



*2013 WASHINGTON-BALTIMORE
REGIONAL AIR PASSENGER SURVEY*

Geographic Findings

December 2014

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

ABSTRACT

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REPORT ABSTRACT: This report presents the geographic findings of the 2013 Washington-Baltimore Regional Air Passenger Survey of approximately 24,700 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.	
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EXECUTIVE SUMMARY

In October 2013, 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 24,700 passengers out of a total of approximately 69,100 enplaning passengers on 673 randomly selected flights were interviewed as they waited to board their planes, an overall response rate of 36 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 2013 regional air passenger survey was the eleventh in a series of regional air passenger surveys conducted since 1981. Prior surveys were conducted in 1981/82, 1987, 1992, 1998, 2000, 2002, and every two years since 2005. 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 23.4 million air passengers originated in the Washington-Baltimore region in 2013, a decline of 4.3 percent over the 24.5 million passenger originations in 2011.
- The total number of air passengers (including connecting passengers) increased by less than one percent between 2011 and 2013.
- The total number of local originating passengers declined 4 percent between 2011 and 2013, primarily due to decline in the many of the Virginia suburbs. In contrast to the decline, the District of Columbia experienced no significant change in originating air passengers, while the Baltimore region and Maryland suburbs of DC show also a drop in originating air passengers of 4 percent and 2 percent respectively, when compared with 2011. Originations from the Virginia suburbs of DC had a 15 percent drop when compared with 2011.

Airport Preference

- Across the region, 84 percent of passengers are satisfied with their airport choice.
- The jurisdictions with highest percent of satisfied passengers are mainly in the Baltimore region, and outlying areas.

Trip Purpose and Origin Activity

- In 2013, the percentage of locally originating passengers traveling for business declined to 32 percent, when compared with 43 percent in 2011. 31 percent of locally originating passengers indicated vacation as their trip purpose and 30 percent indicated personal or family affairs as their purpose.
- While 32 percent of air passengers originating in the Washington-Baltimore region are traveling on business, only 9 percent of the total number of passengers leave a place of business and travel directly to the airport, a one percent decline when compared with 2011.
- While over half of all air passengers leave for the airport from a private residence, a significant amount (30 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 2013 was the automobile (private autos or rental cars), accounting for 61 percent of originating air passengers, same as in 2011.
- 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 7 percent. However, usage of public transportation for originating air passengers within the Washington Core Area (the District of Columbia, Arlington County and City of Alexandria) was double than the regional average and about twice that of Baltimore City.

Air Passenger Destinations

- Domestically, the Atlantic region of the United States received the greatest number of passengers, followed by Midwest, together accounting for 42 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 2011 findings.
- Dulles International Airport remained dominant for international travel.

Washington Core Area and Baltimore City

- Although the number of air passengers from Baltimore City account for only five percent of the regional total, it is nearly 28 percent of all passengers from the Baltimore metropolitan area.
- The Washington Core Area generated 7.4 million air passengers in 2013 and 70 percent of them used Reagan National Airport.
- Business travel is the trip purpose for 36 percent of the passengers from Baltimore City and 38 percent of the passengers from the Washington Core Area.
- Both the Washington Core Area and Baltimore City had a significant percent of passengers traveling to the airport from a hotel or motel, 49 percent from the Washington Core Area and 42 percent in Baltimore City.
- Places of employment or other business locations generated 11 percent of the passengers from the Washington Core Area and 10 percent from Baltimore City.
- In Baltimore City, 17 percent of the passengers used taxicabs, and this figure grew to 38 percent in the Washington Core Area.
- Passengers from both Baltimore City and the Washington Core Area also used the airport limousine service at a higher rate (17 percent for Baltimore and 13 percent for Washington respectively) than the regional average (11 percent).
- The use of public transportation from the Washington Core Area is 16 percent and is almost the same as the 17 percent of overall Metrorail usage at Reagan National airport.

Results of the 2013 APS were impacted by the Federal government shutdown of October 1st through 16th, 2013. Air passenger volumes during this time were lower than comparable periods when the Federal government was fully open for business. The survey results show significant declines in government-related travel when compared with the 2011 survey results; however, this decrease is due less to the government shutdown during the survey period and more to the cumulative effect of travel reduction for government workers and government contractors over the past couple of years due to the ongoing Federal cutbacks known as “sequestration.” These longer-term funding reductions had a greater impact on changes in air travel patterns in the region, particularly at DCA, than the shutdown itself. Finally, the expansion of the survey to annual air passenger originations to represent a typical year tends to flatten out any impact from the government shutdown period.

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I. INTRODUCTION

This report presents the geographic and temporal findings from the 2013 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 2013 Air Passenger Survey was conducted between October 9th and October 22nd, in the fall of 2013. A small number of flights that were either missed or required resurveying were surveyed again during the week of October 22nd to October 29th. Approximately 24,700 passengers out of a total of 69,100 enplaning passengers on 673 flights (592 domestic and 81 International) were interviewed as they waited to board their planes, an overall response rate of 36 percent. The survey questionnaires representing the responses of these 24,700 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 2013 data is compared with the results from the similar survey conducted in 2011.

