWI in 2011. Passengers using BWI were predominantly from the Baltimore region, 51 percent. Originations from Anne Arundel County accounted for 31 percent, and Baltimore County made up 27 percent of the Baltimore region passenger originations at BWI.

The BWI Marshall service area is concentrated in the eastern half of the region. It does extend to areas along the border of the District of Columbia and in Prince George's County. The inclusion of Fredericksburg, Virginia is likely a result of improved geo-coding of originations and a very small number of passengers starting their trips in Fredericksburg. Figure 10 shows annual air passenger volume and Figure 11 show the percentage distribution of originations by AAZ to BWI.

Figure 12
Washington / Baltimore Air System Planning Region
Annual Air Passenger Originations
BWI - 2011

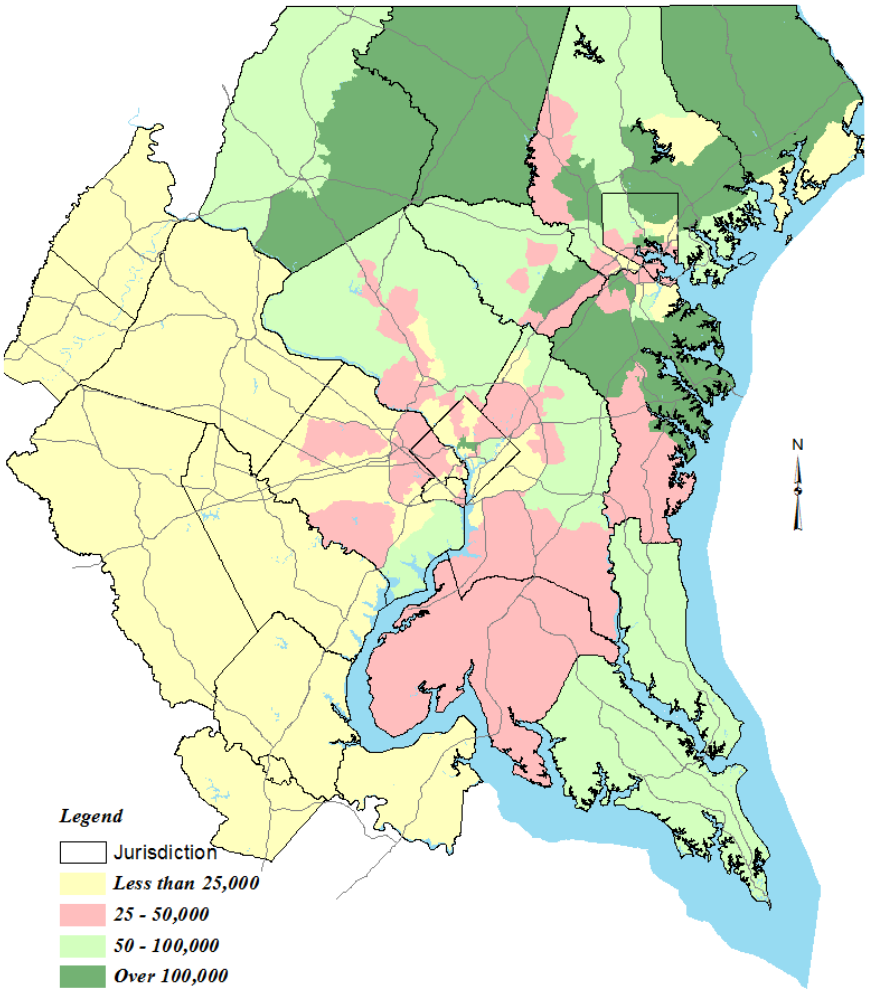
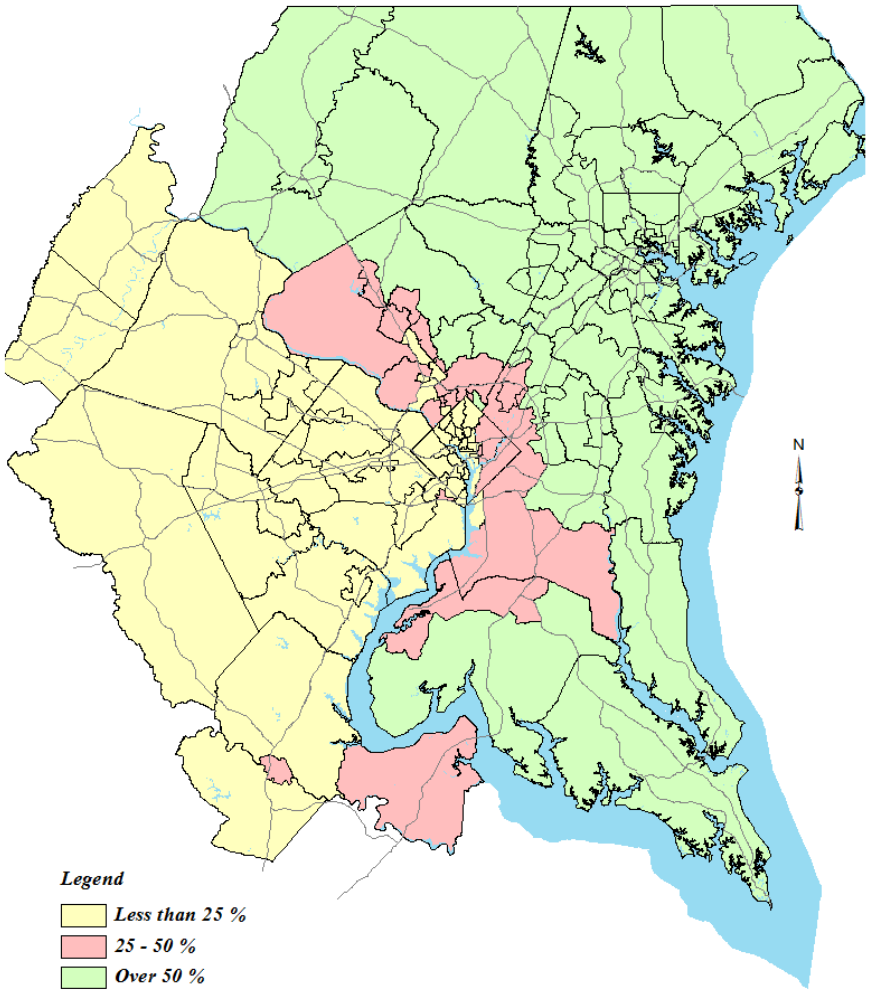


Figure 13
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using BWI
2011



Satisfaction with Airport Used (Survey Question C-2)

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, 82 percent of passengers were satisfied with their airport choice, almost the same as in 2009. Figure 12 displays the percentage distribution of departing air passengers' satisfaction of the airport they chose for each AAZ. 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 in 2011 was much higher when compared to that of 2005 when airport satisfaction was at only 76 percent, but almost the same as that of 2007, of 83 percent, and 81% in 2009. The jurisdictions with 90 percent or more satisfaction are mainly in the Baltimore region. While air passengers originating from Charles County in Maryland had an overall satisfaction rate of 72 percent, those originating from Charles who took their trip from DCA had a 94 percent satisfaction. Passengers originating from Alexandria also had an overall satisfaction of 81 percent with 96 percent satisfaction of those who departed from DCA. Though passengers from Virginia suburbs overall show satisfaction in using DCA, passengers from Fairfax, Loudoun and Prince William counties had a higher preference using IAD in 2011. Passengers from Stafford County in Virginia also show a higher preference in choosing DCA 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.

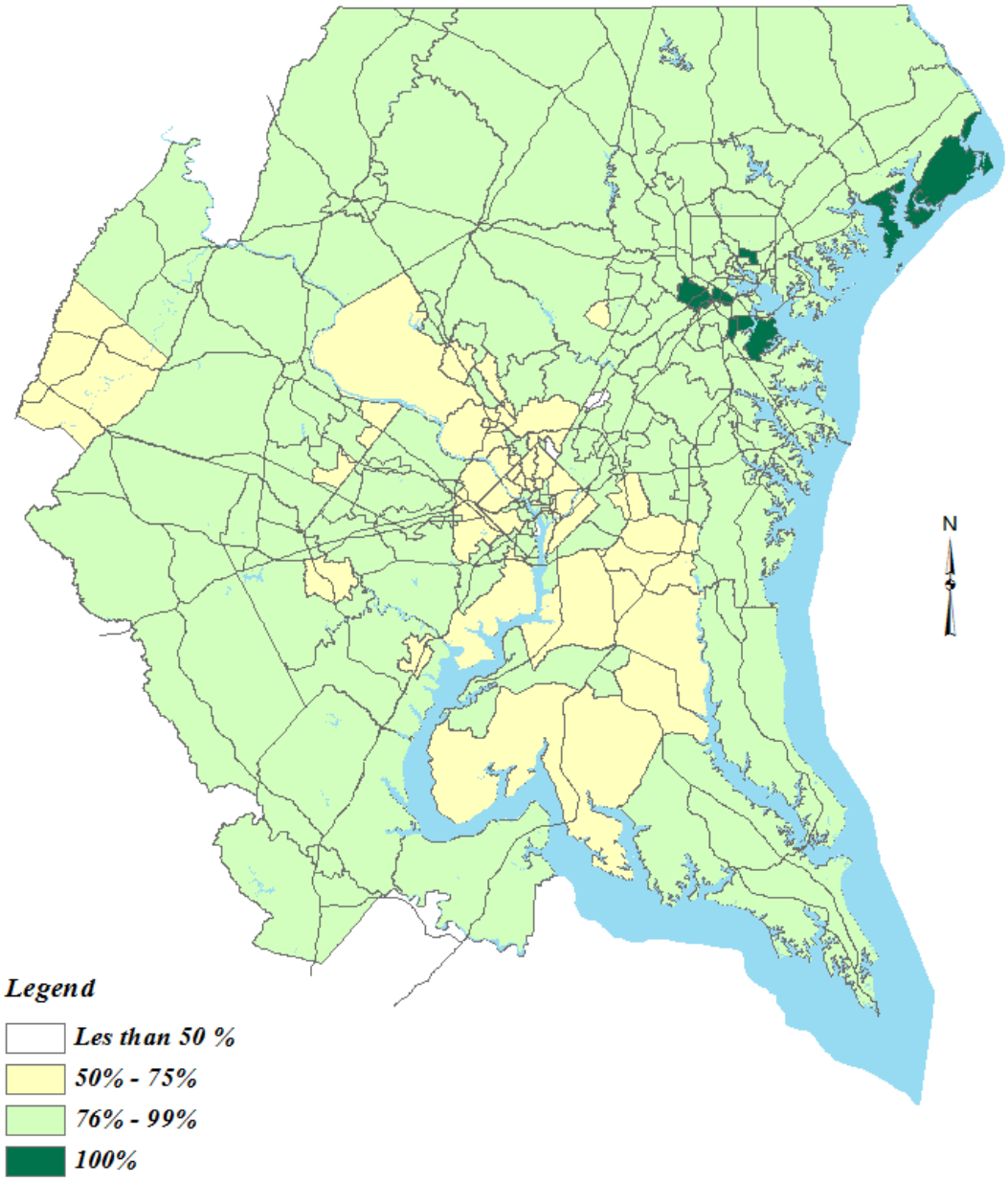
Table 4
Annual Departing Air Passengers Satisfaction With Airport
by Jurisdiction
2011

JURISDICTION	Total Originating Trips	Percent Satisfied With Airport Choice	Preference by Airport		
			BWI	DCA	IAD
Anne Arundel Co.	1,533,329	92%	96%	54%	55%
Baltimore City	1,303,583	93%	95%	65%	58%
Baltimore Co.	952,940	93%	98%	30%	33%
Carroll Co.	159,808	90%	96%	100%	50%
Hartford Co.	273,503	97%	98%	100%	62%
Howard Co.	660,713	89%	95%	44%	43%
SUBTOTAL BALTIMORE METRO AREA	4,883,876	92%	96%	51%	49%
Calvert Co.	73,288	80%	100%	100%	6%
Charles Co.	152,123	72%	61%	94%	43%
Frederick Co.	332,435	91%	94%	78%	87%
Montgomery Co.	2,513,921	76%	72%	85%	70%
Prince Georges Co.	1,098,148	80%	83%	87%	53%
SUBTOTAL MARYLAND SUBURBDS OF DC	4,169,915	78%	79%	86%	67%
Alexandria	790,595	81%	30%	96%	55%
Arlington Co.	2,120,193	81%	25%	97%	51%
Fairfax Co.	3,758,195	80%	23%	82%	85%
Loudoun Co.	1,043,070	84%	37%	23%	92%
Prince William Co.	691,078	81%	25%	74%	90%
Stafford Co.	135,310	79%	14%	89%	75%
SUBTOTAL VIRGINIA SUBURBDS OF DC	8,538,441	78%	26%	89%	82%
District of Columbia	4,856,897	75%	36%	97%	48%
Outlying Areas	458,844	83%	81%	77%	89%
Total	22,907,973	82%	81%	90%	73%

Note:- Fairfax City, City of Falls Church, Manassas Park and Manassas City are included in their respective county totals

Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

Figure 14
Washington / Baltimore Air System Planning Region
Percentage of Passengers Satisfied With Airport Use
2009



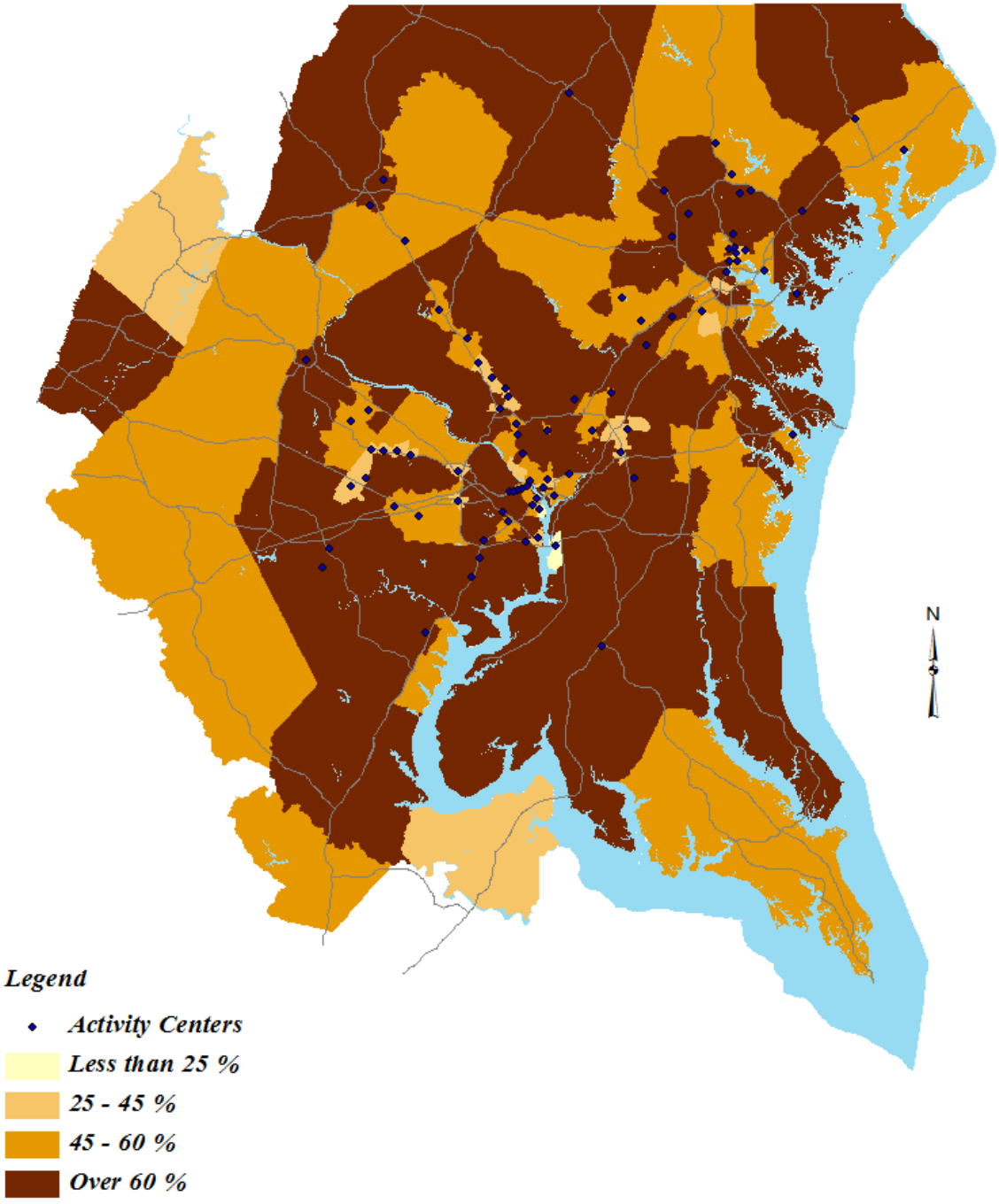
Trip Purpose (Survey Question A-3)

In past surveys, business travel accounted for almost half of the trips made by air passengers originating in the Washington-Baltimore region. In 2011, the percentage of locally originating passengers traveling for business increased to 43 percent compared with 38 percent in 2009. 21 percent of locally originating passengers indicated vacation as their trip purpose and 27 percent indicated personal or family affairs as their purpose.

