

## **Highlights of the Aviation Technical Subcommittee Meeting: November 20, 2008**

### **1. Call to Order/Approval of September 25, 2008 Meeting Highlights**

Chairman Michael Hackett, MWAA, chaired this meeting. The May 22, 2008 meeting highlights were approved as written. Approval was made at the conclusion of the meeting.

### **2. Update on Aviation Policy Committee**

Leah Boggs, COG/DEP, reported that the Aviation Policy Committee's last meeting was held on September 10, 2008. The next APC meeting will be held on December 10th, in conjunction with the COG Annual Meeting at the National Press Club. The meeting will cover the following issues:

- Anticipated Congressional actions as they relate to aviation issues;
- An update on the noise abatement procedures at National Airport; and
- Briefings by airport representatives on green sustainable and energy efficiency measures undertaken to date.

The APC will be asked to provide guidance on developing an implementation strategy of best sustainable management practices for greener airports. To support that effort, Ms. Boggs asked members of the Subcommittee for any information or resources available at the three large airports concerning sustainable practices underway.

### **3. Geographic Findings of the 2007 Washington-Baltimore Regional Air Passenger Survey**

Tim Canan, COG/DTP, distributed the final *geographic findings* report of the 2007 Washington-Baltimore Regional Air Passenger Survey, and indicated he would post the document to the COG website following the meeting. The draft report was sent to Subcommittee members in October for review and comment. Mr. Canan emphasized that the 2007 survey data was compared to data collected during the 2000 survey. The reason for this was because the 2005 survey was conducted during the spring, as opposed to the customary fall survey, so seasonal differences resulted in 2005. As a result, 2000 data were selected for comparison to eliminate risk of seasonal differences. Mr. Canan was asked if a press release would be prepared for the release of this report. He explained that a press release is not usually prepared, although Mr. Hackett explained that public relations personnel at MWAA sometimes use the data and incorporate them into MWAA publications that are more widely publicized.

### **4. Preparation for the 2009 Washington-Baltimore Regional Air Passenger Survey**

Tim Canan presented this item, which included two handouts: (1) a draft scope of work (SOW) for the 2009 regional air passenger survey, and (2) a set of charts and tables showing monthly enplanements for each of the region's three airports. The second handout showed that recent enplanement data indicated decreasing enplanements in 2008, compared to a year before. Mr. Storck (MAA) mentioned that BWI is likely to finish 2008 with fewer enplanements than 2007.

The draft SOW identified the survey purpose, described the two phases and interim steps that the project entails, and concluded with a project schedule. Mr. Canan noted that no changes are proposed in terms of scope or cost from the 2007 survey. He further noted that the airports fund only Phase 1 (pre-survey activities and data collection). Funding for Phase 2 (data processing and documentation) would be provide through an AIP grant from FAA.

Mr. Storck mentioned that BWI has had an issue with the sample in past efforts. This was due to an over-sampling of BWI flights destined to LaGuardia (LGA) in New York because the ranking of O/D flights in the entire air system region overemphasized the role of LGA because of the disproportionately high number of LGA-bound flights originating from DCA. He further noted that airlines are making schedule changes much more frequently and on tighter deadlines. As a result, it may be prudent to define the sample closer to the actual time when the 2009 survey is administered.

It was suggested that the letter from COG to MWAA and MAA requesting funding support for this effort also include the draft SOW as an attachment, particularly since the SOW includes a stronger justification than in previous versions.

## **5. Washington-Baltimore Regional Ground Access Forecasts Update**

Mr. Canan presented this item, which included two handouts: (1) a table identifying the input data for the forecasts, and (2) a draft SOW. He asked both MAA and MWAA to review the enplanement forecast data contained in the input tables and either confirm that they are the most current, correct set of forecasts or indicate that revised forecasts should instead be used. Mr. Storck (MAA) indicated that new forecasts are available and will be provided. Mr. Hackett (MWAA) will check with appropriate MWAA personnel and follow up. Other input data to be used include data from the 2005 and 2007 regional air passenger surveys, as well as the forecasts of population, households and employment from COG and the Baltimore Metropolitan Council (BMC). COG Round 7.1 will be used initially to the forecast update, however, Round 7.2 forecasts will be incorporated into the final ground access forecasts updates.

Mr. Canan indicated that the two phases constituting the ground access forecasts update will be funded through FAA grants as part of the COG/TPB CASP program..

## **6. Regional Airport, Airline and Aviation Industry News Group Discussion**

The purpose of this agenda item was to provide an opportunity for Subcommittee members to share information on regional airport, airline and aviation industry news.

Mr. Hackett announced that the much-anticipated new runway at IAD opened today along with new runways at Chicago-O'Hare (ORD) and Seattle-Tacoma (SEA-TAC). He also updated the Subcommittee on the status of the lawsuit before the Virginia Supreme Court concerning transferring control of the Dulles Toll Road to MWAA, which would use toll revenue to fund development of the proposed Metrorail extension. The Virginia Supreme Court ruled in favor of MWAA, which now has assumed control of the toll road and the rail-to-Dulles project. Finally, Mr. Hackett confirmed that the budget crunch has resulted in significant cut-backs in capital projects, delaying most new, un-started projects beyond the capital planning horizon.

Mr. Storck reported that Hagerstown has had air passenger service restored. As a result, several airlines are competing for business there, which could also result in several new airlines operating at BWI as well.

## 7. Other Business

It was announced that a new chairman will be selected at the January meeting.

The next meeting of the Aviation Technical Subcommittee will be held Thursday, January 22, 2009 at MWCOG/TPB offices: 777 North Capitol Street, NE, Washington, DC.

### Aviation Technical Subcommittee November 20, 2008 Meeting Attendance

#### Attendance

Name	Agency / Organization	E-mail Address	Phone Number
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Tim Canan	COG/TPB	<a href="mailto:tcanan@mwkog.org">tcanan@mwkog.org</a>	(202) 962-3488
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