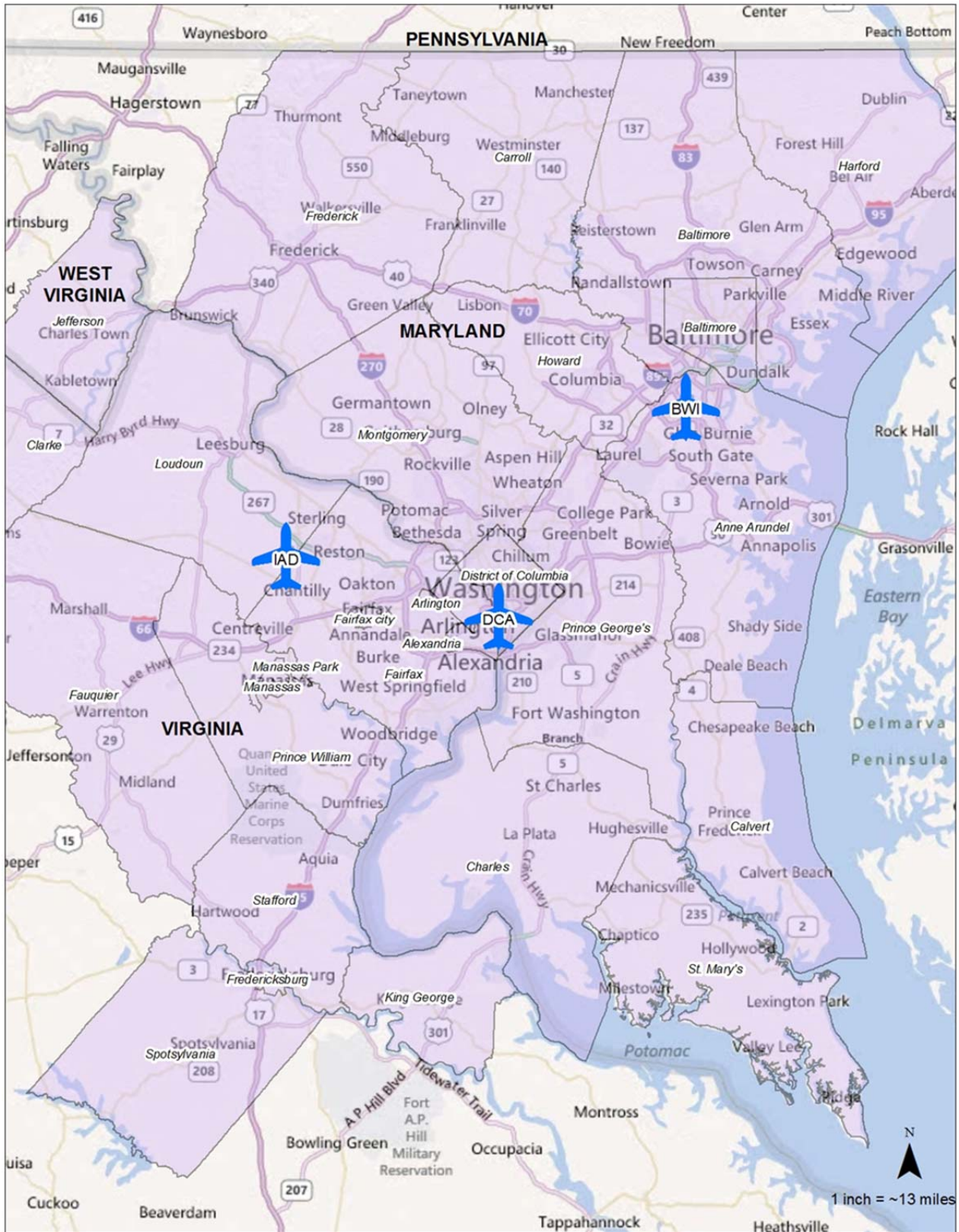
The survey instrument contained questions regarding the passengers' trip (i.e., destination, trip purpose), trip to the airport (i.e., origination, mode of access), passengers' choice of airport (i.e., airport preference, airport usage), and several demographic questions regarding the passenger (i.e., 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 2013 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.

¹ Although Figure 1 shows all of Spotsylvania County, VA, the Air System Planning Region only includes the northern portion of the county, and only that portion is shown on all other maps in this document.