Figure 13 illustrates the percentage of passengers traveling on business from each of the aviation analysis zones in 2011. 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 downtown core areas of the District of Columbia produced significant business travel, 51 percent of air passengers. Downtown Baltimore extending over to the BWI airport area also produced business travelers, 47 percent. Other areas producing business travelers are employment centers throughout the air system region.

The concentrations of business travel displayed in Figure 13 correspond to the percentage of passengers traveling on business at the three airports: higher concentrations are found in the service areas for DCA (at which 52 percent of all air passengers are business travelers). BWI and IAD only carry 38 and 39 percent of business travelers, respectively of their departing passengers, even though concentrations of business travelers can be found throughout the region. While DCA accounted for 40 percent of all business departing passengers, BWI had a 32 percent share and IAD with 28 percent regionally.

Figure 15
Washington / Baltimore Air System Planning Region
Percentage of Passengers Traveling on Business
2011



Trip Origin Activity (Survey Question B-1)

While 43 percent of air passengers originating in the Washington-Baltimore region are traveling on business, only 10 percent of the total number of passengers leave from a place of business and travel directly to the airport. As seen in Figure 14, the zonal locations of passengers leaving a place of business for the airport are somewhat scattered throughout the region but with notably high proportions in downtown Washington and Baltimore, and some regional activity centers. Some AAZs with relatively high originations from employment centers are near the BWI Marshall airport and from northeast of Baltimore at the Aberdeen Proving Ground.

While over half of all air passengers leave for the airport from their home, a significant amount (26 percent of the total) 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. This pattern is somewhat different from those leaving a place of business. While there are still high proportions in the downtown areas, the other major area is near the airports themselves. BWI and IAD both show this trend. It is a little more complicated near DCA, because of the airport's proximity to downtown Washington as well as Arlington and Alexandria, as well as the National Harbor resort in Prince George's County.

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 National Mall, which also includes areas in Crystal City (Arlington) and Alexandria. 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). A much more significant percentage of passengers departing from hotel/motel locations are observed at National Harbor, the I-95 corridor in Woodbridge, along the Dulles Access Road in Reston and Herndon, the White Marsh area in Northeast Baltimore County, and I-66 corridor in Fairfax County.

Figure 16
Washington / Baltimore Air System Planning Region
Percentage of Passengers Leaving from Work or Other Business Locations
2011

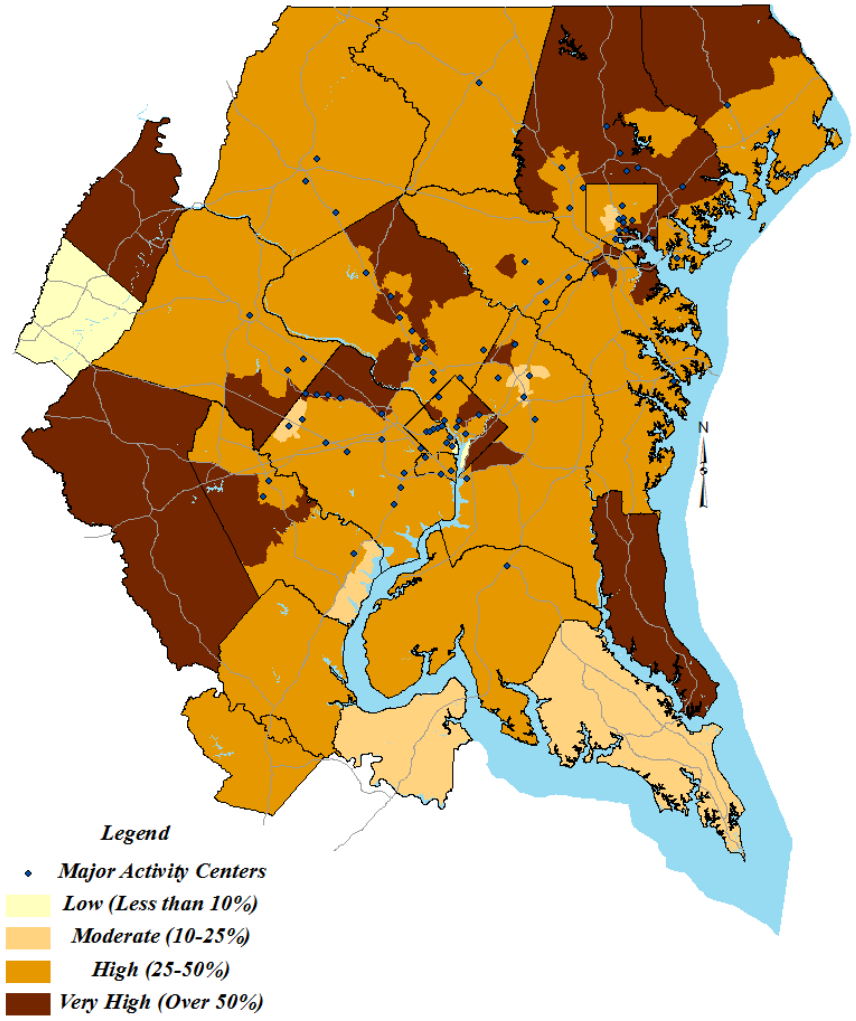
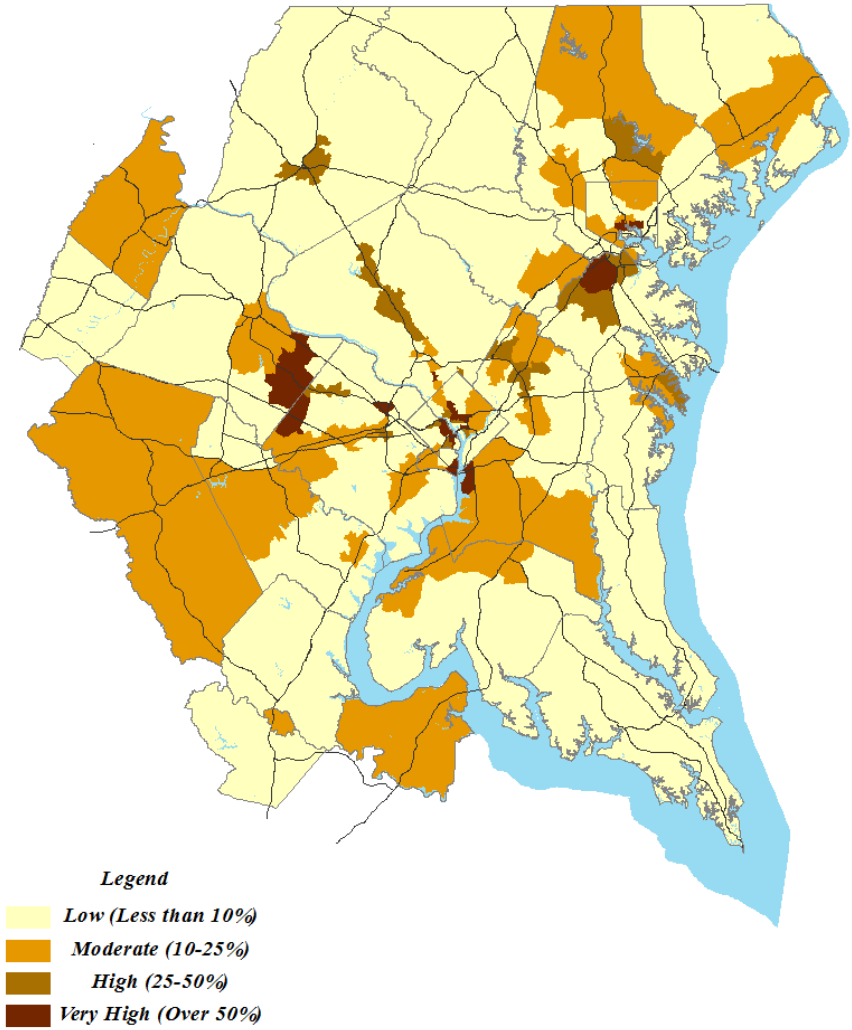


Figure 17
Washington / Baltimore Air System Planning Region
Percentage of Passengers Leaving from Hotel or Motel Locations
2011



Mode of Access (Survey Question B-7)

For the Washington-Baltimore region as a whole, the most common mode of access to the airports, in 2011, was the automobile (private autos or rental cars), accounting for 61 percent of originating air passengers, almost the same as in 2009. 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 within the District and in downtown Baltimore.

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 AAZs in downtown Washington, central Baltimore City, the area immediately around BWI, Crystal City and the Pentagon in Arlington, and the areas of Reston, Hendon, Sterling, and Chantilly in Fairfax and Loudoun Counties, all of which are very close to IAD.

The percentage of originating air passengers regionally using public transportation, such as the Metrorail to Reagan National, or light rail or Amtrak/MARC services to BWI Marshall, was eight percent. However, usage of public transportation within the Washington Downtown Center was double than the regional average and about two-and-a-half times that of the Baltimore Downtown center originations. The percentage of originating air passengers, region-wide using Metrorail to Reagan National is 17 percent.

Usage of Metrorail is concentrated in the District of Columbia as well as the surrounding core of Arlington, Fairfax, Montgomery, and Prince George's Counties and City of Alexandria, representing the Metrorail service area. Some areas such as portions of the Annapolis area in Anne Arundel County, southern Fairfax, Loudoun, Prince William, and Spotsylvania Counties show a significant number of passengers using rail to access the airports, which could be attributed to passengers using public transportation such as VRE services in southern Fairfax, Loudoun, Prince William, and Spotsylvania Counties to the airports. Currently six percent of downtown Baltimore passengers are using public transportation to access the airport, presumably Baltimore's light rail station at BWI. Future changes in service to BWI and IAD (the Metrorail Silver Line to Wiehle Ave in Reston is scheduled to open at the end of 2013) will need to be examined for changes in public transportation access to the area airports.

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Figure 18
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using Taxicabs
2011

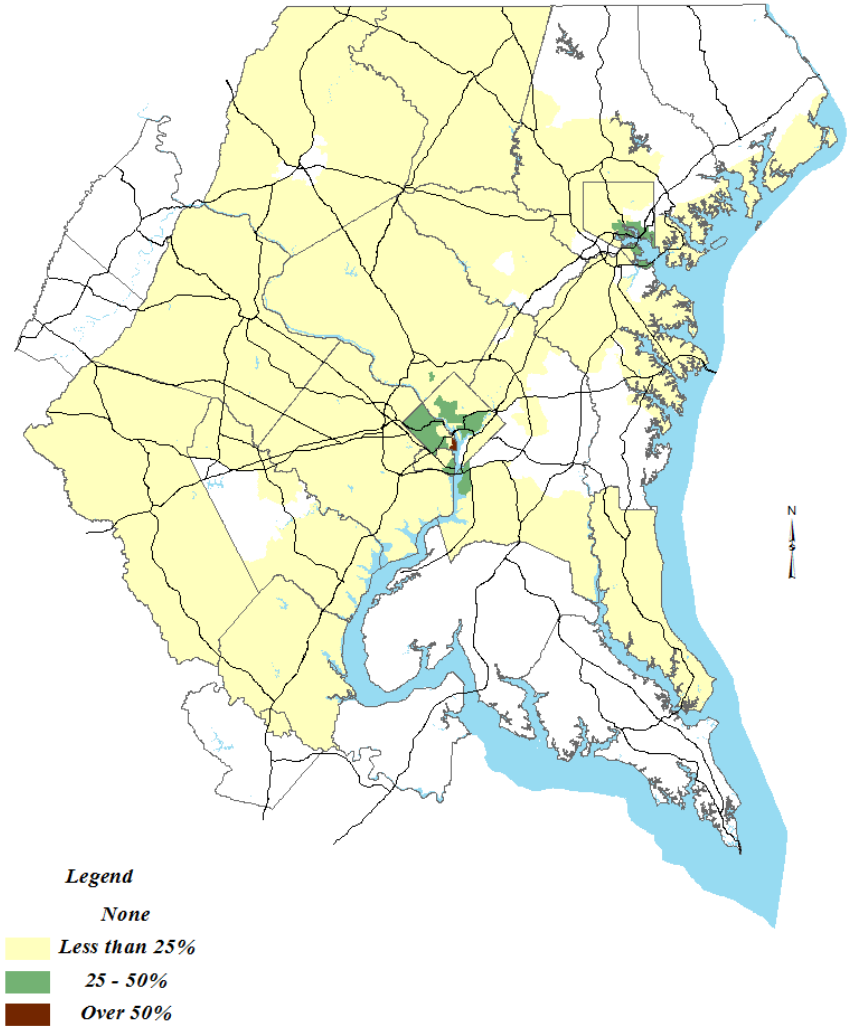


Figure 19
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using Airport Bus/Van/Limousines
2011

