

AVIATION TECHNICAL SUBCOMMITTEE

Overview and Update

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TPB Technical Committee
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Presentation Outline

- Purpose and Function of the Aviation Technical Subcommittee
- Subcommittee membership and meeting schedule
- Program funding sources and process
- History of the Continuous Airport System Planning (CASP) Program and Subcommittee activities
- Current program and future planned activities
 - Example work products
- Linkage with other UPWP activities



Subcommittee Purpose and Function (adapted from COG Website)

- Responsible for the coordination of airport system planning with the regional transportation planning process.
- Provides technical review for projects and reports stemming from the Continuous Airport System Planning (CASP) program.
- Subcommittee-approved products presented to the TPB Technical Committee and the TPB on an as-needed basis
- All CASP products follow this technical review process prior to submission to the program funding agencies
 - Federal Aviation Administration (FAA)
 - Metropolitan Washington Airports Authority (MWAA)
 - Maryland Aviation Administration (MAA)



Subcommittee Membership and Meeting Schedule

- Subcommittee generally operates on consensus basis due to small size
- “Voting” members: DDOT, FAA, MAA, MWAA
- Other participants: Virginia Department of Aviation (DOAV), City of Frederick (FDK), City of Manassas (HEF), Baltimore Metropolitan Council (BMC), Washington Airports Task Force (an advocacy organization)
- Meeting schedule “right-sized” this year from bi-monthly to quarterly
- 2018 meetings on the fourth Thursday of the month in March, May, July, and November (third Thursday) from 10:30 AM to noon at COG offices



Program Funding Sources and Process (1)

- Primary funding source: FAA Airport Improvement Program (AIP)
- AIP provides grants to public agencies for the planning and development of public use airports that are included in the National Plan of Integrated Airport Systems (NPIAS)
- State apportionment for the District of Columbia
- 90% Federal share; 10% local match provided from COG local funds
- Annual grant application, approval, and grant issuance process
- Grant invoicing and reporting requirements
- CASP 26 (2011) Federal Grant: \$300,000
- CASP 32 (2017) Federal Grant: \$250,000

Program Funding Sources and Process (2)

- Primary funding source for the field data collection of the bi-annual Washington-Baltimore Regional Air Passenger Survey: direct funding (100%) from the region's commercial service airports
 - Two-thirds funded by MWAA (for DCA and IAD); one-third funded by MAA (for BWI)
- Covers TPB staff work on the survey and contractor for field data collection and initial data file creation
- TPB staff make formal written request to airports; survey funding subject to airport budget availability and spending discretion
 - 2011 Survey Budget: \$300,000
 - 2017 Survey Budget: \$350,000
- Survey processing, analysis, and reporting funded by FAA (see previous slide)



CASP Program & Subcommittee History

- COG, with partial FAA funding, began studying the regional air transportation system in July 1973
- The Future of Washington's Airports: a Proposed Plan for an Air Transportation System for the National Capital Region was issued by TPB in December 1975
- In April 1978, FAA approved a planning grant application (CASP 1) that included an update to the 1975 plan due to “significant developments affecting aviation [in the region]”
- Some form of the current Subcommittee has been providing oversight to CASP activities since that time
- Other aviation committees through the COG Board