Figure 1: Washington / Baltimore Air System Planning Region



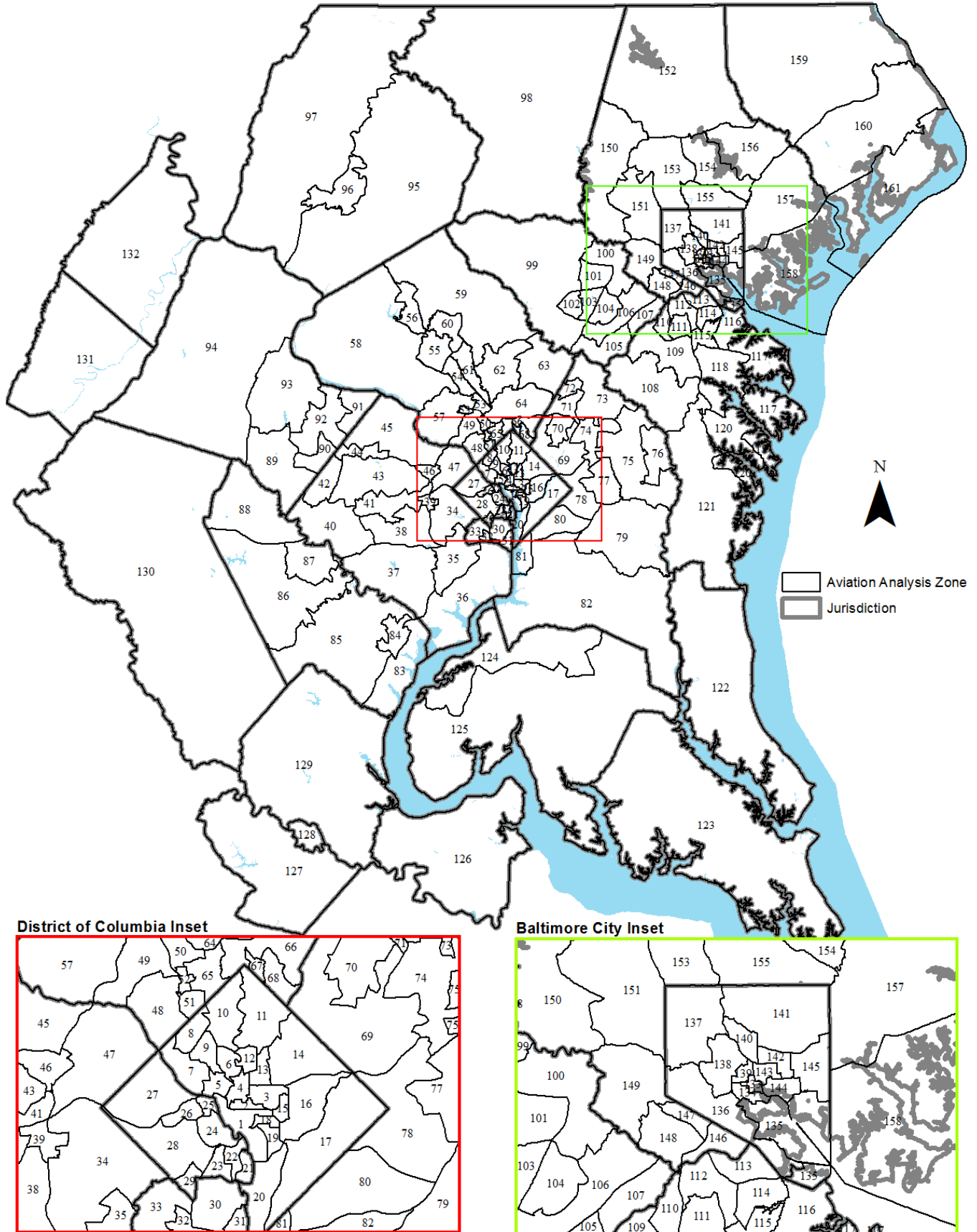
II. FINDINGS

This chapter summarizes the results of the 2013 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 a four week period during October 2013.

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 2013 (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). A full description of the AAZ system may be found in Appendix A. In addition, there are 5 zones that represent external areas, areas that are outside the immediate Washington-Baltimore region.

Figure 2: Aviation Analysis Zone System



Geographic Patterns of Airport Use

Approximately 23.4 million air passengers originated from the three commercial airports in the Washington-Baltimore Region in 2013, a four percent decline the 24.4 million passenger originations in 2011 (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: Annual Trip Originations by Airport (000s)

Enplanement Type		BWI		Dulles		National		Region	
		2011	2013	2011	2013	2011	2013	2011	2013
Local origination	<i>Number</i>	8,758	8,505	7,493	6,214	8,215	8,686	24,466	23,405
- (Came by ground transportation)	<i>Percent</i>	78%	75%	65%	57%	88%	85%	76%	72%
Connected from another Flight	<i>Number</i>	2,466	2,775	4,078	4,646	1,147	1,510	7,691	8,932
- (Local and/or International)	<i>Percent</i>	22%	25%	35%	43%	12%	15%	24%	28%
Total Enplanements	<i>Number</i>	11,224	11,280	11,570	10,861	9,363	10,196	32,157	32,337
	<i>Percent</i>	100%	100%	100%	100%	100%	100%	100%	100%
Percent of Region		35%	35%	36%	34%	29%	32%	100%	100%

Source: 2011 and 2013 Washington-Baltimore Regional Air Passenger Survey

Table 2: Annual Internal / External Trip Originations by Airport (000s)

Enplanement Type		BWI		Dulles		National		Region	
		2011	2013	2011	2013	2011	2013	2011	2013
Within Air System Planning Region	<i>Number</i>	7,705	7,245	7,109	5,655	8,094	8,462	22,908	21,362
- (Internal)	<i>Percent</i>	88%	85%	95%	91%	99%	97%	94%	91%
Outside Air System Planning Region	<i>Number</i>	1,054	1,259	383	560	121	225	1,558	2,043
- (External)	<i>Percent</i>	12%	15%	5%	9%	1%	3%	6%	9%
Total Enplanements	<i>Number</i>	8,759	8,505	7,492	6,214	8,215	8,686	24,466	23,405
	<i>Percent</i>	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 (except for Jefferson County), NJ or external VA and MD

Source: 2011 and 2013 Washington-Baltimore Regional Air Passenger Survey

The geographic distribution of the air passenger originations in both 2011 and 2013 is illustrated in Figure 4. A map of the super-districts used for the analysis is shown in Figure 4. 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 2011. Figure 5 illustrates the distribution of 2013 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.