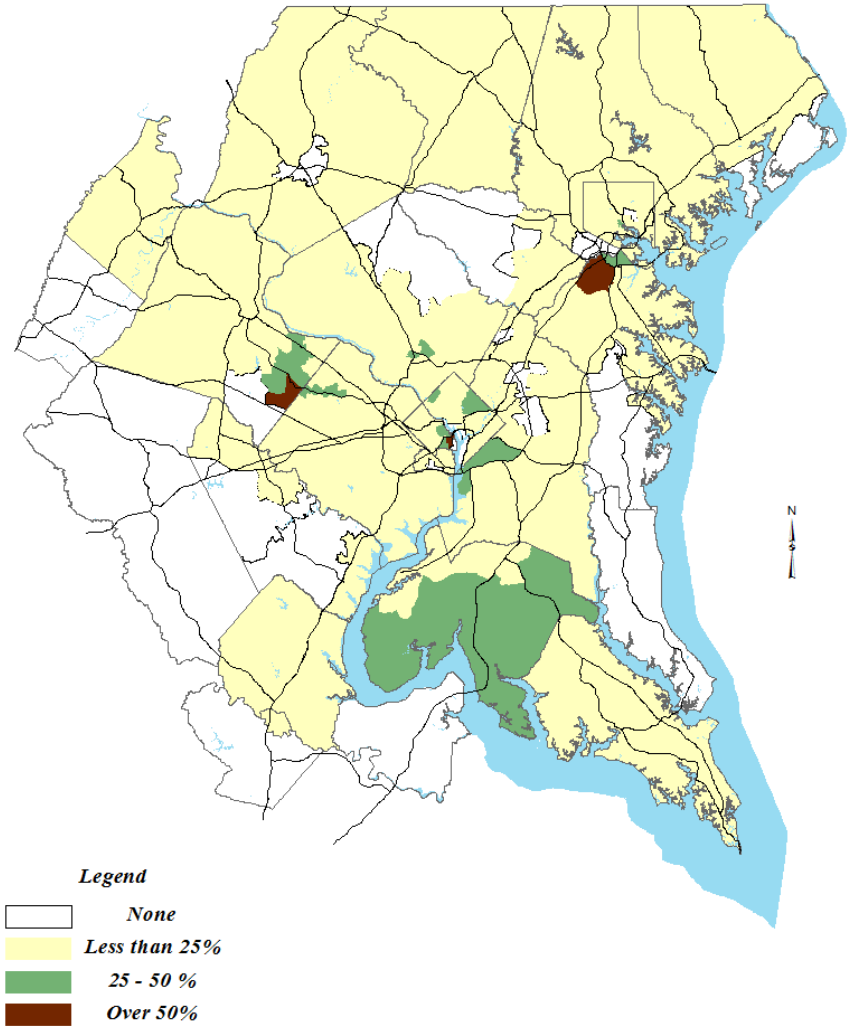
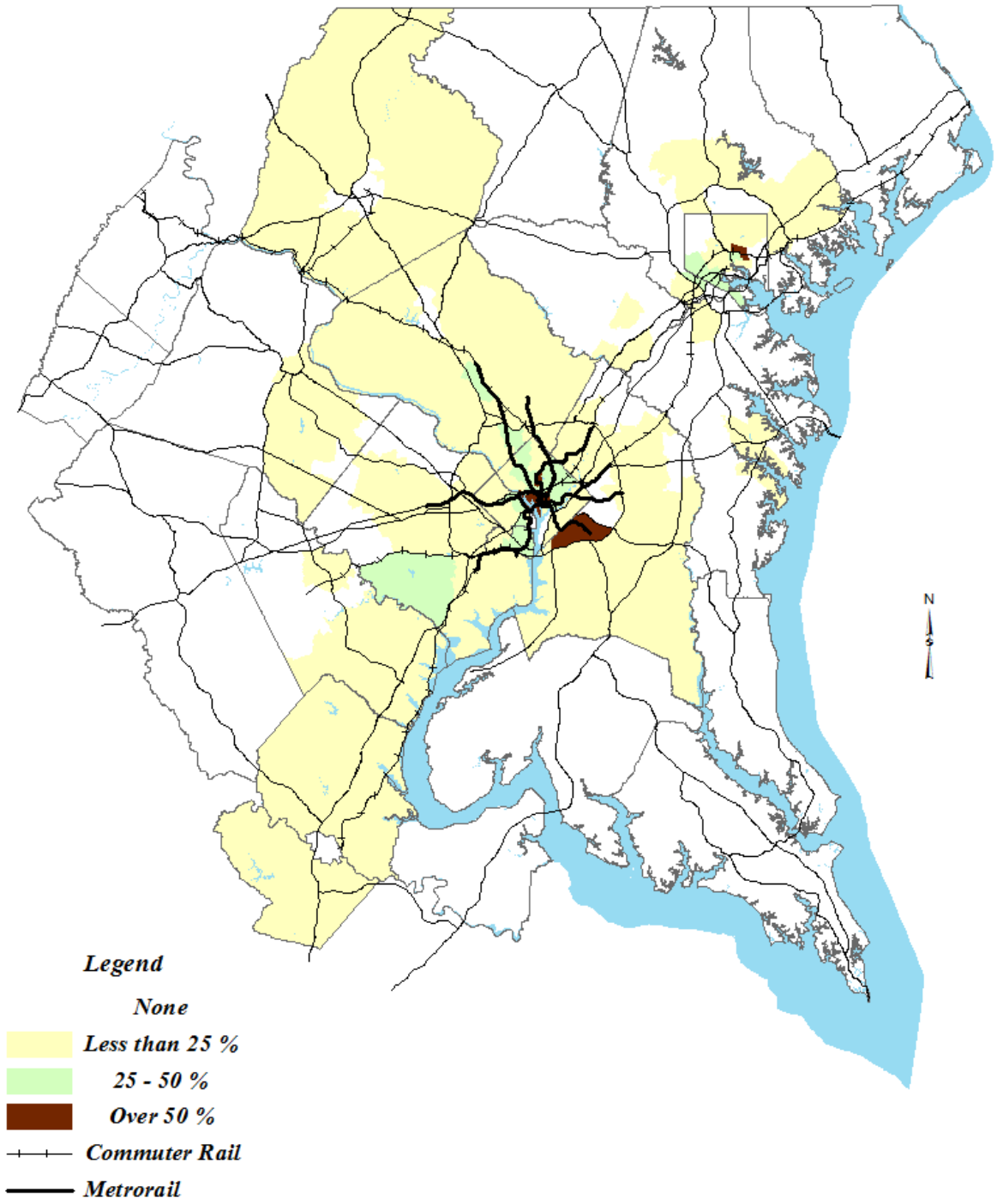


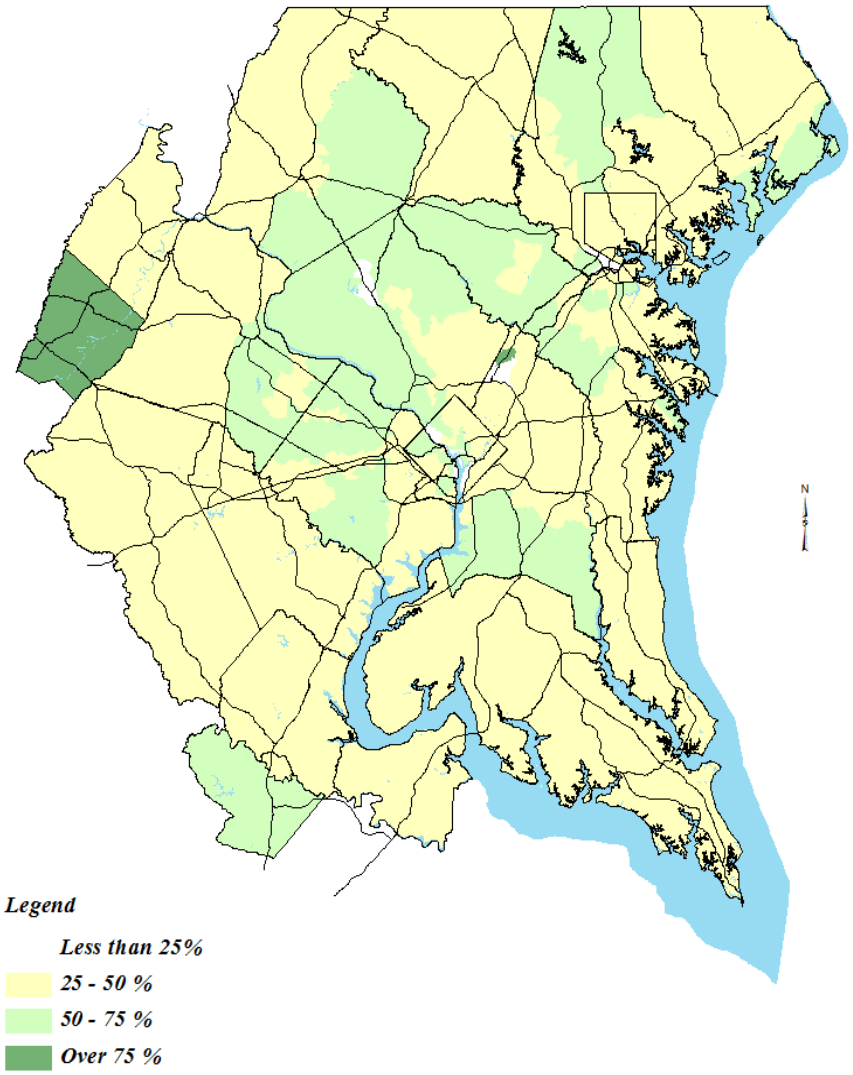
Figure 20
Washington / Baltimore Air System Planning Region
Percentage of Passengers Using Metrorail / Commuter Rail
2011



Household Income (Survey Question D-4)

Air passenger trips often correlate directly to household income levels. Figure 19 shows the proportion of originating air passengers with incomes of $120,000 or more for each AAZ. 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 73 percent of all departing air passengers from this region, which include non-residents, have household incomes of more than $80,000 or more. This high income level is not surprising given that the median household income for the Washington-Baltimore-Northern Virginia DC-MD-VA-WV Combined Statistical Area is $93,659 according to the 2009 American Community Survey from the US Census Bureau.

Figure 21
Washington / Baltimore Air System Planning Region
Percentage of Passengers With Household Income of $120,000 or more
2011



Destination of Air Passengers

The Washington-Baltimore Regional Air Passenger Survey sample included flights from 35 airlines, of which 20 had international destinations and 15 had domestic destinations. The sample flights selected were grouped into 335 regional destination clusters containing a total of 690 destinations, 80 international and 610 domestic. The survey questionnaire asked passengers where their trip would ultimately end. This information was used to determine the passenger's destination region. The destination region data is summarized by the local origination region in Table 5. In 2011, trips destined to the western United States accounted for 36 percent of the total trips, followed by the Southeast with 31 percent (see Figure 22 for domestic destinations regional groupings).

The vast majority of all departing air passengers were destined for a domestic location accounting for 90 percent of all trips from the Washington/Baltimore air system region. BWI and DCA had a 39 and 37 percent share respectively of regional domestic flights. Over half of the passengers to the Great Lakes and Mid-Atlantic, regions departed from BWI, while 54 percent of trips to New York City did so from DCA. While trips originating from the central jurisdictions of Montgomery, Prince Georges, Arlington, and Fairfax Counties; along with the City of Alexandria and the District of Columbia accounted for 67 percent of total trips originating from the Washington-Baltimore Air System Region, they accounted for almost 77 percent of trips destined to New York.

Figure 20 displays the number of passengers destined to the eastern, western US, as well as those with international destinations, from each of the three airports in the region. IAD is the origin airport with a disproportionate number of passengers heading to international destinations, accounting for 89 percent of total international departures. For domestic destinations, passengers leaving from DCA are more evenly divided between the eastern US and the western US, in contrast to BWI and IAD with heavier concentrations in the eastern and Western US, respectively.

Figure 22
Washington - Baltimore Air System Planning Region
Air Passenger Regional Allocations Strata

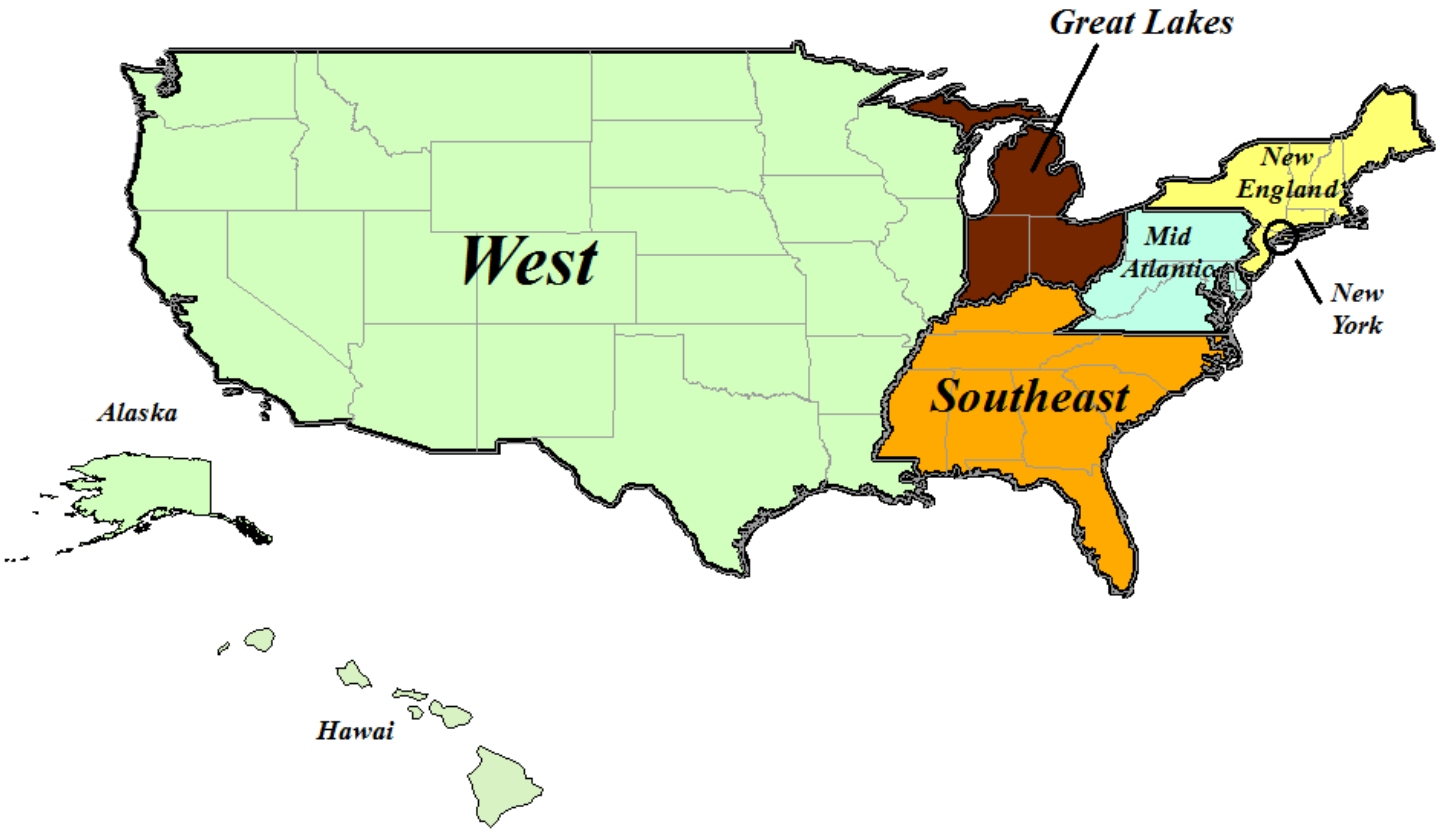


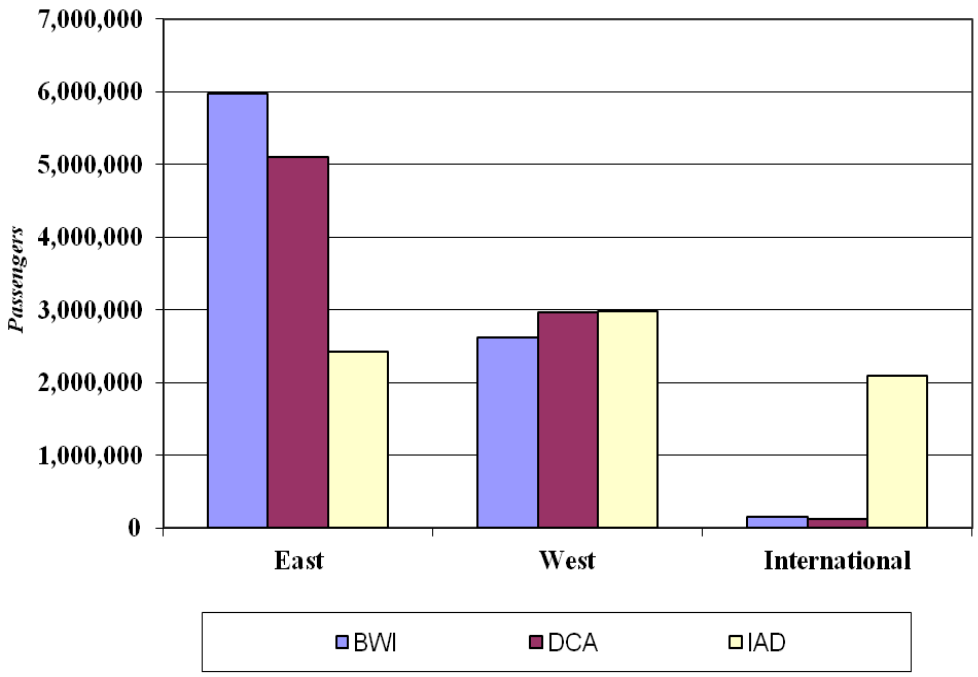
Table 5
Washington-Baltimore Air System Region
Departing Air Passengers Destinations by Region
(in thousands)

