



## **Aviation Technical Subcommittee Highlights of the March 23, 2023 Meeting**

### **Meeting Participants:**

- Shawn Ames, Maryland Aviation Administration, (MAA)
- Kevin Clarke, MAA
- Mark Rawlings, District Department of Transportation (DDOT)
- Rusty Harrington, Virginia Department of Aviation (VDOAV)

### **TPB Staff:**

- Tim Canan
- Kenneth Joh
- Mark Moran
- Nicole McCall
- Zhuo Yang
- Janie Nham

### **1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (MARCH 23, 2023)**

Mr. Tim Canan called the meeting to order at 10:30 A.M. The meeting was conducted virtually by Microsoft Teams teleconference. The highlights of the previous meeting, held November 17, 2022, were approved by the Subcommittee, as written.

### **2. STAFF ANNOUNCEMENTS**

Mr. Canan shared that TPB staff prepared and finalized the 2023 to 2027 Airport Capital Improvement Program to the Federal Aviation Administration (FAA) in February. It was reviewed with the Subcommittee as a draft in November. The next project is CASP 38. The COG Board granted approval of the request at its March meeting. The CASP grant will include processing the 2023 Washington-Baltimore Regional Air Passenger Survey (APS) Phase II and the next Ground Access Forecast Update. The Ground Access Forecast will utilize the results of the latest APS, enplanement forecasts, and land use forecasts from the Metropolitan Washington Council of Governments and Baltimore Metropolitan Council. TPB staff anticipates submitting the grant application to FAA in the next few weeks.

Mr. Canan also informed the Subcommittee that recruitment for a regional airport systems planner is continuing.

### **3. 2023 AVIATION TECHNICAL SUBCOMMITTEE CHAIR DISCUSSION**

Mr. Canan discussed the chair leadership of the Subcommittee. It rotates among the District of Columbia, the State of Maryland, and the Commonwealth of Virginia on a calendar year basis and is currently vacant. While Mr. Gil Neumann agreed to serve as the chair for 2023 in November, he subsequently departed the region for another professional opportunity. Four meetings remain for the year and a representative from Virginia would be preferred. Mr. Rusty Harrington volunteered to serve in the role and the other Subcommittee members concurred with his appointment.

#### **4. 2023 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY ACTIVITIES**

Ms. Nicole McCall and Dr. Ken Joh jointly briefed the Subcommittee, focusing on highlights of recent and upcoming activities for the survey. Ms. McCall noted that a task order was issued to TPB's on-call professional transportation planning services contractor. The contractor will provide field staff, design a web-based survey instrument and printed informational material, and prepare an online survey dashboard. The contractor will also prepare several plans to manage the survey including: a workplan for the overall project, an incentive plan, and an operations plan. After the pretest, the contractor will prepare a memo outlining results, lessons learned, and recommendations to refine the methodology for the full-scale survey. TPB staff will provide overall direction for the survey and regularly meet with ICF. The pretest will start on the week of April 17. It will be used to evaluate the survey methods and approach and make any refinements in advance of the full-scale survey. Dr. Joh will lead the pretest effort.

Dr. Joh discussed the purpose and timing of the pretest. The purpose of the pretest will be to evaluate the efficacy of methodological changes recommended by and adopted following the APS Response Rate and Quality Study, also conducted by ICF. The methodological changes include:

- (1) a web-based questionnaire with skip logic and conditional branching
- (2) handheld electronic tablets will be used for primary data collection and printed information material with a QR code and website link will be handed out to passengers who prefer to take the survey on a personal electronic device
- (3) an API will be used to collect trip origin information, and
- (4) an incentive will be used to promote survey participation. A raffle with a gift card incentive will be offered for each airport (2-\$500 gift cards for BWI, DCA, and IAD).

The pretest will be conducted at Dulles International Airport during the second half of April. While the pretest is being conducted over a two-week period, only four days of field operations will be conducted: two days of field operations, a break for several days to review methods and make any adjustments, and an additional two days of field operations. TPB staff will select 20 domestic flights and 12 international flights scheduled on weekdays and weekends to obtain a representative sample of flights. To date, TPB staff received the flight data for the pre-test period from MWAA and is in the process of drawing the sample following the approach that was discussed in November. In addition, the printed informational material, web-based survey instrument, and online survey dashboard are being finalized. The survey operations plan which includes details on the mandatory training and on-site airport orientation session for field staff is nearly complete. The training for field staff is scheduled for the week before the pretest, the week of April 10th. TPB staff have been in communication with MWAA and MAA to extend the expiration date for security badges.

Dr. Joh noted that Mr. Glen Warren with MWAA has also helped with preparations for the pretest. He recently confirmed a secure room will be available to store survey materials. He also provided information to connect to the Airport's secure Wi-Fi as well as a notice with information about the survey on MWAA letterhead to answer any questions from gate agents about the legitimacy of the survey. This information will also be requested for the full-scale survey in the fall.