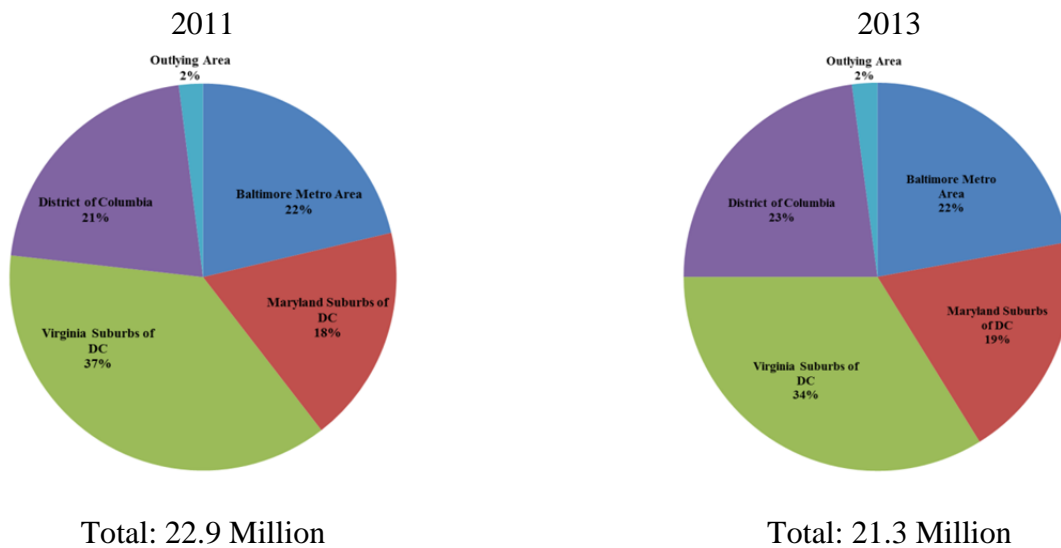
2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table 3 shows air passenger trip originations by jurisdiction. The total number of passengers experienced a decline of 4 percent between 2011 and 2013. In contrast to the drop of originating air passengers regionally, the District of Columbia experienced no significant change between 2011 and 2013. The Maryland suburbs of DC show a decline of 4 percent, when compared with 2011. Originations from the Virginia suburbs of DC had a 15 percent drop and the Baltimore metro area also experienced a drop of 2 percent when compared with 2011.

The service areas for each airport, defined as all zones in which a majority of all originating passengers use a specific airport, are illustrated in Figure 7 for 2013². 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 Figure 12 and Figure 13, and IAD draws a large proportion of its passengers from the western half of the region, as shown in Figure 10 and Figure 11. 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 Figure 8 and Figure 9. These findings correlate with Table 3 in the Air Passenger Survey General Findings report. In 2013, more than half of departing air passengers cited the closest airport as the reason for selecting the airport they used, almost same when compared with 2011. The next most chosen reason is less expensive airfare with 15 percent.

Figure 3: Annual Internal Originations by Regional District, 2011 and 2013



² Majority does not mean 50% of the originations but the highest proportion of originations in that AAZ: for example, if an AAZ had 33% of its originations headed to BWI, 33% to DCA, and 34% to IAD, it would be placed in the IAD service area.