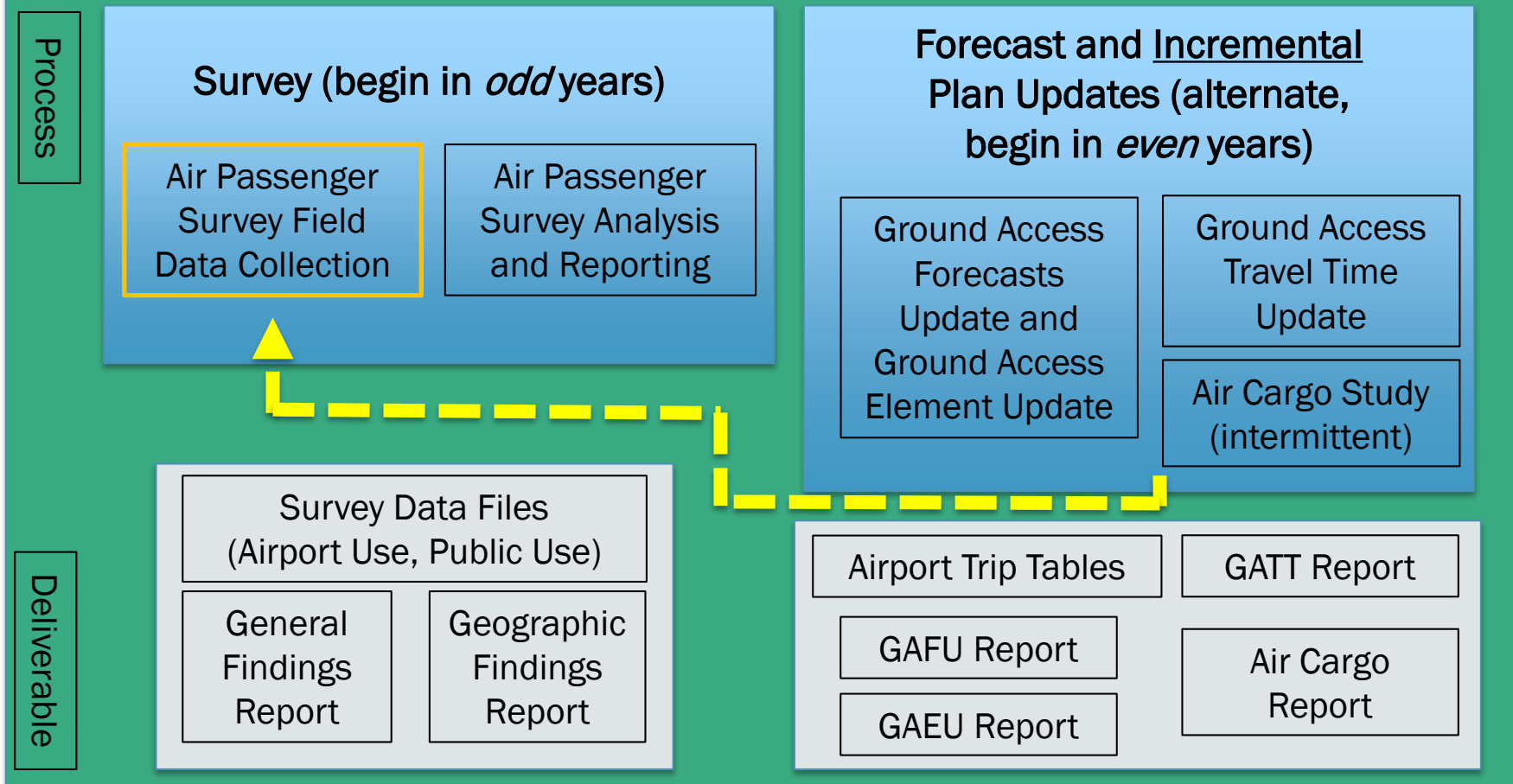
Issues Previously Covered Under CASP and COG Aviation Planning (DEP)

IAD Ownership Military Aircraft Air Ambulances Concorde
Multiple Airport Demand Allocation Model (MADAM) National Airport Noise Abatement Committee (NANAC) Helicopters
DCA Ownership FAA Part 150 Noise Compatibility Studies DCA Departure "Scatter Plan"
Airport Noise **DCA Slot and Perimeter Rules**
Committee on Noise Abatement at National and Dulles Airports (CONANDA) Committee on Noise Abatement and Aviation at National and Dulles Airports (CONAANDA)
Closing DCA? Reliever **Commercial Service Airports**
District Heliports Airports
Aviation Policy Committee **Ground Access** General Aviation
Forecasts **Air Passenger Survey** Supersonic Transport (SST)
Air Cargo Compatible Off-Airport Development Noise Monitoring