Destination Region	Baltimore Suburbs		Maryland Suburbs		Virginia Suburbs		Washington D.C.		Outlying Region		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Mid-Atlantic	299	33	172	19	256	29	161	18	5	1	894	4
New York	116	13	147	17	335	38	269	31	7	1	875	4
New England	446	22	378	19	664	33	485	24	45	2	2,018	9
Great Lakes	467	30	270	18	438	29	333	22	28	2	1,536	7
South-East	1,751	25	1,349	19	2,645	37	1,263	18	123	2	7,132	31
West	1,527	19	1,375	17	3,199	39	1,828	22	217	3	8,146	36
Sub-Total	**4,245**	**21**	**3,467**	**17**	**6,635**	**32**	**4,985**	**24**	**2,413**	**12**	**20,601**	**90**
International	277	12	481	21	1,000	43	515	22	33	1	2,306	10
Total	**4,483**	**20**	**3,835**	**17**	**7,434**	**32**	**5,434**	**24**	**2,656**	**12**	**22,907**	**100**

Source: 2011 Washington-Baltimore Regional Air Passenger Survey

Totals do not include passengers originating outside the air system planning region

Figure 23
Departing Air Passengers Domestic and International Destinations
2011



Source: 2011 Washington-Baltimore Regional Air Passenger Survey

Table 6
Annual 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	591	7%	206	3%	163	2%	961	4%	62%	21%	17%
New York	175	2%	497	6%	251	3%	923	4%	19%	54%	27%
New England	913	10%	882	11%	330	4%	2,125	9%	43%	42%	16%
Great Lakes	907	10%	528	6%	245	3%	1,680	7%	54%	31%	15%
South-East	3,393	39%	2,992	37%	1,430	19%	7,815	32%	43%	38%	18%
West	2,625	30%	2,964	36%	2,975	40%	8,563	35%	31%	35%	35%
Domestic Subtotal	**8,604**	**98%**	**8,070**	**99%**	**5,394**	**72%**	**22,067**	**90%**	**39%**	**37%**	**24%**
Eastern U.S.	5,979	68%	5,106	62%	2,419	32%	13,504	55%	44%	38%	18%
Western U.S	2,625	30%	2,964	36%	2,975	40%	8,563	35%	31%	35%	35%
Domestic Subtotal	**8,604**	**98%**	**8,070**	**99%**	**5,394**	**72%**	**22,067**	**90%**	**39%**	**37%**	**24%**
International	**154**	**2%**	**117**	**1%**	**2,099**	**28%**	**2,370**	**10%**	**7%**	**5%**	**89%**
Total	**8,758**	**100%**	**8,186**	**100%**	**7,493**	**100%**	**24,437**	**100%**	**36%**	**33%**	**31%**

Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

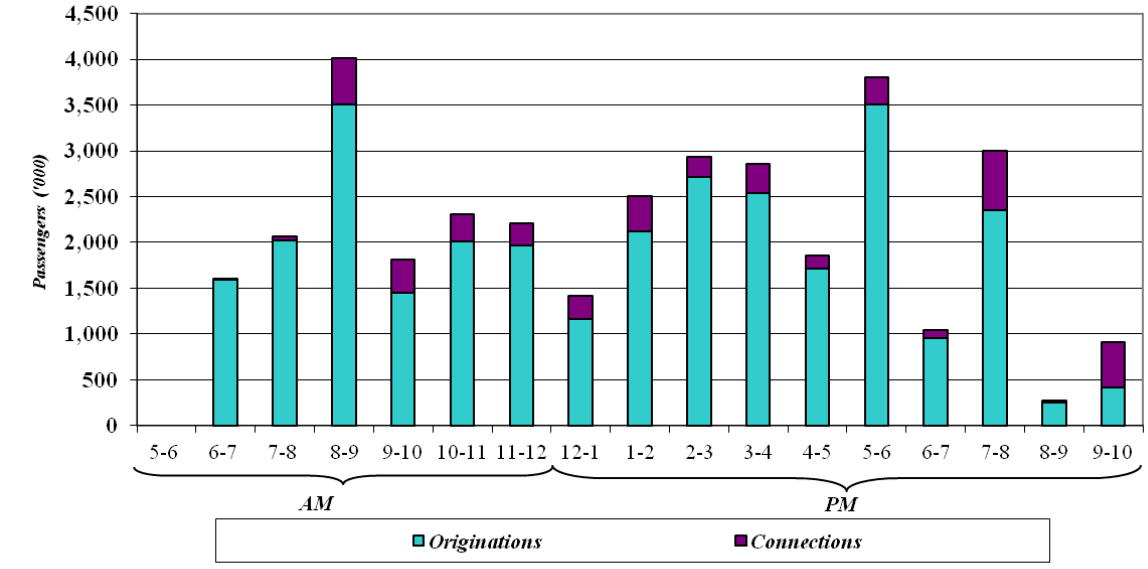
Departures by Time of Day (Survey Question B-3)

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.

DCA'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 8:00 AM and 11:00 AM., and 3:00 P.M. and 8:00 P.M.

The generally high number of departing passengers every hour between 8:00 AM and 6:00 PM reflects the "slot" and "high density" rules that are in effect at DCA. 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 eight hours during which Reagan National handled between 2,000 and 3,500 passengers, although the overall peak hours were 8-9 AM and 5–6 PM when almost 3,500 passengers departed.

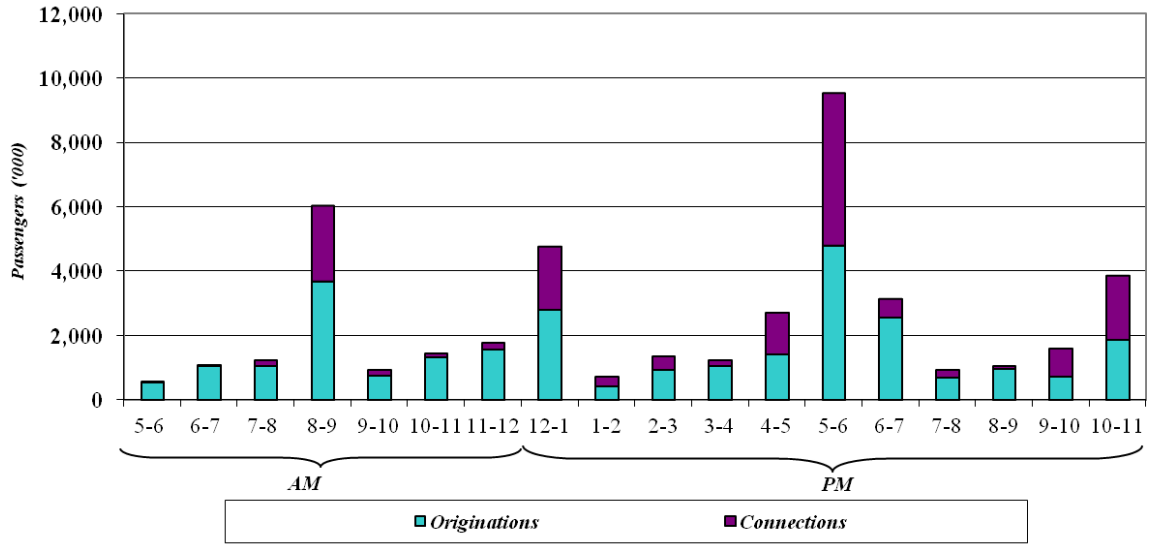
Figure 24
Diurnal Passenger Distribution at Reagan National Airport
2011



Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

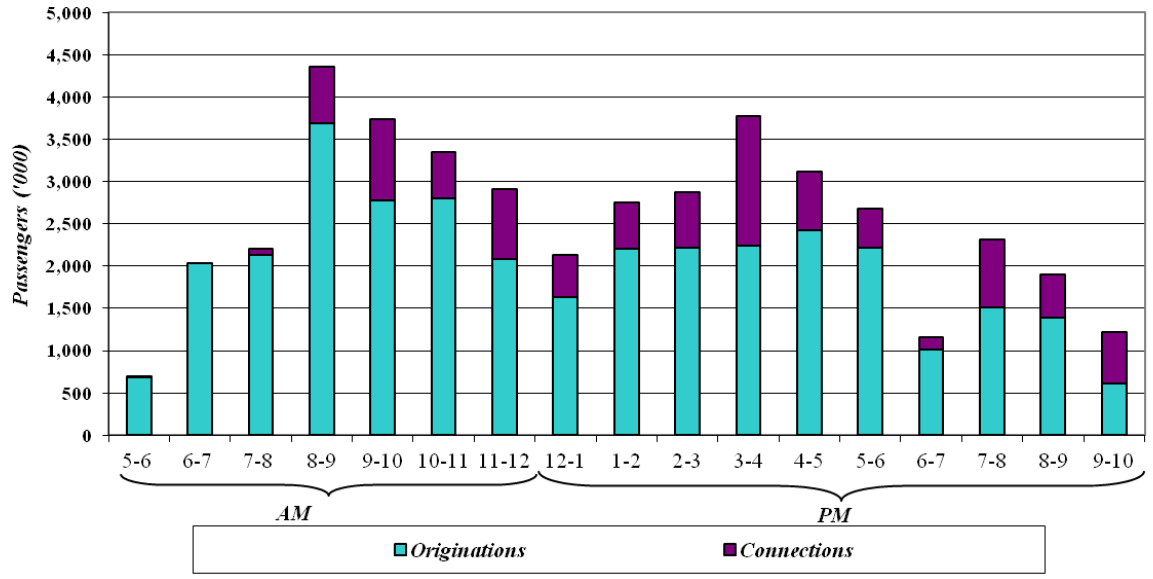
The distributions for both IAD and BWI, however, characterize airports that are dominated by hub-style activity. The peaks and valleys indicate the phenomenon of inbound flights from the airlines' "spoke" cities are arriving and then departures occurring en masse. The morning peak occurs once connections have been made and the first "bank" of flights departs. Both airports exhibited several additional peaks throughout the day as other "banks" of flights departed.

Figure 25
Diurnal Passenger Distribution at Dulles Airport
2011



Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

Figure 26
Diurnal Passenger Distribution at BWI Marshall Airport
2011



Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

The overall peak for IAD was between 5-6 PM, when more than 9,500 passengers departed. Note that during the hours before this afternoon peak (4-5 PM), there was very little departing passenger activity at IAD. This is indicative of the high number of long haul flights that serve IAD. These flights (typically to and from the west coast and international destinations) normally arrive in the early afternoon and depart during the late afternoon peak. This high level of activity in the late afternoon at IAD (between 4:00 PM and 8:00 PM) is characteristic of airports that handle significant amounts of long-haul activity.

BWI also displays characteristics of a hub airport with significant amounts of long-haul activity, but the activity is more widely dispersed through the day than at Dulles. The AM peak hour at BWI Marshall was 8:00-9:00 AM, during which nearly 4,300 passengers departed, and the PM peak hours between 3:00-4:00 PM with more than 3,700 departures per hour. There were "banks" of flights at 9:00-11:00 AM, 1:00-3:00 PM, 4:00-6:00 PM, and 7:00-9:00 PM.

Washington and Baltimore City Centers

The characteristics of air passengers originating in the major downtown centers in Baltimore and the Washington, D.C. area are analyzed in this section. The Baltimore downtown center includes all of the city of Baltimore, and the Washington downtown center includes the District of Columbia, Arlington County, and the City of Alexandria.

Table 7 displays airport use by originating passengers from the two activity centers as well as the remaining zones in the region. Although the number of air passengers from the Baltimore downtown center accounts for only five percent of the regional total, it is nearly 48 percent of all passengers from the Baltimore metropolitan area. The vast majority of air passenger originations, 95%, from downtown Baltimore used BWI for their departing trips. In the Washington downtown and surrounding area, the K Street corridor, the areas around Union Station, L'Enfant Plaza, Georgetown, Rosslyn, the Pentagon, and Crystal City are included in the activity center. The Washington downtown core generated 7.7 million air passengers in 2011, 63 percent of whom used DCA. In contrast to Baltimore, more downtown Washington passengers went to airports further away. This is a result of more practical choices in Washington, but higher ticket prices and fewer flight options at DCA.

Table 7
Washington-Baltimore Air System Region
Airport Usage From Major Downtown Activity Centers
(in thousands)

Airport Used	Baltimore Downtown Center		Washington Downtown Center		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
BWI	1,234	95%	910	12%	6,614	43%	8,758	**36%**
DCA	21	2%	4,908	63%	3,286	21%	8,215	**34%**
IAD	48	4%	1,950	25%	5,495	36%	7,493	**31%**
Total	**1,304**	**100%**	**7,768**	**100%**	**15,395**	**100%**	**24,466**	**100%**

Note: The Washington downtown center includes the District of Columbia, Arlington County and City of Alexandria.
The Baltimore downtown center includes the City of Baltimore.
All Other includes externals outside the Washington-Baltimore Air System Planning Region.
Source: 2011 Washington-Baltimore Regional Air Passenger Survey

Business travel is the trip purpose for 47 percent of the passengers from the Baltimore downtown center and 51 percent of the passengers from the Washington downtown center. Table 8 displays a breakdown of trip purpose for passengers from these centers. Business related trips from the these two downtown centers are higher than the regional average of 39 percent, primarily due to the high concentration of government (Federal, state, and local) and private sector employment that is located within the activity centers.

Table 8
Washington-Baltimore Air System Region
Trip Purpose from Major Downtown Activity Centers
(in thousands)

Trip Purpose	Baltimore Dowtown Center		Washington Downtown Center		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Business (Feds)	189	15%	1,659	21%	2,453	16%	4,301	**18%**
Business (St./Local)	31	2%	253	3%	239	2%	523	**2%**
Business (Non-Govt)	393	30%	2,080	27%	3,276	21%	5,749	**23%**
Vacation	209	16%	1,350	17%	3,514	23%	5,072	**21%**
Personal	343	26%	1,632	21%	4,653	30%	6,628	**27%**
Student	51	4%	262	3%	352	2%	666	**3%**
Other	87	7%	532	7%	908	6%	1,527	**6%**
Total	**1,304**	**100%**	**7,768**	**100%**	**15,395**	**100%**	**24,466**	**100%**

Note: The Washington downtown center includes the District of Columbia, Arlington County and City of Alexandria.
The Baltimore downtown center includes the City of Baltimore.
All Other includes externals outside the Washington-Baltimore Air System Planning Region.
Source: 2011 Washington-Baltimore Regional Air Passenger Survey

As seen in Table 9 below, the Washington and Baltimore downtown centers display higher percentages of passengers leaving hotels and motels than the region as a whole and much lower percentages leaving from a private residence. Both downtown centers had a majority of passengers traveling to the airport from a hotel or motel, 41 percent in the Baltimore and 44 percent in the Washington downtown center, compared with only 16 percent of passengers originating from the rest of the region. Air passengers leaving from private residences followed the opposite pattern with 71 percent of non-downtown passengers leaving from a home and 44 and 38 percent of passengers leaving from Baltimore and Washington respectively. Places of employment or other business locations generated 14 percent of the passengers from the Washington activity center and 9 percent from the Baltimore activity center. The regional average was 10 percent.

Table 9
Washington-Baltimore Air System Region
Trip Origin Activity from Major Downtown Activity Centers
(in thousands)

Origin Activity	Baltimore Downtown Center		Washington Downtown Center		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Residence	576	44%	2,929	38%	10,936	71%	14,441	**59%**
Hotel/Motel	530	41%	3,409	44%	2,466	16%	6,405	**26%**
Regular Employment	44	3%	538	7%	628	4%	1,210	**5%**
Other Business	80	6%	532	7%	690	4%	1,302	**5%**
Other	74	6%	359	5%	676	4%	1,109	**5%**
Total	**1,304**	**100%**	**7,768**	**100%**	**15,395**	**100%**	**24,466**	**100%**

Note: The Washington downtown center includes the District of Columbia, Arlington County and City of Alexandria.