Figure 4: Washington / Baltimore Air System Planning Region Super Districts








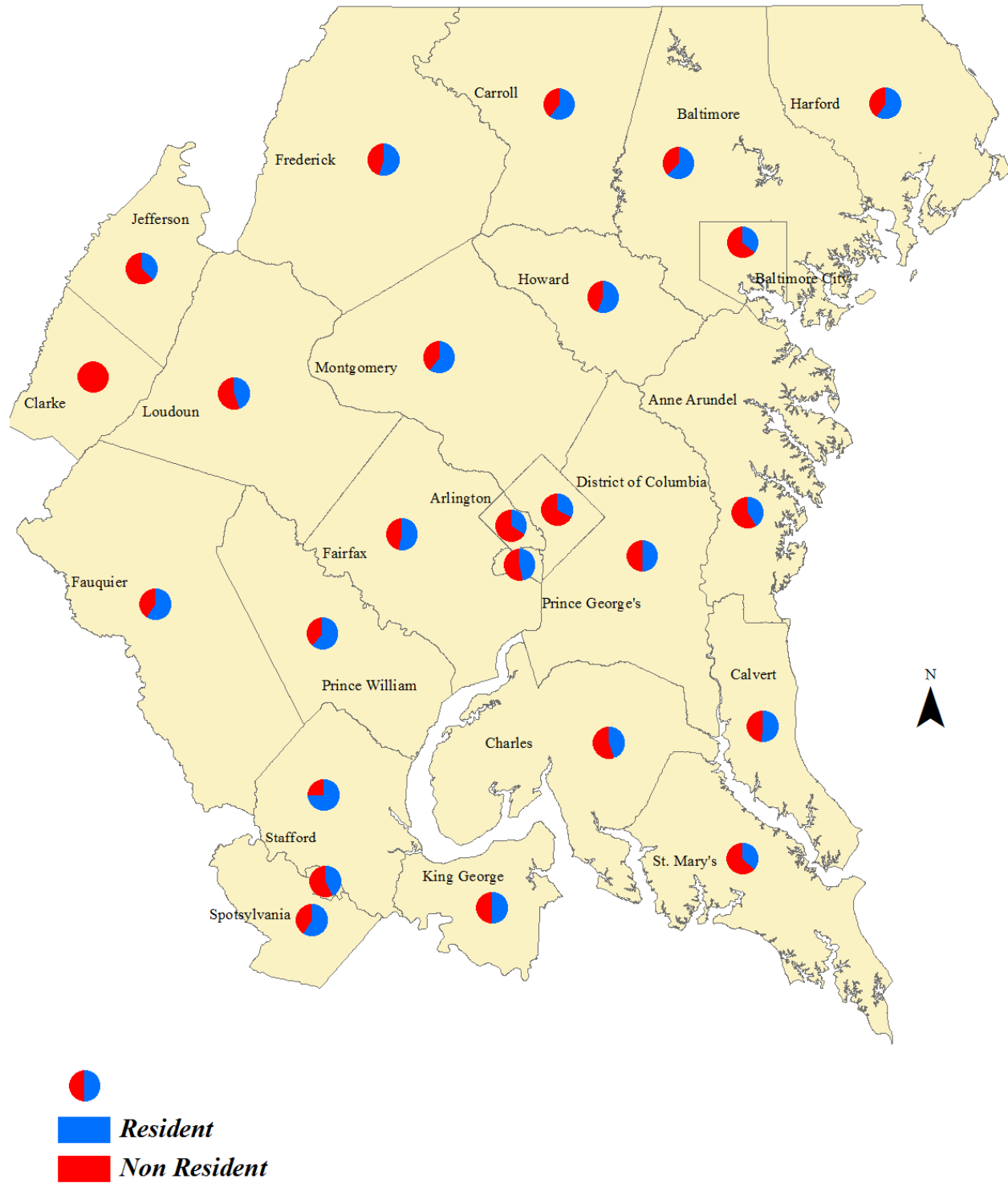
-  Baltimore Metro Area
-  District of Columbia
-  Maryland Suburbs of DC
-  Virginia Suburbs of DC
-  Outlying Areas

Figure 5: Percent Resident and Non-Resident Departing Passengers by Jurisdiction



2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table 3: Air System Planning Region Change in Originating Air Passengers by Jurisdiction 2011-2013

ORIGIN COUNTY	BWI AIRPORT				NATIONAL AIRPORT				DULLES AIRPORT				REGION			
	2011	2013	11-13	% Change	2011	2013	11-13	% Change	2011	2013	11-13	% Change	2011	2013	11-13	% Change
Anne Arundel Co.	1,394	1,436	42	3%	42	49	7	17%	97	51	-46	-48%	1,533	1,536	3	0%
Baltimore City	1,234	1,229	-5	0%	21	60	39	184%	48	52	4	8%	1,303	1,341	38	3%
Baltimore Co.	878	806	-72	-8%	27	4	-23	-83%	49	52	3	6%	954	862	-92	-10%
Carroll Co.	135	192	57	42%	3	12	9	316%	22	16	-6	-27%	160	220	60	38%
Harford Co.	266	170	-96	-36%	2	4	2	120%	5	17	12	237%	273	192	-81	-30%
Howard Co.	591	528	-63	-11%	15	28	13	87%	55	57	2	4%	661	614	-47	-7%
SUBTOTAL BALTIMORE METRO AREA	4,498	4,361	-137	-3%	110	158	48	44%	276	245	-31	-11%	4,884	4,764	-120	-2%
Calvert Co.	54	42	-12	-23%	4	29	25	635%	15	1	-14	-94%	73	72	-1	-1%
Charles Co.	77	70	-7	-9%	58	65	7	12%	17	16	-1	-5%	152	151	-1	-1%
Frederick Co.	230	207	-23	-10%	36	28	-8	-22%	66	48	-18	-27%	332	284	-48	-14%
Montgomery Co.	892	837	-55	-6%	876	800	-76	-9%	749	658	-91	-12%	2,517	2,295	-222	-9%
Prince Georges Co.	519	577	58	11%	402	472	70	17%	174	158	-16	-9%	1,095	1,207	112	10%
SUBTOTAL MARYLAND SUBURBS OF DC	1,772	1,733	-39	-2%	1,376	1,394	18	1%	1,021	882	-139	-14%	4,169	4,009	-160	-4%
Alexandria	81	57	-24	-29%	539	564	25	5%	170	199	29	17%	790	820	30	4%
Arlington Co.	153	79	-74	-49%	1,468	1,313	-155	-11%	499	347	-152	-30%	2,120	1,739	-381	-18%
Fairfax Co.	287	196	-91	-32%	1,219	1,154	-65	-5%	2,252	1,707	-545	-24%	3,758	3,056	-702	-19%
Loudoun Co.	54	52	-2	-3%	75	149	74	99%	913	796	-117	-13%	1,042	998	-44	-4%
Prince William Co.	42	57	15	36%	204	235	31	15%	445	276	-169	-38%	691	569	-122	-18%
Stafford Co.	6	9	3	54%	65	60	-5	-8%	64	38	-26	-41%	135	107	-28	-21%
SUBTOTAL VIRGINIA SUBURBS OF DC	623	450	-173	-28%	3,570	3,475	-95	-3%	4,343	3,363	-980	-23%	8,536	7,288	-1,248	-15%
District of Columbia	676	556	-120	-18%	2,900	3,284	384	13%	1,280	1,017	-263	-21%	4,856	4,857	1	0%
Outlying Areas	133	145	12	9%	138	151	13	9%	187	147	-40	-21%	458	444	-15	-3%
Externals	1,054	1,259	205	19%	121	225	104	86%	383	560	177	46%	1,558	2,043	485	31%
Total	8,756	8,505	-251	-3%	8,215	8,686	471	6%	7,490	6,214	-1,276	-17%	24,461	23,406	-1,055	-4%