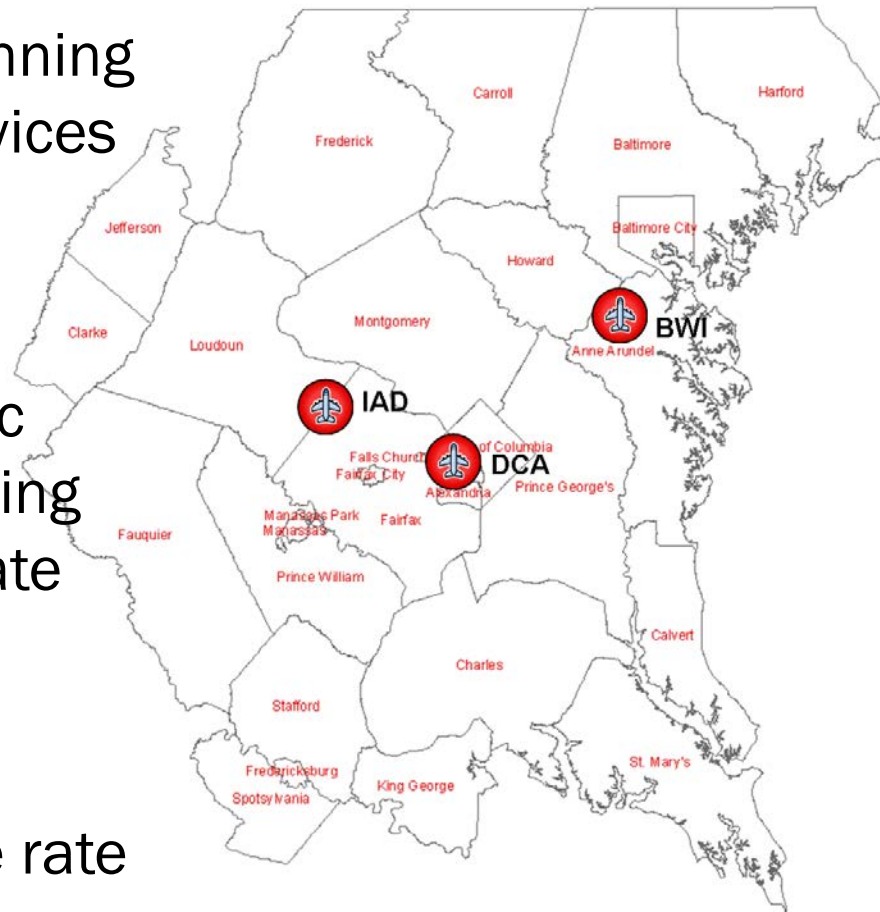
Current CASP Program Cycle

Regional Airport System Plan (RASP)



Washington-Baltimore Regional Air Passenger Survey

- Current data to support planning for airport facilities and services
- Every two years at region's commercial airports
- Random sample of domestic and international flights during two-week survey period in late October / early November
- At-gate survey (departures)
- 2015 survey: 31% response rate



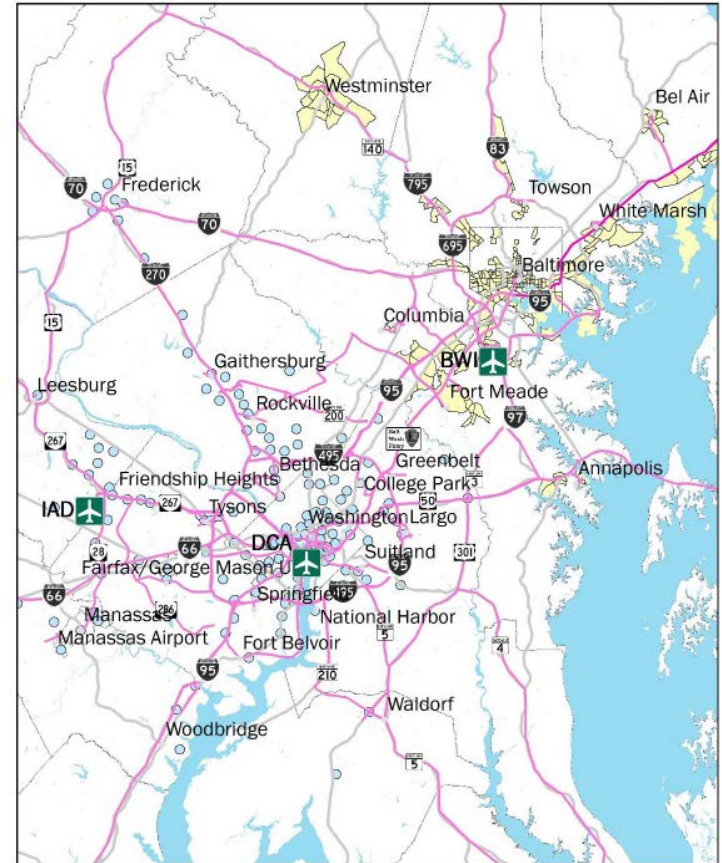
Ground Access Forecast Update and Ground Access Element Update