The Baltimore downtown center includes the City of Baltimore.

All Other includes externals outside the Washington-Baltimore Air System Planning Region.

Source: 2011 Washington-Baltimore Regional Air Passenger Survey

The most heavily used mode of access to the airports from the Washington activity center is taxicab and it is the second most heavily used mode from the Baltimore activity center. Washington differs significantly from the region as a whole, where only 30 percent of total passengers used automobiles (private and rental) to access the airports. Table 10 illustrates the mode of access breakdown. In the Baltimore center, 22 percent of the passengers used taxicabs, and this figure is dwarfed by the 35 percent in the Washington center.

Passengers from both activity centers also used the airport limousine service at a higher rate (13 and 14 percent respectively) than in other parts of the region (8 percent). The use of mass transit from the Washington center reflects the same figure (17 percent) of overall Metrorail usage at DCA. This is likely due to the extensive coverage provided by the Metrorail system in the activity center area.

Table 10
Washington-Baltimore Air System Region
Mode of Access from Major Downtown Activity Centers
(in thousands)

Mode of Access	Baltimore Downtown Center		Washington Downtown Center		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Auto	538	41%	1,877	24%	9,767	63%	12,181	**50%**
Rental Auto	173	13%	482	6%	2,140	14%	2,795	**11%**
Taxicab	283	22%	2,744	35%	1,184	8%	4,211	**17%**
Public Transportation	90	7%	1,304	17%	489	3%	1,883	**8%**
Airport Bus or Limousine	175	13%	1,058	14%	1,205	8%	2,438	**10%**
Other	44	3%	303	4%	610	4%	958	**4%**
Total	**1,304**	**100%**	**7,768**	**100%**	**15,395**	**100%**	**24,466**	**100%**

Note: The Washington downtown center includes the District of Columbia, Arlington County and City of Alexandria.

The Baltimore downtown center includes the City of Baltimore.

All Other includes externals outside the Washington-Baltimore Air System Planning Region.

Source: 2011 Washington-Baltimore Regional Air Passenger Survey

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, O lney
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
2011 Washington-Baltimore Air Passenger Survey
Air Passenger Originations by AAZ

AAZ	BWI No.	BWI %	DCA No.	DCA %	IAD No.	IAD %	Total
1	3,361	19	12,022	69	2,141	12	17,524
2	20,364	14	93,283	63	35,326	24	148,973
3	171,545	11	1,000,657	65	372,537	24	1,544,739
4	130,357	12	631,103	59	316,993	29	1,078,453
5	18,552	9	122,843	59	66,549	32	207,944
6	26,090	10	174,712	65	69,686	26	270,488
7	0	0	30,230	33	62,025	67	92,255
8	9,432	16	22,200	38	26,070	45	57,702
9	17,200	13	63,497	49	49,152	38	129,849
10	27,675	21	59,293	45	45,140	34	132,108
11	14,944	19	49,854	64	13,435	17	78,233
12	25,521	21	56,093	47	37,520	31	119,134
13	10,796	8	88,817	69	28,511	22	128,124
14	30,484	26	64,469	56	21,203	18	116,156
15	42,454	29	94,001	63	11,723	8	148,178
16	67,174	26	148,778	58	41,094	16	257,046
17	24,695	45	23,415	43	6,493	12	54,603
18	25,044	13	114,872	58	59,811	30	199,727
19	9,059	18	33,715	68	7,144	14	49,918
20	1,416	6	16,528	64	7,799	30	25,743
21	0	0	0	0	1,391	100	1,391
22	32,471	6	436,819	82	60,266	11	529,556
23	6,858	5	119,804	83	18,343	13	145,005
24	0	0	52,331	73	19,186	27	71,517
25	9,937	4	167,645	69	67,026	27	244,608
26	26,824	6	294,008	68	110,667	26	431,499
27	30,235	13	112,591	50	83,605	37	226,431
28	37,577	9	223,523	56	134,958	34	396,058
29	8,947	12	61,395	83	3,786	5	74,128
30	15,043	9	126,514	73	31,223	18	172,780
31	41,567	10	278,184	69	82,263	20	402,014
32	12,644	37	21,329	62	424	1	34,397
33	12,090	7	113,087	62	56,227	31	181,404
34	31,391	11	130,864	44	132,119	45	294,374
35	16,635	8	166,918	76	35,486	16	219,039
36	59,585	16	228,729	61	83,812	23	372,126
37	30,912	9	171,329	52	129,409	39	331,650
38	24,006	10	64,399	28	143,802	62	232,207
39	0	0	42,427	57	31,486	43	73,913
40	3,078	2	14,023	8	163,916	91	181,017
41	9,172	3	107,256	36	181,869	61	298,297
42	9,776	15	3,854	6	50,251	79	63,881
43	26,376	5	63,802	11	483,336	84	573,514
44	12,375	3	19,887	5	379,676	92	411,938
45	16,941	7	43,373	17	188,693	76	249,007
46	20,782	9	68,200	30	141,889	61	230,871
47	26,283	12	93,677	41	106,401	47	226,361
48	18,261	27	22,334	34	25,876	39	66,471
49	27,803	21	56,385	43	46,694	36	130,882
50	50,318	29	78,060	46	42,943	25	171,321
51	7,572	17	20,722	46	16,662	37	44,956
52	35,213	25	70,544	50	34,212	24	139,969
53	24,573	21	40,539	34	52,738	45	117,850
54	37,185	20	96,458	53	49,911	27	183,554
55	43,915	29	53,185	35	56,251	37	153,351
56	31,731	33	24,819	26	39,620	41	96,170
57	46,121	25	60,617	33	75,920	42	182,658
58	54,518	28	54,168	27	88,803	45	197,489
59	90,008	66	27,550	20	18,667	14	136,225
60	37,755	43	27,326	31	23,352	26	88,433
61	24,263	45	15,328	29	13,839	26	53,430
62	71,546	52	46,872	34	20,339	15	138,757
63	64,050	74	8,649	10	14,389	17	87,088
64	84,208	44	57,129	30	48,124	25	189,461
65	27,509	34	34,525	43	18,904	23	80,938
66	52,616	44	28,239	24	38,566	32	119,421
67	27,051	32	40,771	48	16,276	19	84,098
68	32,646	64	11,719	23	7,034	14	51,399
69	42,632	40	40,602	38	23,131	22	106,365
70	44,089	48	45,027	49	2,406	3	91,522
71	15,760	29	3,887	7	34,002	63	53,649
72	1,851	68	864	32	0	0	2,715
73	87,019	82	6,898	6	12,353	12	106,270
74	42,093	70	13,175	22	4,685	8	59,953
75	65,332	72	15,184	17	10,186	11	90,702
76	57,590	71	10,448	13	13,490	17	81,528
77	32,518	68	9,154	19	6,263	13	47,935
78	23,485	47	25,104	50	1,478	3	50,067
79	58,460	62	26,727	28	9,291	10	94,478
80	5,795	33	11,744	67	0	0	17,539
81	16,020	9	130,353	71	37,320	20	183,693
82	30,065	27	62,634	56	19,033	17	111,732

Table B-1 Cont.

2011 Washington-Baltimore Air Passenger Survey

Air Passenger Originations by AAZ

AAZ	BWI No.	BWI %	DCA No.	DCA %	IAD No.	IAD %	Total
83	9,431	9	61,582	60	31,479	31	102,492
84	5,819	7	25,011	29	54,791	64	85,621
85	6,901	4	67,583	41	90,452	55	164,936
86	6,895	6	20,751	19	79,817	74	107,463
87	10,626	11	26,049	27	59,549	62	96,224
88	2,414	2	3,216	2	128,712	96	134,342
89	3,903	4	11,228	10	92,760	86	107,891
90	2,315	7	5,326	16	25,532	77	33,173
91	10,614	10	12,727	13	77,800	77	101,141
92	8,657	3	6,550	3	235,583	94	250,790
93	17,653	5	31,814	8	336,814	87	386,281
94	11,290	7	7,841	5	144,663	88	163,794
95	114,761	85	9,561	7	10,821	8	135,143
96	56,711	56	0	0	43,757	44	100,468
97	58,769	61	26,616	27	11,439	12	96,824
98	134,691	84	3,046	2	22,071	14	159,808
99	93,886	93	0	0	7,153	7	101,039
100	57,998	87	513	1	7,999	12	66,510
101	32,673	97	0	0	952	3	33,625
102	28,630	79	0	0	7,660	21	36,290
103	70,963	98	0	0	1,787	2	72,750
104	102,087	92	1,720	2	7,677	7	111,484
105	49,187	94	1,787	3	1,620	3	52,594
106	119,008	80	10,686	7	18,738	13	148,432
107	36,112	95	0	0	1,877	5	37,989
108	167,341	92	11,586	6	3,515	2	182,442
109	129,058	96	0	0	5,686	4	134,744
110	29,547	100	0	0	0	0	29,547
111	42,304	95	2,243	5	0	0	44,547
112	346,159	98	3,982	1	1,434	0	351,575
113	41,221	97	0	0	1,399	3	42,620
114	6,032	100	0	0	0	0	6,032
115	65,182	96	0	0	2,770	4	67,952
116	13,624	85	0	0	2,419	15	16,043
117	107,149	84	1,847	1	17,949	14	126,945
118	106,309	82	801	1	21,828	17	128,938
119	125,854	83	8,660	6	16,926	11	151,440
120	168,033	88	5,481	3	16,429	9	189,943
121	46,662	77	6,994	12	6,905	11	60,561
122	54,376	74	3,623	5	15,289	21	73,288
123	89,000	60	34,832	24	24,015	16	147,847
124	32,908	46	35,527	50	3,088	4	71,523
125	44,387	55	22,130	27	14,083	17	80,600
126	3,731	28	9,475	72	0	0	13,206
127	4,694	8	38,532	69	12,829	23	56,055
128	19,094	30	26,265	41	18,042	28	63,401
129	6,184	5	65,113	48	64,013	47	135,310
130	2,130	2	6,860	7	83,643	90	92,633
131	0	0	1,583	30	3,676	70	5,259
132	14,798	18	20,702	26	44,943	56	80,443
133	404,885	96	2,039	0	14,669	3	421,593
134	132,594	98	1,224	1	1,453	1	135,271
135	48,154	99	475	1	0	0	48,629
136	27,581	96	1,008	4	0	0	28,589
137	52,592	93	0	0	4,115	7	56,707
138	50,096	89	0	0	6,010	11	56,106
139	39,806	92	3,239	8	0	0	43,045
140	93,204	94	6,328	6	0	0	99,532
141	140,037	91	2,662	2	10,949	7	153,648
142	6,059	100	0	0	0	0	6,059
143	65,160	91	0	0	6,468	9	71,628
144	158,408	95	3,220	2	4,706	3	166,334
145	15,329	93	1,113	7	0	0	16,442
146	6,907	100	0	0	0	0	6,907
147	13,076	100	0	0	0	0	13,076
148	26,991	100	0	0	0	0	26,991
149	86,799	92	2,746	3	4,551	5	94,096
150	39,784	92	0	0	3,574	8	43,358
151	140,272	90	10,519	7	4,539	3	155,330
152	57,705	93	3,730	6	545	1	61,980
153	59,420	67	0	0	29,904	33	89,324
154	104,477	94	1,715	2	4,521	4	110,713
155	119,865	100	0	0	378	0	120,243
156	11,117	79	2,998	21	0	0	14,115
157	116,784	96	3,970	3	617	1	121,371
158	94,596	99	840	1	0	0	95,436
159	101,553	94	2,315	2	4,483	4	108,351
160	154,730	99	0	0	913	1	155,643
161	9,509	100	0	0	0	0	9,509
Total	**7,704,500**	**34**	**8,094,074**	**35**	**7,109,399**	**31**	**22,907,973**

APPENDIX C

Air Passenger Originations

Home and Non-Home by AAZ

Table C-1
2011 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	17,524	100	17,524
2	16,644	11	132,329	89	148,973
3	128,570	8	1,416,169	92	1,544,739
4	217,638	20	860,815	80	1,078,453
5	63,246	30	144,698	70	207,944
6	100,959	37	169,529	63	270,488
7	86,553	94	5,702	6	92,255
8	41,015	71	16,687	29	57,702
9	97,553	75	32,296	25	129,849
10	105,356	80	26,752	20	132,108
11	74,940	96	3,293	4	78,233
12	107,636	90	11,498	10	119,134
13	106,735	83	21,389	17	128,124
14	76,160	66	39,996	34	116,156
15	47,755	32	100,423	68	148,178
16	160,272	62	96,774	38	257,046
17	44,321	81	10,282	19	54,603
18	17,150	9	182,577	91	199,727
19	33,429	67	16,489	33	49,918
20	15,271	59	10,472	41	25,743
21	0	0	1,391	100	1,391
22	64,562	12	464,994	88	529,556
23	75,564	52	69,441	48	145,005
24	2,598	4	68,919	96	71,517
25	55,706	23	188,902	77	244,608
26	195,658	45	235,841	55	431,499
27	217,195	96	9,236	4	226,431
28	284,226	72	111,832	28	396,058
29	55,550	75	18,578	25	74,128
30	149,396	86	23,384	14	172,780
31	143,605	36	258,409	64	402,014
32	18,268	53	16,129	47	34,397
33	125,918	69	55,486	31	181,404
34	267,450	91	26,924	9	294,374
35	171,740	78	47,299	22	219,039
36	312,467	84	59,659	16	372,126
37	325,925	98	5,725	2	331,650
38	189,230	81	42,977	19	232,207
39	18,038	24	55,875	76	73,913
40	155,923	86	25,094	14	181,017
41	218,787	73	79,510	27	298,297

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
42	10,386	16	53,495	84	63,881
43	499,783	87	73,731	13	573,514
44	116,491	28	295,447	72	411,938
45	211,870	85	37,137	15	249,007
46	29,365	13	201,506	87	230,871
47	166,648	74	59,713	26	226,361
48	64,405	97	2,066	3	66,471
49	125,917	96	4,965	4	130,882
50	75,497	44	95,824	56	171,321
51	33,719	75	11,237	25	44,956
52	21,264	15	118,705	85	139,969
53	49,705	42	68,145	58	117,850
54	70,759	39	112,795	61	183,554
55	78,679	51	74,672	49	153,351
56	48,188	50	47,982	50	96,170
57	155,487	85	27,171	15	182,658
58	179,958	91	17,531	9	197,489
59	133,142	98	3,083	2	136,225
60	88,433	100	0	0	88,433
61	48,614	91	4,816	9	53,430
62	136,245	98	2,512	2	138,757
63	86,485	99	603	1	87,088
64	165,619	87	23,842	13	189,461
65	74,077	92	6,861	8	80,938
66	103,320	87	16,101	13	119,421
67	34,239	41	49,859	59	84,098
68	47,924	93	3,475	7	51,399
69	80,257	75	26,108	25	106,365
70	49,537	54	41,985	46	91,522
71	31,837	59	21,812	41	53,649
72	1,262	46	1,453	54	2,715
73	81,383	77	24,887	23	106,270
74	32,862	55	27,091	45	59,953
75	88,186	97	2,516	3	90,702
76	66,155	81	15,373	19	81,528
77	35,216	73	12,719	27	47,935
78	50,067	100	0	0	50,067
79	71,809	76	22,669	24	94,478
80	14,453	82	3,086	18	17,539
81	17,055	9	166,638	91	183,693
82	90,921	81	20,811	19	111,732

Table C-2
2011 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Home and Non-Home by AAZ

Cont.