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, Fauquier, King George, and Spotsylvania Counties in VA, the City of Fredericksburg VA, St. Mary's County in MD, and Jefferson County WV. Externals include jurisdictions outside the air system planning region.

Source:- 2011 and 2013 Washington-Baltimore Regional Air Passenger Surveys

Figure 6: Originating Air Passengers by Super District by Airport, 2013 and 2011

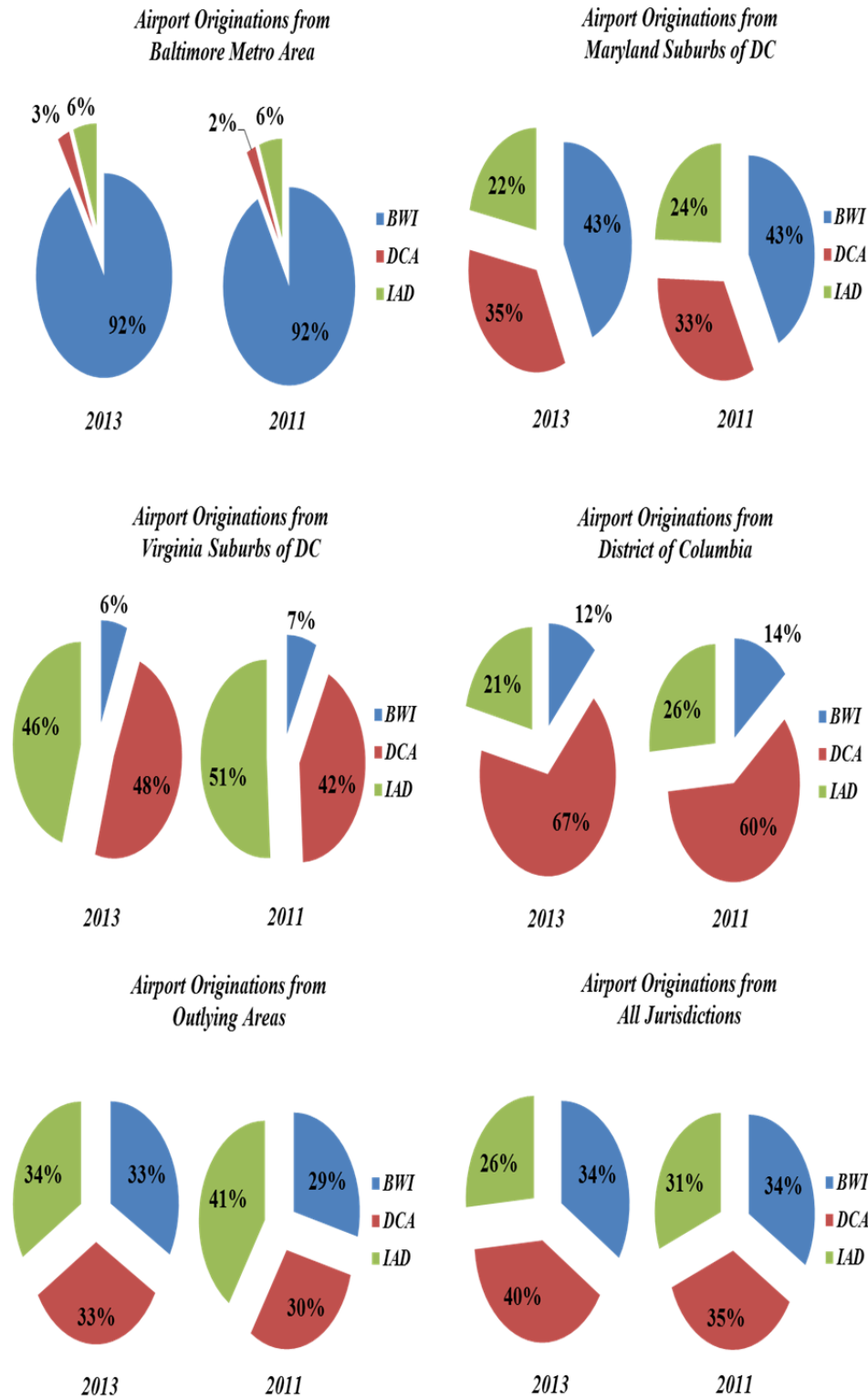
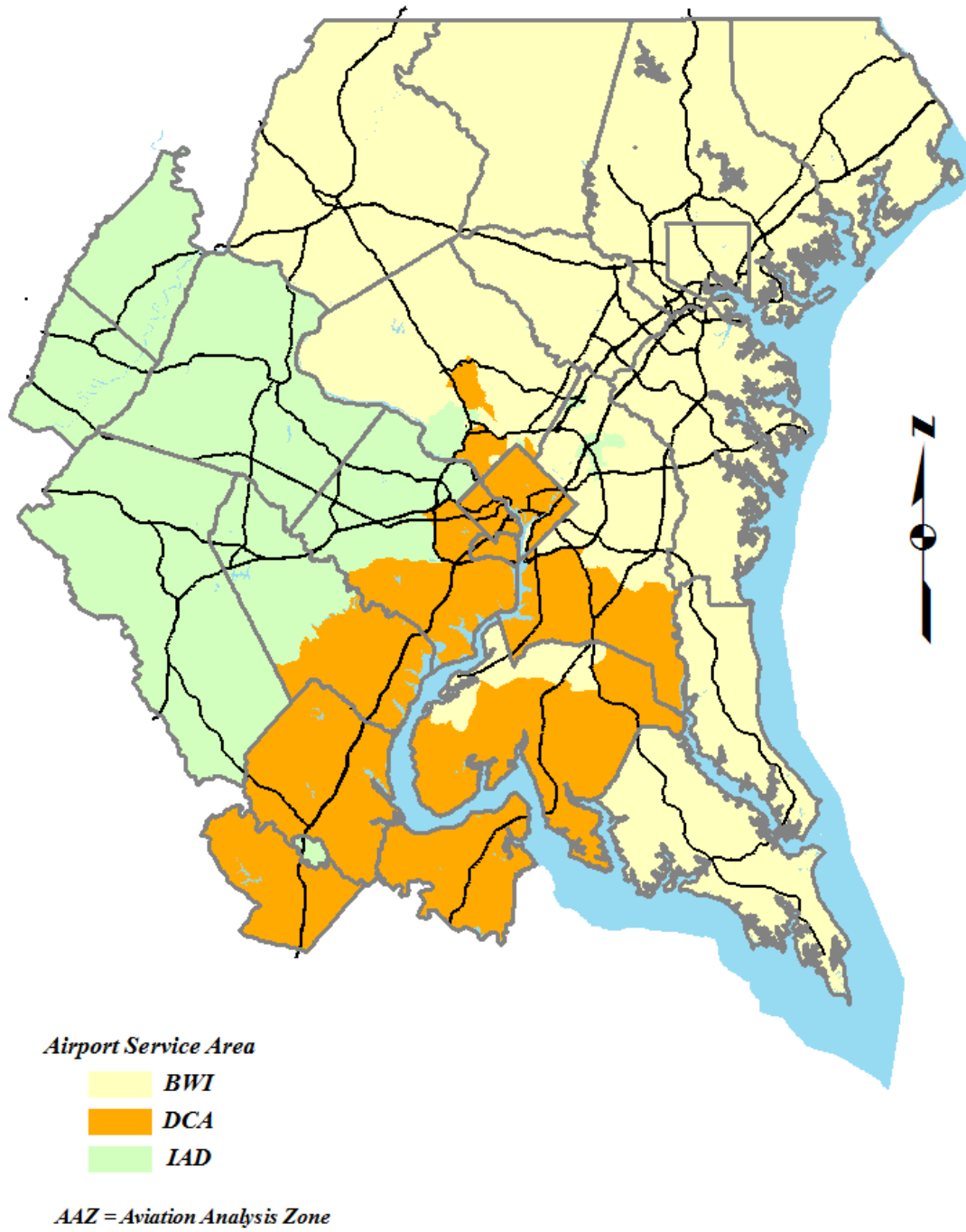


