

Highlights of the Aviation Technical Subcommittee Meeting: May 28, 2009

1. Call to Order/Approval of January 22, 2009 Meeting Highlights

Chairman Tony Storck, MAA, chaired this meeting. The January 22, 2009 meeting highlights were approved as written.

2. Update on Aviation Policy Committee

Tim Canan, COG/DTP, presented this item on behalf of George Nichols, COG/DEP, who was unable to attend the meeting. Mr. Canan reported that on April 20, 2009, the COG Board of Directors sent a letter to Rep. James L. Oberstar, Chairman, House Transportation and Infrastructure Committee, expressing opposition to changes in the slot and perimeter rules at Ronald Reagan Washington National Airport (DCA). A copy of this letter was distributed to the Subcommittee. Mr. Canan also reported that the Aviation Policy Subcommittee, under the direction of its new chair, has been reviewing its effectiveness. The next meeting of the Policy Committee will be June 10, 2009 at COG.

3. 2009 Washington-Baltimore Regional Air Passenger Survey

This item was introduced by Mr. Canan and presented by Abdul Mohammed and Clara Reschovsky, COG/DTP. Mr. Canan expressed thanks to MWAA and MAA for securing funding commitments for this effort, and he reported that the COG Board of Directors approved this project at its May meeting.

Mr. Mohammed and Ms. Reschovsky distributed a draft scope of work for undertaking the fall survey, which is proposed to occur in mid-October. Staff emphasized the need for the project team to coordinate with airport management staff/leadership to ensure effective logistical operations of the survey. Mr. Storck noted that a tenant managers meeting is scheduled on 17 September, and staff should plan to attend that as part of this coordination effort.

It is hoped to get a consultant on board earlier this time, compared to 2007, primarily to secure necessary credentials and clearances at the airports in a timely manner. Mike Hackett, MWAA, and Tony Storck, BWI, indicated they would inquire how long the security clearance/ID process should take at each airport and report back to staff for planning purposes.

The RFP is currently under development. It is anticipated that a draft RFP will be provided to members of the Subcommittee for review before it is released. After the proposals are received, members of the Subcommittee will be asked to help with the consultant selection process.

Ms. Reschovsky and Mr. Mohammed reviewed the survey questionnaire, and distributed a cleaned up version of the 2007 questionnaire as well as a proposed 2009 questionnaire to be used this fall. Proposed changes included changes to parking situations at each of the airports, the skip pattern for questions 5 and 6, and more consistent formatting, including punctuation and text styles. The Subcommittee also agreed that the question concerning ticket purchase may now be obsolete and it may be more useful to now ask passengers where they printed their boarding pass. Mr. Storck

indicated he would provide staff with wording for a similar question used in a different BWI survey.

4. Washington-Baltimore Regional Ground Access Forecast Update

Abdul Mohammed, COG/DTP, presented this item and distributed updated tables containing revised data. These revisions reflect changes in input data received since the Subcommittee reviewed the draft report, *Washington-Baltimore Regional Airports Air Passenger Ground Access Forecast Update, January 2009*, at its January meeting. Mr. Mohammed mentioned that the revisions result from incorporation of Round 7.2 Cooperative Forecasts of households and employment, which have since become available for use in this effort. Mr. Storck noted substantial differences in employment for the BMC jurisdictions between Round 7.1 and Round 7.2. Mr. Canan explained that, for transportation planning purposes, employment forecasts for BMC jurisdictions are typically adjusted downward somewhat because of methodological differences between the Washington and Baltimore regions in the definition of “employment” used in the respective forecast series.

The large differences between Rounds 7.1 and 7.2 for these jurisdictions result from the fact that the Round 7.1 employment figures were never adjusted, whereas those for Round 7.2 were. As a result, the revised data tables show a substantial difference, which can be explained by methodological adjustments, not changes in observed or forecast employment trends. Nevertheless, staff indicated that the employment forecasts would be closely examined before producing the final ground access forecast report.

Also, Mr. Storck underscored the need to correctly spell *Anne Arundel County*, which appeared misspelled in the revised data tables.

5. Ground Access Element Update

Mr. Canan reviewed the proposed scope and schedule for the next update of the Ground Access Element of the Regional Air System Plan. This update will integrate the latest data from the 2007 air passenger survey, ground access forecasts, and proposed projects and programs in the region’s long-range transportation plan. During the briefing, Mr. Storck explained the importance of considering external originating ground access trips in the demand analysis component of the update; otherwise, he explained, ground access demand may be understated. Also, Mr. Hackett asked staff to confirm in which CLRP cycle the Ground Access Element Update would be considered. Subcommittee members confirmed that the draft scope and project schedule presented during this item were appropriate.

6. Regional Aviation Statistics

Mr. Mohammed presented this item and distributed a handout containing charts of recent air passenger statistics compiled from each of the region’s large commercial airports. Mr. Storck noted that international travel has dropped off substantially, which is shown in the data. As a result, Mr. Storck cautioned the need to closely monitor these statistics in an effort to better inform the sample selection process for the upcoming air passenger survey. He further noted that because it is now much more common for flights to be canceled due to the current economic downturn, it may be prudent to identify a backup flight for every flight identified in the survey sample.

As part of this item, Mr. Canan asked Subcommittee members for additional ideas to be considered in

displaying and presenting these trends in an effort to make these data summaries more useful for Subcommittee members.

7. Status Update on the CASP Program

Mr. Canan briefed the Subcommittee on the status of recently completed and open CASP grants, as well as the status of the ongoing development of the Airport Capital Improvement Program (ACIP). He mentioned that staff recently met with Mr. Breeden, FAA-WADO, to review anticipated funding levels and to discuss the program management items associated with each of the CASP grants.

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

Mr. Storck reported that Cape Air commenced service between both BWI and Hagerstown and BWI and Lancaster. He also informed the Subcommittee that Southwest will begin service between BWI and LaGuardia in June and BWI and Boston in August, and that JetBlue will begin service between BWI and Boston in July. He further noted that Delta is pulling out of the low fare market between BWI and Boston.

Mr. Hackett reported that more flights at DCA could be proposed as a result of a perimeter rule expansion. He also updated the Subcommittee on the status of proposed runway reconstruction projects at DCA and IAD.

9. Other Business

The next meeting of the Aviation Technical Subcommittee will be held Thursday, July 23, 2009 at MWCOG/TPB offices: 777 North Capitol Street, NE, Washington, DC.

**Aviation Technical Subcommittee
May 28, 2009 Meeting Attendance**

Attendance

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