- **Ground access forecasts** use official FAA Terminal Area Forecasts (future enplanements at airports) as input
 - Market segmentation, mode of arrival, and time-of-day based on air passenger survey (APS)
 - Trip rates based on APS and Cooperative Forecasts (households and employment)
 - Forecasts developed by aviation analysis zone (AAZ), then disaggregated to traffic analysis zones to create airport trip table for TPB travel demand model
- **Ground access element** is the synchronizing mechanism that links airport ground access needs to the Metropolitan Transportation Plan (MTP)
- Evaluates ground access and travel times to airports
- Identifies critically important transportation improvements in MTP



Ground Access Travel Time Study

- Conducted 1989, 1995, 2003, 2011 using field data collection (floating car travel time runs)
- 2015 study completed using “Big Data”, i.e., Vehicle Probe Project data and included comparison with similar data from 2011
- Travel Time Indices (TTIs) reported
- Updated analysis now part of regular CASP cycle

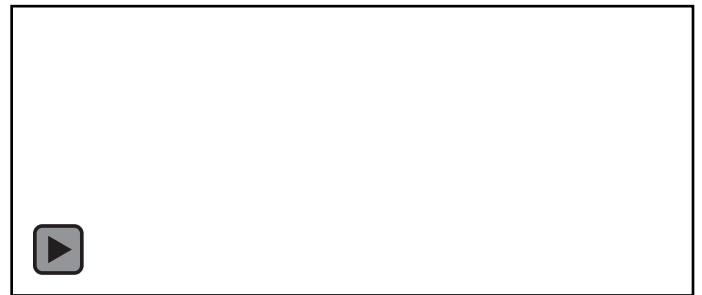


Routes analyzed for
Airport Ground Access Travel Time Study



Air Cargo Study

- Air Cargo Study updated in 1997, 2008, 2016
- Air cargo a small but important segment of regional goods movement and airport activity at IAD and BWI
 - High-value and highly-perishable items (electronic components, pharmaceuticals, fresh food and flowers) enter and depart region via air cargo
 - Packages (e.g., Amazon Prime)
 - Worldwide and regional growth expected
- Study updates coordinated with Regional Freight Plan updates
- Air Cargo section of Regional Freight Plan



Comprehensive RASP Update

- Ground Access Element Update and Air Cargo Study provide periodic incremental updates to the RASP
- No fully comprehensive RASP update since 1975 regional airports study
- Regular CASP cycle has been interrupted to perform comprehensive RASP update as the non-survey project
- Three phases (one per FAA grant cycle):
 - Review of existing plans (including peer regions) and state of the practice in regional air system planning
 - Existing regional airport system conditions and needs assessment
 - Regional airport system forecasts and recommended improvements



Linkage with other UPWP activities

- TPB Vision Goal 8: *the Washington metropolitan region will support options for international and inter-regional travel and commerce*
- Airport access considered in major regional planning studies, including LRPTF activities
- Ground Access Element linkage to MTP
- Coordination with regional freight planning for air cargo
- Internal discussions of how to integrate comprehensive RASP update into Visualize 2045
 - Explicit linkage not required by FHWA, FTA, nor FAA regulations
 - Good regional and multimodal planning practice
 - What are peer MPOs doing?



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