Mr. Shawn Ames with MAA inquired if the pretest will be conducted at all three major commercial airports in the region. Dr. Joh confirmed that the pretest will only be held at Dulles International Airport. For the full-scale survey, Mr. Ames requested advance notice so that he has time to arrange any needed resources, including obtaining flight data. He also noted that TPB staff have delivered an announcement about the project to the tenant manager meeting in the past; he recommended repeating this and targeting the September meeting. Mr. Ames indicated that if TPB staff are not available, he could deliver the announcement on their behalf. In response, Ms. McCall noted that MWAA staff has kindly provided flight data for all three airports and TPB staff have been reviewing data for these airports so they know what to expect in the fall. She also assured Mr. Ames that TPB staff will reach out to discuss resources well in advance of the full-scale survey and appreciates guidance on the best way to increase awareness of the survey at BWI, including participating in the tenant manager meeting.

## **5. GROUND ACCESS TRAVEL TIME STUDY UPDATE**

Dr. Zhuo Yang provided an update on the Ground Access Travel Time Study. He shared background on the project and noted that travel time from the region's activity centers to the region's three major commercial airports has been studied four times in the past. These studies used probe data to measure speed and congestion. In 2017, probe data was obtained from the University of Maryland's Center for Advanced Transportation Technology Laboratory. Last September, TPB staff proposed updating this project and conducting 113 travel time runs.

To date, TPB staff have conducted several internal meetings, conducted training, and made project plans. TPB staff have developed unique identifiers for the 113 routes to the airport. A total of 71 routes have been completed on the RITIS website and another 42 routes remain under development. Once these routes are prepared, TPB staff will conduct analysis and produce metrics.

Mr. Canan noted that TPB staff will prepare presentations for this project and deliver them to the Subcommittee in the late summer to the early fall. The project will be finalized, with input from the Subcommittee, in the fall.

## **6. AIR CARGO AND PASSENGER ENPLANEMENT LEVELS BEFORE, DURING, AND AFTER THE PANDEMIC**

Dr. Yang delivered a presentation on research he has conducted on air cargo and passenger enplanement levels before, during, and after the pandemic. While many charts and plots were developed, Dr. Yang noted that he planned to deliver the presentation conversationally and would like input and ideas from the Subcommittee. The presentation was delivered in three parts. First, Dr. Yang shared employment, traffic volume, global supply chain pressure, and e-commerce statistics to provide context. Next, the overall level of freight and air cargo, share of shipments by air, and changes to most common commodities shipped by air were examined. The presentation concluded with an examination of the level of air passengers by month, by origin and destination states and countries.

During the presentation, Dr. Yang asked the Subcommittee for insights on a few data points. For example, while reporting the five states with the greatest levels of inbound or outbound air freight, Dr. Yang noted that Kentucky and Indiana are likely listed due to the UPS and FedEx hubs and inquired what may be contributing to high levels of air freight in the other states. Mr. Ames agreed with this assessment. Mr. Kevin Clarke suggested that Oregon may be appearing due to

shipments of vegetables, produce, and seafood. Also, Evergreen Aviation is based in Oregon. Mr. Ames shared that MAA is preparing for a master plan update for BWI soon and a study on imports and exports is currently underway. He may be able to share the results in the future. Dr. Yang asked for insights on the five countries with the greatest levels of inbound and outbound shipments and no comments were offered. He inquired about what might contribute to the five states with the greatest enplanements; the Subcommittee generally agreed it was due to hubs. And finally, he inquired about insights on the five countries with the greatest level of enplanements and no comments were offered.

Ms. McCall noted that the analysis remains a work in progress and requested input on additional data or metrics to include. Mr. Clarke stated that the analysis was excellent. He inquired if any discussions have occurred with the industry. For example, it may be helpful to inquire about aircraft that might be on order. Mr. Clarke noted that BWI is conducting the air service study from a finance/market perspective. He asked if this presentation could be shared. Ms. McCall indicated that TPB staff welcomes Mr. Clarke to pass the slides along to others and Mr. Canan indicated that the project will continue to evolve.

## **7. ROUNDTABLE DISCUSSION**

Mr. Ames and Mr. Clarke noted an upcoming Master Plan update that will have a significant, public facing, outreach element.

Mr. Harrington noted that the Virginia Department of Aviation is completing its update to the Virginia Air Transportation Service Plan. The Virginia Transportation Secretary's office will be briefed in April and the final document is anticipated to be available in the early summer. Virginia also closed a request for proposals for a statewide Navigational Aids (**NAVAIDs**) study and is in the process of negotiating with a preferred vendor. The project will commence later this year. Another item of interest is the Virginia Airport Operators Council workshop, which is set for May 24<sup>th</sup> and May 25<sup>th</sup> in Staunton, VA. The Virginia Aviation Board meeting will be scheduled for May 25<sup>th</sup>. Mr. Harrington requested the next Aviation Technical Subcommittee meeting be rescheduled due to the conflict.

## **8. OTHER BUSINESS**

None.

## **9. ADJOURN**

The meeting was adjourned. The next Subcommittee meeting is scheduled for May 2023. TPB staff will work with the chair of the Subcommittee to find an appropriate date and time. It will be held virtually.