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
83	69,427	68	33,065	32	102,492
84	52,422	61	33,199	39	85,621
85	156,857	95	8,079	5	164,936
86	92,449	86	15,014	14	107,463
87	75,017	78	21,207	22	96,224
88	97,292	72	37,050	28	134,342
89	104,579	97	3,312	3	107,891
90	0	0	33,173	100	33,173
91	99,150	98	1,991	2	101,141
92	69,646	28	181,144	72	250,790
93	295,954	77	90,327	23	386,281
94	139,275	85	24,519	15	163,794
95	123,399	91	11,744	9	135,143
96	53,630	53	46,838	47	100,468
97	76,317	79	20,507	21	96,824
98	143,573	90	16,235	10	159,808
99	84,799	84	16,240	16	101,039
100	60,577	91	5,933	9	66,510
101	32,739	97	886	3	33,625
102	33,335	92	2,955	8	36,290
103	56,189	77	16,561	23	72,750
104	81,568	73	29,916	27	111,484
105	42,989	82	9,605	18	52,594
106	105,412	71	43,020	29	148,432
107	22,241	59	15,748	41	37,989
108	143,503	79	38,939	21	182,442
109	85,392	63	49,352	37	134,744
110	3,595	12	25,952	88	29,547
111	2,243	5	42,304	95	44,547
112	13,347	4	338,228	96	351,575
113	23,517	55	19,103	45	42,620
114	1,453	24	4,579	76	6,032
115	58,755	86	9,197	14	67,952
116	12,165	76	3,878	24	16,043
117	117,901	93	9,044	7	126,945
118	109,169	85	19,769	15	128,938
119	65,504	43	85,936	57	151,440
120	142,483	75	47,460	25	189,943
121	57,518	95	3,043	5	60,561
122	66,405	91	6,883	9	73,288
123	117,181	79	30,666	21	147,847
124	58,201	81	13,322	19	71,523
125	48,459	60	32,141	40	80,600
126	11,431	87	1,775	13	13,206
127	54,737	98	1,318	2	56,055
128	43,274	68	20,127	32	63,401
129	109,581	81	25,729	19	135,310
130	76,227	82	16,406	18	92,633
131	5,259	100	0	0	5,259
132	45,093	56	35,350	44	80,443
133	34,688	8	386,905	92	421,593
134	60,846	45	74,425	55	135,271
135	22,816	47	25,813	53	48,629
136	21,449	75	7,140	25	28,589
137	48,827	86	7,880	14	56,707
138	33,722	60	22,384	40	56,106
139	15,477	36	27,568	64	43,045
140	63,101	63	36,431	37	99,532
141	139,724	91	13,924	9	153,648
142	6,059	100	0	0	6,059
143	34,352	48	37,276	52	71,628
144	78,933	47	87,401	53	166,334
145	15,666	95	776	5	16,442
146	6,907	100	0	0	6,907
147	10,724	82	2,352	18	13,076
148	17,451	65	9,540	35	26,991
149	55,034	58	39,062	42	94,096
150	39,603	91	3,755	9	43,358
151	128,498	83	26,832	17	155,330
152	52,898	85	9,082	15	61,980
153	81,918	92	7,406	8	89,324
154	61,589	56	49,124	44	110,713
155	93,553	78	26,690	22	120,243
156	11,117	79	2,998	21	14,115
157	100,591	83	20,780	17	121,371
158	88,443	93	6,993	7	95,436
159	103,168	95	5,183	5	108,351
160	99,568	64	56,075	36	155,643
161	5,393	57	4,116	43	9,509
Total	**13,329,572**	**58**	**9,578,401**	**42**	**22,907,973**

APPENDIX D

Air Passenger Originations

Work and Non-Work Purpose by AAZ

Table D-1
2011 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Work and Non-Work Purpose by AAZ

AAZ	Work		Non-Work		Total
	No.	%	No.	%	No.
1	5,258	30	12,266	70	17,524
2	91,041	61	57,932	39	148,973
3	1,009,204	65	535,535	35	1,544,739
4	559,094	52	519,359	48	1,078,453
5	105,738	51	102,206	49	207,944
6	136,710	51	133,778	49	270,488
7	54,581	59	37,674	41	92,255
8	18,523	32	39,179	68	57,702
9	56,974	44	72,875	56	129,849
10	45,029	34	87,079	66	132,108
11	24,871	32	53,362	68	78,233
12	45,528	38	73,606	62	119,134
13	54,762	43	73,362	57	128,124
14	42,190	36	73,966	64	116,156
15	62,098	42	86,080	58	148,178
16	116,755	45	140,291	55	257,046
17	12,902	24	41,701	76	54,603
18	109,597	55	90,130	45	199,727
19	22,821	46	27,097	54	49,918
20	4,869	19	20,874	81	25,743
21	1,121	81	270	19	1,391
22	321,778	61	207,778	39	529,556
23	68,145	47	76,860	53	145,005
24	34,921	49	36,596	51	71,517
25	117,226	48	127,382	52	244,608
26	229,758	53	201,741	47	431,499
27	82,306	36	144,125	64	226,431
28	141,027	36	255,031	64	396,058
29	27,634	37	46,494	63	74,128
30	60,595	35	112,185	65	172,780
31	243,056	60	158,958	40	402,014
32	11,376	33	23,021	67	34,397
33	74,562	41	106,842	59	181,404
34	99,176	34	195,198	66	294,374
35	77,617	35	141,422	65	219,039
36	141,569	38	230,557	62	372,126
37	91,048	27	240,602	73	331,650
38	95,297	41	136,910	59	232,207
39	45,905	62	28,008	38	73,913
40	57,004	31	124,013	69	181,017
41	124,034	42	174,263	58	298,297

AAZ	Work		Non-Work		Total
	No.	%	No.	%	No.
42	40,654	64	23,227	36	63,881
43	177,249	31	396,265	69	573,514
44	244,653	59	167,285	41	411,938
45	109,101	44	139,906	56	249,007
46	154,235	67	76,636	33	230,871
47	72,874	32	153,487	68	226,361
48	27,078	41	39,393	59	66,471
49	28,973	22	101,909	78	130,882
50	78,298	46	93,023	54	171,321
51	14,581	32	30,375	68	44,956
52	68,336	49	71,633	51	139,969
53	77,122	65	40,728	35	117,850
54	113,271	62	70,283	38	183,554
55	82,452	54	70,899	46	153,351
56	45,389	47	50,781	53	96,170
57	60,238	33	122,420	67	182,658
58	60,469	31	137,020	69	197,489
59	45,274	33	90,951	67	136,225
60	21,603	24	66,830	76	88,433
61	20,050	38	33,380	62	53,430
62	19,248	14	119,509	86	138,757
63	20,273	23	66,815	77	87,088
64	65,295	34	124,166	66	189,461
65	30,998	38	49,940	62	80,938
66	29,229	24	90,192	76	119,421
67	34,297	41	49,801	59	84,098
68	17,118	33	34,281	67	51,399
69	35,772	34	70,593	66	106,365
70	39,703	43	51,819	57	91,522
71	24,671	46	28,978	54	53,649
72	398	15	2,317	85	2,715
73	35,693	34	70,577	66	106,270
74	36,389	61	23,564	39	59,953
75	32,603	36	58,099	64	90,702
76	37,986	47	43,542	53	81,528
77	11,333	24	36,602	76	47,935
78	11,032	22	39,035	78	50,067
79	29,423	31	65,055	69	94,478
80	3,059	17	14,480	83	17,539
81	140,295	76	43,398	24	183,693
82	43,342	39	68,390	61	111,732

Table D-1
2011 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	43,631	43	58,861	57	102,492
84	27,625	32	57,996	68	85,621
85	45,511	28	119,425	72	164,936
86	26,644	25	80,819	75	107,463
87	27,820	29	68,404	71	96,224
88	37,282	28	97,060	72	134,342
89	38,772	36	69,119	64	107,891
90	13,757	41	19,416	59	33,173
91	30,457	30	70,684	70	101,141
92	120,200	48	130,590	52	250,790
93	152,266	39	234,015	61	386,281
94	68,441	42	95,353	58	163,794
95	56,546	42	78,597	58	135,143
96	37,648	37	62,820	63	100,468
97	34,270	35	62,554	65	96,824
98	54,798	34	105,010	66	159,808
99	47,300	47	53,739	53	101,039
100	23,090	35	43,420	65	66,510
101	11,207	33	22,418	67	33,625
102	11,600	32	24,690	68	36,290
103	30,084	41	42,666	59	72,750
104	49,107	44	62,377	56	111,484
105	20,887	40	31,707	60	52,594
106	61,928	42	86,504	58	148,432
107	12,855	34	25,134	66	37,989
108	61,729	34	120,713	66	182,442
109	57,988	43	76,756	57	134,744
110	13,704	46	15,843	54	29,547
111	24,887	56	19,660	44	44,547
112	161,188	46	190,387	54	351,575
113	10,011	23	32,609	77	42,620
114	2,462	41	3,570	59	6,032
115	16,302	24	51,650	76	67,952
116	6,739	42	9,304	58	16,043
117	37,099	29	89,846	71	126,945
118	39,655	31	89,283	69	128,938
119	73,378	48	78,062	52	151,440
120	56,416	30	133,527	70	189,943
121	25,268	42	35,293	58	60,561
122	19,055	26	54,233	74	73,288
123	62,455	42	85,392	58	147,847
124	22,854	32	48,669	68	71,523
125	14,384	18	66,216	82	80,600
126	7,760	59	5,446	41	13,206
127	22,525	40	33,530	60	56,055
128	14,891	23	48,510	77	63,401
129	45,123	33	90,187	67	135,310
130	44,517	48	48,116	52	92,633
131	2,072	39	3,187	61	5,259
132	45,446	56	34,997	44	80,443
133	250,936	60	170,657	40	421,593
134	73,575	54	61,696	46	135,271
135	20,261	42	28,368	58	48,629
136	6,056	21	22,533	79	28,589
137	19,563	34	37,144	66	56,707
138	26,751	48	29,355	52	56,106
139	12,042	28	31,003	72	43,045
140	32,612	33	66,920	67	99,532
141	48,582	32	105,066	68	153,648
142	1,564	26	4,495	74	6,059
143	41,347	58	30,281	42	71,628
144	72,479	44	93,855	56	166,334
145	7,409	45	9,033	55	16,442
146	5,146	75	1,761	25	6,907
147	2,869	22	10,207	78	13,076
148	11,781	44	15,210	56	26,991
149	32,389	34	61,707	66	94,096
150	20,401	47	22,957	53	43,358
151	51,205	33	104,125	67	155,330
152	25,310	41	36,670	59	61,980
153	33,140	37	56,184	63	89,324
154	56,660	51	54,053	49	110,713
155	39,070	32	81,173	68	120,243
156	7,250	51	6,865	49	14,115
157	32,948	27	88,423	73	121,371
158	28,525	30	66,911	70	95,436
159	30,614	28	77,737	72	108,351
160	69,878	45	85,765	55	155,643
161	4,039	42	5,470	58	9,509
Total	**9,999,793**	**44**	**12,908,180**	**56**	**22,907,973**

APPENDIX E

Air Passenger Originations

Airport Access Mode

By

AAZ

Table E-1
2011 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Airport Access Mode by AAZ

	Private Car		Rental Car		Taxi		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
AAZ	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
1	2,056	12	5,492	31	3,320	19	6,656	38	0	0	0	0	17,524
2	28,279	19	1,562	1	48,888	33	52,469	35	10,426	7	7,349	5	148,973
3	155,990	10	105,054	7	740,710	48	288,470	19	234,126	15	20,389	1	1,544,739
4	134,953	13	50,555	5	508,294	47	157,726	15	171,923	16	55,002	5	1,078,453
5	34,177	16	12,991	6	79,972	38	25,679	12	23,179	11	31,946	15	207,944
6	48,735	18	8,893	3	133,822	49	37,497	14	36,656	14	4,885	2	270,488
7	75,443	82	0	0	6,898	7	5,549	6	2,142	2	2,223	2	92,255
8	27,915	48	1,187	2	4,796	8	2,225	4	17,181	30	4,398	8	57,702
9	31,343	24	20,314	16	50,882	39	20,454	16	6,033	5	823	1	129,849
10	73,274	55	995	1	22,421	17	23,373	18	10,952	8	1,093	1	132,108
11	38,576	49	6,764	9	6,774	9	15,463	20	9,333	12	1,323	2	78,233
12	38,100	32	0	0	46,312	39	21,389	18	6,658	6	6,675	6	119,134
13	44,065	34	2,870	2	28,307	22	45,083	35	6,976	5	823	1	128,124
14	46,122	40	3,719	3	12,475	11	27,337	24	22,494	19	4,009	3	116,156
15	25,850	17	0	0	37,579	25	68,282	46	15,136	10	1,331	1	148,178
16	92,137	36	5,521	2	72,310	28	54,976	21	21,747	8	10,355	4	257,046
17	36,401	67	2,820	5	3,927	7	8,399	15	3,056	6	0	0	54,603
18	18,206	9	12,102	6	89,138	45	60,963	31	14,976	7	4,342	2	199,727
19	15,103	30	2,653	5	22,406	45	3,772	8	0	0	5,984	12	49,918
20	21,700	84	1,343	5	0	0	0	0	0	0	2,700	10	25,743
21	0	0	0	0	1,391	100	0	0	0	0	0	0	1,391
22	55,739	11	58,832	11	118,433	22	58,631	11	231,084	44	6,837	1	529,556
23	34,473	24	12,740	9	41,145	28	21,820	15	32,812	23	2,015	1	145,005
24	18,218	25	12,100	17	4,618	6	17,056	24	19,525	27	0	0	71,517
25	48,776	20	20,576	8	101,505	41	54,077	22	12,701	5	6,973	3	244,608
26	100,108	23	21,174	5	164,189	38	82,552	19	33,999	8	29,477	7	431,499
27	138,792	61	6,263	3	58,642	26	6,326	3	7,970	4	8,438	4	226,431
28	171,505	43	15,050	4	124,390	31	25,737	6	17,977	5	41,399	10	396,058
29	27,907	38	1,453	2	24,787	33	3,534	5	4,225	6	12,222	16	74,128
30	76,928	45	11,086	6	28,933	17	20,025	12	18,843	11	16,965	10	172,780
31	108,798	27	45,664	11	118,741	30	70,207	17	49,759	12	8,845	2	402,014
32	17,031	50	4,249	12	5,987	17	7,130	21	0	0	0	0	34,397
33	89,884	50	28,078	15	31,766	18	10,867	6	16,138	9	4,671	3	181,404
34	218,240	74	24,055	8	30,235	10	9,737	3	10,784	4	1,323	0	294,374
35	153,360	70	33,776	15	20,942	10	6,092	3	4,869	2	0	0	219,039
36	226,986	61	47,528	13	41,329	11	27,383	7	15,066	4	13,834	4	372,126
37	228,072	69	17,300	5	37,762	11	42,977	13	1,801	1	3,738	1	331,650
38	162,485	70	12,418	5	31,637	14	3,437	1	4,019	2	18,211	8	232,207
39	21,883	30	31,653	43	13,101	18	2,723	4	4,553	6	0	0	73,913
40	120,915	67	8,512	5	39,371	22	0	0	7,838	4	4,381	2	181,017
41	172,129	58	48,605	16	48,960	16	16,566	6	10,714	4	1,323	0	298,297

Table E-1
2011 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.
42	16,573	26	30,278	47	6,250	10	0	0	5,662	9	5,118	8	63,881
43	397,283	69	15,641	3	84,132	15	9,913	2	22,959	4	43,586	8	573,514
44	115,233	28	130,337	32	64,747	16	1,175	0	91,476	22	8,970	2	411,938
45	164,308	66	9,289	4	55,102	22	0	0	12,650	5	7,658	3	249,007
46	66,259	29	90,327	39	45,190	20	0	0	26,624	12	2,471	1	230,871
47	134,468	59	17,305	8	41,290	18	3,770	2	6,890	3	22,638	10	226,361
48	36,319	55	899	1	16,596	25	2,806	4	7,785	12	2,066	3	66,471
49	79,190	61	10,345	8	8,882	7	7,748	6	20,077	15	4,640	4	130,882
50	60,092	35	14,301	8	28,912	17	37,062	22	9,551	6	21,403	12	171,321
51	18,612	41	3,226	7	10,058	22	2,555	6	3,919	9	6,586	15	44,956
52	24,018	17	26,150	19	40,790	29	32,022	23	14,278	10	2,711	2	139,969
53	43,200	37	25,790	22	19,182	16	7,328	6	22,350	19	0	0	117,850
54	52,312	28	36,388	20	34,630	19	33,562	18	16,654	9	10,008	5	183,554
55	85,807	56	35,251	23	16,814	11	5,244	3	8,509	6	1,726	1	153,351
56	48,934	51	30,451	32	4,427	5	1,256	1	11,102	12	0	0	96,170
57	134,829	74	8,311	5	7,193	4	3,155	2	13,815	8	15,355	8	182,658
58	142,797	72	7,020	4	16,640	8	4,102	2	20,274	10	6,656	3	197,489
59	116,389	85	3,188	2	6,418	5	6,868	5	0	0	3,362	2	136,225
60	76,201	86	1,367	2	1,021	1	5,516	6	4,328	5	0	0	88,433
61	34,969	65	0	0	2,709	5	6,057	11	8,476	16	1,219	2	53,430
62	109,370	79	11,715	8	939	1	3,877	3	12,856	9	0	0	138,757
63	72,472	83	1,895	2	5,404	6	4,178	5	3,139	4	0	0	87,088
64	125,304	66	17,188	9	10,292	5	16,328	9	14,052	7	6,297	3	189,461
65	46,933	58	3,003	4	8,699	11	14,790	18	7,513	9	0	0	80,938
66	79,429	67	3,112	3	19,304	16	11,369	10	3,261	3	2,946	2	119,421
67	24,010	29	13,918	17	17,298	21	16,009	19	3,530	4	9,333	11	84,098
68	31,705	62	2,647	5	5,380	10	4,820	9	6,847	13	0	0	51,399
69	67,710	64	2,219	2	6,392	6	13,918	13	4,451	4	11,675	11	106,365
70	39,990	44	10,351	11	8,545	9	17,308	19	4,113	4	11,215	12	91,522
71	29,257	55	14,767	28	6,878	13	1,680	3	1,067	2	0	0	53,649
72	2,715	100	0	0	0	0	0	0	0	0	0	0	2,715
73	81,224	76	18,938	18	2,783	3	0	0	1,548	1	1,777	2	106,270
74	33,340	56	19,611	33	2,430	4	4,572	8	0	0	0	0	59,953
75	81,598	90	3,616	4	0	0	4,102	5	1,386	2	0	0	90,702
76	65,609	80	5,725	7	0	0	0	0	2,290	3	7,904	10	81,528
77	30,442	64	12,783	27	2,585	5	1,226	3	0	0	899	2	47,935
78	42,099	84	2,760	6	0	0	0	0	5,208	10	0	0	50,067
79	65,933	70	18,030	19	0	0	804	1	7,144	8	2,567	3	94,478
80	8,499	48	1,108	6	0	0	4,106	23	3,826	22	0	0	17,539
81	29,171	16	44,458	24	51,664	28	2,610	1	50,836	28	4,954	3	183,693
82	72,230	65	13,498	12	5,038	5	5,206	5	11,717	10	4,043	4	111,732

Table E-1
2011 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	55,703	54	15,986	16	6,432	6	5,278	5	12,440	12	6,653	6	102,492
84	49,219	57	8,897	10	990	1	20,864	24	3,346	4	2,305	3	85,621
85	134,470	82	16,337	10	3,205	2	1,885	1	0	0	9,039	5	164,936
86	97,905	91	5,153	5	0	0	0	0	0	0	4,405	4	107,463
87	66,748	69	20,862	22	2,848	3	948	1	2,822	3	1,996	2	96,224
88	85,228	63	13,851	10	1,132	1	0	0	1,331	1	32,800	24	134,342
89	85,605	79	2,450	2	17,521	16	1,453	1	0	0	862	1	107,891
90	4,966	15	3,260	10	4,542	14	0	0	16,914	51	3,491	11	33,173
91	77,779	77	7,089	7	13,271	13	0	0	1,427	1	1,575	2	101,141
92	97,562	39	60,115	24	5,289	2	1,235	0	79,170	32	7,419	3	250,790
93	266,736	69	30,881	8	46,457	12	816	0	28,710	7	12,681	3	386,281
94	134,379	82	6,621	4	10,321	6	0	0	1,852	1	10,621	6	163,794
95	112,420	83	17,024	13	1,120	1	2,059	2	2,520	2	0	0	135,143
96	59,426	59	37,926	38	0	0	0	0	0	0	3,116	3	100,468
97	71,148	73	2,355	2	10,154	10	2,611	3	4,888	5	5,668	6	96,824
98	140,405	88	12,414	8	304	0	0	0	3,693	2	2,992	2	159,808
99	83,609	83	12,676	13	4,754	5	0	0	0	0	0	0	101,039
100	61,153	92	513	1	2,992	4	0	0	913	1	939	1	66,510
101	28,527	85	3,694	11	1,404	4	0	0	0	0	0	0	33,625
102	35,145	97	1,145	3	0	0	0	0	0	0	0	0	36,290
103	55,422	76	9,160	13	3,008	4	0	0	5,160	7	0	0	72,750
104	62,477	56	33,159	30	3,768	3	1,307	1	3,410	3	7,363	7	111,484
105	39,626	75	7,929	15	0	0	1,787	3	3,252	6	0	0	52,594
106	106,425	72	21,000	14	7,707	5	0	0	5,499	4	7,801	5	148,432
107	22,819	60	10,836	29	0	0	0	0	4,334	11	0	0	37,989
108	143,818	79	12,829	7	4,034	2	0	0	4,987	3	16,774	9	182,442
109	82,190	61	20,270	15	12,472	9	0	0	18,899	14	913	1	134,744
110	4,604	16	11,412	39	776	3	0	0	12,755	43	0	0	29,547
111	5,222	12	2,499	6	2,243	5	776	2	29,056	65	4,751	11	44,547
112	43,916	12	69,193	20	10,478	3	4,050	1	217,416	62	6,522	2	351,575
113	26,029	61	1,674	4	2,068	5	0	0	11,101	26	1,748	4	42,620
114	3,804	63	1,625	27	0	0	0	0	603	10	0	0	6,032
115	47,785	70	6,158	9	5,121	8	0	0	4,038	6	4,850	7	67,952
116	9,746	61	3,878	24	0	0	0	0	2,419	15	0	0	16,043
117	107,715	85	850	1	1,067	1	0	0	4,801	4	12,512	10	126,945
118	94,731	73	2,770	2	3,349	3	0	0	7,334	6	20,754	16	128,938
119	72,231	48	45,831	30	11,157	7	0	0	22,221	15	0	0	151,440
120	140,453	74	36,103	19	3,792	2	1,008	1	5,901	3	2,686	1	189,943
121	59,317	98	1,244	2	0	0	0	0	0	0	0	0	60,561
122	62,461	85	8,278	11	2,549	3	0	0	0	0	0	0	73,288
123	99,354	67	41,993	28	0	0	0	0	1,079	1	5,421	4	147,847

Table E-1
2011 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	59,380	83	9,895	14	0	0	0	0	1,091	2	1,157	2	71,523
125	50,639	63	4,032	5	0	0	0	0	22,174	28	3,755	5	80,600
126	11,431	87	1,775	13	0	0	0	0	0	0	0	0	13,206
127	53,531	95	517	1	0	0	2,007	4	0	0	0	0	56,055
128	44,677	70	12,382	20	1,514	2	0	0	4,828	8	0	0	63,401
129	99,484	74	8,183	6	6,035	4	3,791	3	1,739	1	16,078	12	135,310
130	66,406	72	25,314	27	913	1	0	0	0	0	0	0	92,633
131	3,722	71	1,537	29	0	0	0	0	0	0	0	0	5,259
132	49,404	61	23,379	29	0	0	0	0	6,602	8	1,058	1	80,443
133	45,748	11	81,252	19	139,425	33	34,690	8	97,393	23	23,085	5	421,593
134	51,199	38	15,815	12	37,398	28	10,888	8	18,057	13	1,914	1	135,271
135	21,560	44	4,686	10	19,391	40	0	0	1,404	3	1,588	3	48,629
136	19,515	68	0	0	2,142	7	3,312	12	3,620	13	0	0	28,589
137	41,537	73	0	0	6,254	11	0	0	7,168	13	1,748	3	56,707
138	27,606	49	13,886	25	5,023	9	4,593	8	4,998	9	0	0	56,106
139	17,224	40	6,391	15	4,018	9	3,507	8	1,908	4	9,997	23	43,045
140	51,957	52	19,024	19	13,208	13	10,233	10	5,110	5	0	0	99,532
141	116,083	76	15,822	10	4,543	3	8,397	5	6,550	4	2,253	1	153,648
142	3,781	62	0	0	0	0	2,278	38	0	0	0	0	6,059
143	40,706	57	6,907	10	3,448	5	11,280	16	9,287	13	0	0	71,628
144	87,117	52	8,377	5	48,466	29	1,256	1	17,781	11	3,337	2	166,334
145	14,053	85	739	4	0	0	0	0	1,650	10	0	0	16,442
146	6,907	100	0	0	0	0	0	0	0	0	0	0	6,907
147	9,160	70	2,352	18	0	0	1,564	12	0	0	0	0	13,076
148	25,095	93	677	3	0	0	1,219	5	0	0	0	0	26,991
149	80,366	85	2,610	3	7,755	8	0	0	2,957	3	408	0	94,096
150	34,051	79	3,755	9	1,231	3	0	0	3,484	8	837	2	43,358
151	115,396	74	26,026	17	8,790	6	0	0	5,118	3	0	0	155,330
152	56,148	91	4,527	7	0	0	0	0	1,305	2	0	0	61,980
153	74,396	83	11,096	12	644	1	874	1	209	0	2,105	2	89,324
154	71,563	65	24,450	22	2,844	3	4,383	4	7,473	7	0	0	110,713
155	89,661	75	18,285	15	3,329	3	0	0	8,968	7	0	0	120,243
156	8,875	63	5,018	36	0	0	0	0	222	2	0	0	14,115
157	106,794	88	5,135	4	0	0	2,696	2	2,302	2	4,444	4	121,371
158	82,266	86	3,386	4	5,180	5	0	0	2,696	3	1,908	2	95,436
159	97,245	90	0	0	0	0	0	0	2,143	2	8,963	8	108,351
160	102,043	66	29,296	19	0	0	0	0	8,423	5	15,881	10	155,643
161	4,572	48	3,066	32	1,120	12	0	0	0	0	751	8	9,509
Total	**11,147,063**	**49**	**2,450,685**	**11**	**4,200,705**	**18**	**1,862,726**	**8**	**2,370,785**	**10**	**876,009**	**4**	**22,907,973**

APPENDIX F

Air Passenger Originations

Air Passenger Resident and Non-Resident Status

by

AAZ

Table F-1
2011 Washington-Baltimore Air Passenger Survey
Air Passengers Resident Non-Resident Status by AAZ

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
1	604	3	16,920	97	17,524
2	43,103	29	105,870	71	148,973
3	192,619	12	1,352,120	88	1,544,739
4	211,172	20	867,281	80	1,078,453
5	52,097	25	155,847	75	207,944
6	74,166	27	196,322	73	270,488
7	62,545	68	29,710	32	92,255
8	35,416	61	22,286	39	57,702
9	75,019	58	54,830	42	129,849
10	80,063	61	52,045	39	132,108
11	44,059	56	34,174	44	78,233
12	83,117	70	36,017	30	119,134
13	76,926	60	51,198	40	128,124
14	57,124	49	59,032	51	116,156
15	54,656	37	93,522	63	148,178
16	113,932	44	143,114	56	257,046
17	33,816	62	20,787	38	54,603
18	33,420	17	166,307	83	199,727
19	17,030	34	32,888	66	49,918
20	10,736	42	15,007	58	25,743
21	0	0	1,391	100	1,391
22	72,566	14	456,990	86	529,556
23	45,853	32	99,152	68	145,005
24	25,534	36	45,983	64	71,517
25	55,149	23	189,459	77	244,608
26	155,970	36	275,529	64	431,499
27	158,774	70	67,657	30	226,431
28	203,839	51	192,219	49	396,058
29	42,324	57	31,804	43	74,128
30	86,321	50	86,459	50	172,780
31	116,866	29	285,148	71	402,014
32	14,336	42	20,061	58	34,397
33	74,326	41	107,078	59	181,404
34	184,625	63	109,749	37	294,374
35	126,793	58	92,246	42	219,039
36	218,360	59	153,766	41	372,126
37	239,003	72	92,647	28	331,650
38	145,286	63	86,921	37	232,207
39	21,193	29	52,720	71	73,913
40	105,568	58	75,449	42	181,017
41	171,633	58	126,664	42	298,297

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
42	11,508	18	52,373	82	63,881
43	343,356	60	230,158	40	573,514
44	124,816	30	287,122	70	411,938
45	155,816	63	93,191	37	249,007
46	38,073	16	192,798	84	230,871
47	53,853	24	172,508	76	226,361
48	46,447	70	20,024	30	66,471
49	80,075	61	50,807	39	130,882
50	68,253	40	103,068	60	171,321
51	16,716	37	28,240	63	44,956
52	21,309	15	118,660	85	139,969
53	53,138	45	64,712	55	117,850
54	79,153	43	104,401	57	183,554
55	73,094	48	80,257	52	153,351
56	49,250	51	46,920	49	96,170
57	110,488	60	72,170	40	182,658
58	135,217	68	62,272	32	197,489
59	104,489	77	31,736	23	136,225
60	57,632	65	30,801	35	88,433
61	39,235	73	14,195	27	53,430
62	82,806	60	55,951	40	138,757
63	53,455	61	33,633	39	87,088
64	116,642	62	72,819	38	189,461
65	45,183	56	35,755	44	80,938
66	74,431	62	44,990	38	119,421
67	22,126	26	61,972	74	84,098
68	33,875	66	17,524	34	51,399
69	57,552	54	48,813	46	106,365
70	46,924	51	44,598	49	91,522
71	29,431	55	24,218	45	53,649
72	1,262	46	1,453	54	2,715
73	58,390	55	47,880	45	106,270
74	25,658	43	34,295	57	59,953
75	64,118	71	26,584	29	90,702
76	57,847	71	23,681	29	81,528
77	20,067	42	27,868	58	47,935
78	33,053	66	17,014	34	50,067
79	60,095	64	34,383	36	94,478
80	13,564	77	3,975	23	17,539
81	13,591	7	170,102	93	183,693
82	74,813	67	36,919	33	111,732

Table F-1
2011 Washington-Baltimore Air Passenger Survey
Air Passengers Resident Non-Resident Status by AAZ

Cont.

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
83	59,721	58	42,771	11999	204,984
84	39,288	46	46,333	21010	171,242
85	107,576	65	57,360	14310	329,872
86	53,955	50	53,508	5664	214,926
87	49,421	51	46,803	6694	192,448
88	73,062	54	61,280	30772	268,684
89	74,982	69	32,909	18287	215,782
90	3,931	12	29,242	7041	66,346
91	67,475	67	33,666	5980	202,282
92	75,519	30	175,271	33844	501,580
93	222,664	58	163,617	43230	772,562
94	93,818	57	69,976	23141	327,588
95	66,516	49	68,627	4578	270,286
96	40,846	41	59,622	12160	200,936
97	60,600	63	36,224	3798	193,648
98	79,904	50	79,904	14326	319,616
99	57,681	57	43,358	3439	202,078
100	42,900	65	23,610	6486	133,020
101	18,990	56	14,635	44	67,250
102	27,351	75	8,939	25	72,580
103	43,598	60	29,152	3291	145,500
104	64,032	57	47,452	10249	222,968
105	33,149	63	19,445	3425	105,188
106	84,344	57	64,088	17903	296,864
107	22,500	59	15,489	1161	75,978
108	107,889	59	74,553	18671	364,884
109	66,349	49	68,395	7186	269,488
110	4,260	14	25,287	1206	59,094
111	14,223	32	30,324	2543	89,094
112	83,069	24	268,506	32652	703,150
113	18,529	43	24,091	1645	85,240
114	3,804	63	2,228	37	12,064
115	46,618	69	21,334	2850	135,904
116	12,165	76	3,878	24	32,086
117	84,500	67	42,445	6300	253,890
118	83,637	65	45,301	23034	257,876
119	49,984	33	101,456	11361	302,880
120	97,518	51	92,425	15018	379,886
121	38,168	63	22,393	8011	121,122
122	47,494	65	25,794	4319	146,576
123	67,784	46	80,063	9386	295,694
124	44,242	62	27,281	38	71,523
125	40,285	50	40,315	50	80,600
126	8,092	61	5,114	39	13,206
127	35,670	64	20,385	36	56,055
128	31,726	50	31,675	50	63,401
129	75,533	56	59,777	44	135,310
130	55,116	59	37,517	41	92,633
131	2,072	39	3,187	61	5,259
132	25,630	32	54,813	68	80,443
133	35,647	8	385,946	92	421,593
134	40,257	30	95,014	70	135,271
135	21,141	43	27,488	57	48,629
136	19,665	69	8,924	31	28,589
137	36,276	64	20,431	36	56,707
138	12,680	23	43,426	77	56,106
139	13,249	31	29,796	69	43,045
140	46,897	47	52,635	53	99,532
141	88,695	58	64,953	42	153,648
142	6,059	100	0	0	6,059
143	42,943	60	28,685	40	71,628
144	54,670	33	111,664	67	166,334
145	10,623	65	5,819	35	16,442
146	4,161	60	2,746	40	6,907
147	7,043	54	6,033	46	13,076
148	17,796	66	9,195	34	26,991
149	50,484	54	43,612	46	94,096
150	29,071	67	14,287	33	43,358
151	91,948	59	63,382	41	155,330
152	36,079	58	25,901	42	61,980
153	47,593	53	41,731	47	89,324
154	37,941	34	72,772	66	110,713
155	69,849	58	50,394	42	120,243
156	5,678	40	8,437	60	14,115
157	72,768	60	48,603	40	121,371
158	62,425	65	33,011	35	95,436
159	77,430	71	30,921	29	108,351
160	93,964	60	61,679	40	155,643
161	4,494	47	5,015	53	9,509
Total	**10,108,446**	**44**	**12,799,527**	**56**	**22,907,973**

APPENDIX G

Air Passenger Originations

by

Jurisdiction

Table G-1
Washington / Baltimore Air System Planning Region
Originating Passengers by Jurisdiction

Jurisdiction	Airport			Total
	BWI	DCA	IAD	
District of Columbia	676,163	2,900,382	1,280,352	4,856,897
Montgomery County	892,125	875,939	749,120	2,517,184
Prince George's County	519,446	401,801	173,638	1,094,885
Arlington County	152,849	1,468,116	499,228	2,120,193
City of Alexandria	81,344	539,114	170,137	790,595
Fairfax County	287,312	1,218,738	2,252,145	3,758,195
Loudoun County	54,432	75,486	913,152	1,043,070
Prince William County	42,086	204,192	444,800	691,078
Frederick County	230,241	36,177	66,017	332,435
Howard County	590,544	14,706	55,463	660,713
Anne Arundel County	1,394,475	41,594	97,260	1,533,329
Charles County	77,295	57,657	17,171	152,123
Carroll County	134,691	3,046	22,071	159,808
Calvert County	54,376	3,623	15,289	73,288
St. Mary's County	89,000	34,832	24,015	147,847
King George County	3,731	9,475	0	13,206
City of Fredericksburg	19,094	26,265	18,042	63,401
Stafford County	6,184	65,113	64,013	135,310
Spotsylvania County	4,694	38,532	12,829	56,055
Fauquier County	2,130	6,860	83,643	92,633
Clarke County	0	1,583	3,676	5,259
Jefferson County	14,798	20,702	44,943	80,443
Baltimore City	1,233,905	21,308	48,370	1,303,583
Baltimore County	877,793	26,518	48,629	952,940
Harford County	265,792	2,315	5,396	273,503
Total	**7,704,500**	**8,094,074**	**7,109,399**	**22,907,973**

Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

Table G-2
Washington / Baltimore Air System Planning Region
Air Passenger Originations Home and Non-Home by Jurisdiction

Jurisdiction	BWI		DCA		IAD		Total		
	Home	Non-Home	Home	Non-Home	Home	Non-Home	Home	Non-Home	Total
District of Columbia	275,379	400,784	874,365	2,026,017	391,459	888,893	1,541,203	3,315,694	4,856,897
Montgomery County	713,241	178,884	561,386	314,553	550,312	198,808	1,824,939	692,245	2,517,184
Prince George's County	398,310	121,136	206,062	195,739	103,365	70,273	707,737	387,148	1,094,885
Arlington County	88,082	64,767	617,976	850,140	245,001	254,227	951,059	1,169,134	2,120,193
City of Alexandria	53,351	27,993	279,439	259,675	104,397	65,740	437,187	353,408	790,595
Fairfax County	228,142	59,170	947,594	271,144	1,518,367	733,778	2,694,103	1,064,092	3,758,195
Loudoun County	36,383	18,049	53,068	22,418	619,153	293,999	708,604	334,466	1,043,070
Prince William County	30,473	11,613	162,657	41,535	350,334	94,466	543,464	147,614	691,078
Frederick County	170,352	59,889	32,998	3,179	49,996	16,021	253,346	79,089	332,435
Howard County	471,315	119,229	11,993	2,713	36,541	18,922	519,849	140,864	660,713
Anne Arundel County	752,528	641,947	30,032	11,562	53,985	43,275	836,545	696,784	1,533,329
Charles County	40,618	36,677	48,871	8,786	17,171	0	106,660	45,463	152,123
Carroll County	122,364	12,327	0	3,046	21,209	862	143,573	16,235	159,808
Calvert County	47,493	6,883	3,623	0	15,289	0	66,405	6,883	73,288
St. Mary's County	70,542	18,458	26,329	8,503	20,310	3,705	117,181	30,666	147,847
King George County	3,731	0	7,700	1,775	0	0	11,431	1,775	13,206
City of Fredericksburg	9,687	9,407	16,755	9,510	16,832	1,210	43,274	20,127	63,401
Stafford County	3,144	3,040	58,923	6,190	47,514	16,499	109,581	25,729	135,310
Spotsylvania County	4,177	517	37,731	801	12,829	0	54,737	1,318	56,055
Fauquier County	2,130	0	5,625	1,235	68,472	15,171	76,227	16,406	92,633
Clarke County	0	0	1,583	0	3,676	0	5,259	0	5,259
Jefferson County	11,979	2,819	20,702	0	12,412	32,531	45,093	35,350	80,443
Baltimore City	546,357	687,548	10,086	11,222	19,217	29,153	575,660	727,923	1,303,583
Baltimore County	689,327	188,466	19,706	6,812	39,293	9,336	748,326	204,614	952,940
Harford County	201,331	64,461	2,315	0	4,483	913	208,129	65,374	273,503
Total	**4,970,436**	**2,734,064**	**4,037,519**	**4,056,555**	**4,321,617**	**2,787,782**	**13,329,572**	**9,578,401**	**22,907,973**

Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

Table G-3
Washington / Baltimore Air System Planning Region
Air Passenger Originations Work and Non-Work by Jurisdiction

Jurisdiction	BWI		DCA		IAD		Total		
	Work	Non-Work	Work	Non-Work	Work	Non-Work	Work	Non-Work	Total
District of Columbia	243,180	432,983	1,742,652	1,157,730	592,713	687,639	2,578,545	2,278,352	4,856,897
Montgomery County	304,212	587,913	401,590	474,349	254,492	494,628	960,294	1,556,890	2,517,184
Prince George's County	198,390	321,056	230,380	171,421	52,227	121,411	480,997	613,888	1,094,885
Arlington County	50,234	102,615	765,020	703,096	208,662	290,566	1,023,916	1,096,277	2,120,193
City of Alexandria	31,016	50,328	297,520	241,594	61,053	109,084	389,589	401,006	790,595
Fairfax County	89,979	197,333	526,139	692,599	914,298	1,337,847	1,530,416	2,227,779	3,758,195
Loudoun County	18,652	35,780	28,834	46,652	376,407	536,745	423,893	619,177	1,043,070
Prince William County	15,245	26,841	79,237	124,955	114,031	330,769	208,513	482,565	691,078
Frederick County	102,303	127,938	5,181	30,996	20,980	45,037	128,464	203,971	332,435
Howard County	236,769	353,775	4,224	10,482	27,065	28,398	268,058	392,655	660,713
Anne Arundel County	538,046	856,429	17,992	23,602	30,788	66,472	586,826	946,503	1,533,329
Charles County	11,978	65,317	22,525	35,132	2,735	14,436	37,238	114,885	152,123
Carroll County	49,239	85,452	0	3,046	5,559	16,512	54,798	105,010	159,808
Calvert County	17,016	37,360	2,039	1,584	0	15,289	19,055	54,233	73,288
St. Mary's County	31,321	57,679	22,502	12,330	8,632	15,383	62,455	85,392	147,847
King George County	0	3,731	7,760	1,715	0	0	7,760	5,446	13,206
City of Fredericksburg	3,511	15,583	7,869	18,396	3,511	14,531	14,891	48,510	63,401
Stafford County	874	5,310	29,184	35,929	15,065	48,948	45,123	90,187	135,310
Spotsylvania County	985	3,709	16,194	22,338	5,346	7,483	22,525	33,530	56,055
Fauquier County	1,120	1,010	0	6,860	43,397	40,246	44,517	48,116	92,633
Clarke County	0	0	1,583	0	489	3,187	2,072	3,187	5,259
Jefferson County	8,679	6,119	2,039	18,663	34,728	10,215	45,446	34,997	80,443
Baltimore City	582,944	650,961	11,028	10,280	19,205	29,165	613,177	690,406	1,303,583
Baltimore County	313,518	564,275	12,125	14,393	21,051	27,578	346,694	606,246	952,940
Harford County	99,135	166,657	0	2,315	5,396	0	104,531	168,972	273,503
Total	**2,948,346**	**4,756,154**	**4,233,617**	**3,860,457**	**2,817,830**	**4,291,569**	**9,999,793**	**12,908,180**	**22,907,973**

Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

Table G-4
Washington / Baltimore Air System Planning Region
Air Passengers Resident Non-Resident Status by Jurisdiction

Jurisdiction	BWI		DCA		IAD		Total		
	Resident	Non-Resident	Resident	Non-Resident	Resident	Non-Resident	Resident	Non-Resident	Total
District of Columbia	268,102	408,061	771,696	2,128,686	311,822	968,530	1,351,620	3,505,277	4,856,897
Montgomery County	534,271	357,854	444,474	431,465	386,756	362,364	1,365,501	1,151,683	2,517,184
Prince George's County	315,829	203,617	160,714	241,087	77,335	96,303	553,878	541,007	1,094,885
Arlington County	69,675	83,174	516,604	951,512	173,730	325,498	760,009	1,360,184	2,120,193
City of Alexandria	31,127	50,217	196,009	343,105	64,713	105,424	291,849	498,746	790,595
Fairfax County	162,478	124,834	709,527	509,211	1,067,878	1,184,267	1,939,883	1,818,312	3,758,195
Loudoun County	32,565	21,867	34,565	40,921	471,259	441,893	538,389	504,681	1,043,070
Prince William County	21,682	20,404	114,316	89,876	247,025	197,775	383,023	308,055	691,078
Frederick County	106,468	123,773	29,687	6,490	31,807	34,210	167,962	164,473	332,435
Howard County	352,996	237,548	10,463	4,243	31,086	24,377	394,545	266,168	660,713
Ann Arundel County	656,326	738,149	19,253	22,341	35,134	62,126	710,713	822,616	1,533,329
Charles County	35,125	42,170	34,310	23,347	15,092	2,079	84,527	67,596	152,123
Carroll County	70,277	64,414	0	3,046	9,627	12,444	79,904	79,904	159,808
Calvert County	29,489	24,887	3,623	0	14,382	907	47,494	25,794	73,288
St. Mary's County	41,668	47,332	17,560	17,272	8,556	15,459	67,784	80,063	147,847
King George County	1,244	2,487	6,848	2,627	0	0	8,092	5,114	13,206
City of Fredericksburg	8,234	10,860	9,954	16,311	13,538	4,504	31,726	31,675	63,401
Stafford County	2,061	4,123	38,277	26,836	35,195	28,818	75,533	59,777	135,310
Spotsylvania County	1,715	2,979	26,335	12,197	7,620	5,209	35,670	20,385	56,055
Fauquier County	2,130	0	3,634	3,226	49,352	34,291	55,116	37,517	92,633
Clarke County	0	0	1,583	0	489	3,187	2,072	3,187	5,259
Jefferson County	1,206	13,592	17,583	3,119	6,841	38,102	25,630	54,813	80,443
Baltimore City	402,285	831,620	5,808	15,500	20,709	27,661	428,802	874,781	1,303,583
Baltimore County	493,708	384,085	12,942	13,576	26,186	22,443	532,836	420,104	952,940
Harford County	171,937	93,855	612	1,703	3,339	2,057	175,888	97,615	273,503
Total	**3,812,598**	**3,891,902**	**3,186,377**	**4,907,697**	**3,109,471**	**3,999,928**	**10,108,446**	**12,799,527**	**22,907,973**

Source:- 2011 Washington-Baltimore Regional Air Passenger Survey

Table G-5

Washington / Baltimore Air System Planning Region

Air Passenger Originations Airport Access Mode by Jurisdiction

Jurisdiction	Private Car	Rental Car	Taxi	Public Transportation	Airport Bus/Limo	Other	Total
District of Columbia	988,425	244,835	1,919,231	925,762	612,994	165,650	4,856,897
Montgomery County	1,446,155	256,165	281,588	226,652	212,316	94,308	2,517,184
Prince George's County	646,554	167,864	86,315	55,532	93,586	45,034	1,094,885
Arlington County	595,518	148,188	639,100	269,733	360,293	107,361	2,120,193
City of Alexandria	292,641	89,077	185,427	108,229	84,740	30,481	790,595
Fairfax County	2,198,194	517,024	560,048	123,773	225,905	133,251	3,758,195
Loudoun County	667,027	110,416	97,401	3,504	128,073	36,649	1,043,070
Prince William County	489,273	81,086	14,607	28,975	19,939	57,198	691,078
Frederick County	242,994	57,305	11,274	4,670	7,408	8,784	332,435
Howard County	495,203	100,112	23,633	3,094	22,568	16,103	660,713
Anne Arundel County	841,561	216,336	56,557	5,834	341,531	71,510	1,533,329
Charles County	110,019	13,927	0	0	23,265	4,912	152,123
Carroll County	140,405	12,414	304	0	3,693	2,992	159,808
Calvert County	62,461	8,278	2,549	0	0	0	73,288
St. Mary's County	99,354	41,993	0	0	1,079	5,421	147,847
King George County	11,431	1,775	0	0	0	0	13,206
City of Fredericksburg	44,677	12,382	1,514	0	4,828	0	63,401
Stafford County	99,484	8,183	6,035	3,791	1,739	16,078	135,310
Spotsylvania County	53,531	517	0	2,007	0	0	56,055
Fauquier County	66,406	25,314	913	0	0	0	92,633
Clarke County	3,722	1,537	0	0	0	0	5,259
Jefferson County	49,404	23,379	0	0	6,602	1,058	80,443
Baltimore City	538,086	172,899	283,316	90,434	174,926	43,922	1,303,583
Baltimore County	760,678	107,317	29,773	10,736	34,734	9,702	952,940
Harford County	203,860	32,362	1,120	0	10,566	25,595	273,503
Total	**11,147,063**	**2,450,685**	**4,200,705**	**1,862,726**	**2,370,785**	**876,009**	**22,907,973**

Source:- 2011 Washington-Baltimore Regional Air Passenger Survey