Figure 7: Airport Service Area by AAZ -- 2013



Ronald Reagan Washington National Airport (DCA)

Annual local air passenger originations at DCA increased by 6 percent between 2011 and 2013. In 2013, just over 38 percent of passengers using DCA started their trip within the District of Columbia. 76 percent of Arlington County's departing air passengers along with 68 percent of Alexandria's and 67 percent from the District of Columbia flew out of DCA. Figure 8 illustrates the distribution of air passenger originations from DCA in 2013. Along with the District and the inner Virginia suburbs, sections of southern Montgomery, Prince George's Counties in Maryland, and along the I-95 corridor of Prince William and Stafford Counties account for significant numbers of passengers using DCA. Though the percentage of passengers departing from DCA grew in Baltimore City, Carroll, Harford, Calvert, and Loudoun Counties, the majority of originating trips from these jurisdictions are destined either to BWI or IAD (see Figure 9).

The size of DCA's service area is much smaller than that of the other airports. Though some of the AAZs in Montgomery County and the District of Columbia have a greater share of airport trip originations to BWI, overall DCA served 37 percent and 67 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 8 shows annual air passenger origination volumes and Figure 9 shows the percent distribution of originations by AAZ from DCA.

Figure 8: Annual Air Passenger Originations – DCA 2013

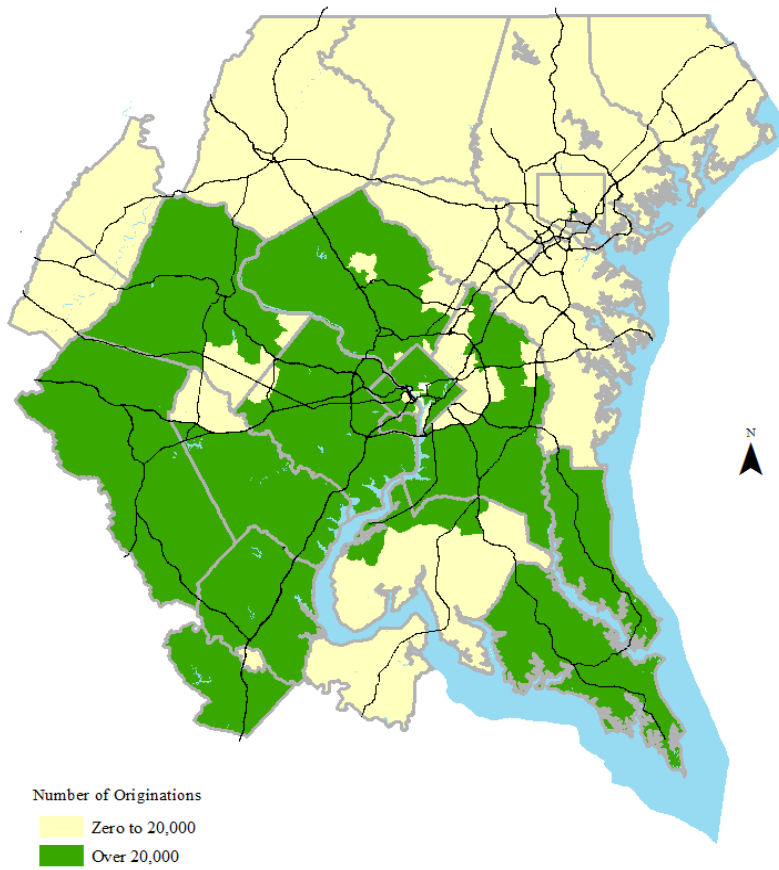
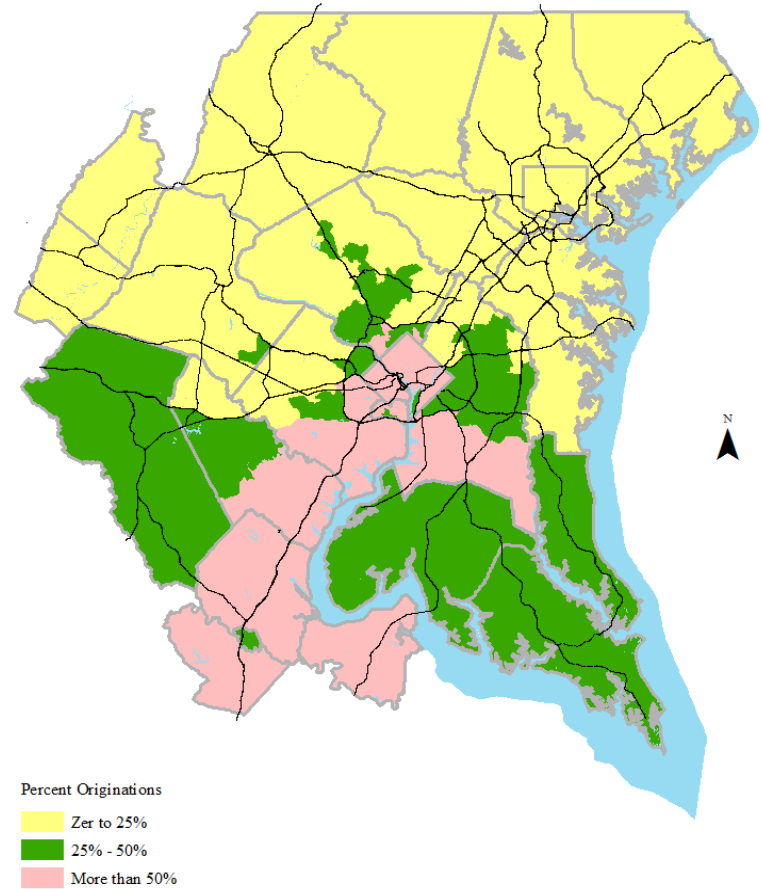


Figure 9: Percentage of Passengers Using DCA 2013



Washington Dulles International Airport (IAD)

Overall local air passenger originations at IAD experienced a decline of 17 percent when compared with 2011. Despite the total decline, some increase was observed of trip originations for some jurisdictions within the air system region between 2011 and 2013. With the exception of the City of Alexandria, originations from Virginia Suburbs of DC to IAD have declined (see Table 3). Originations to IAD from Maryland jurisdictions also have declined when compared with 2011, while a significant increase of 46 percent was observed from the external areas of the air system region. According to Table 3, 70 percent of IAD passengers are from the Virginia suburbs and the District of Columbia. Originations from IAD dropped from the Virginia suburbs by 25 percent when compared with 2011, and also by 13 percent from the Maryland suburbs. IAD air passenger originations from the Baltimore metropolitan area were down by 5 percent.

The scope of the IAD service area is mostly as expected and is similar to that from 2009 and 2011, except for the shift of a large swath of western Montgomery County to the BWI service area. This shift is largely due to the improved access to BWI provided by the Inter-county Connector (MD 200). Figure 10 shows annual air passenger volume and Figure 11 shows the percentage distribution of originations by AAZ to Dulles for 2013.

Figure 10: Annual Originations IAD 2013

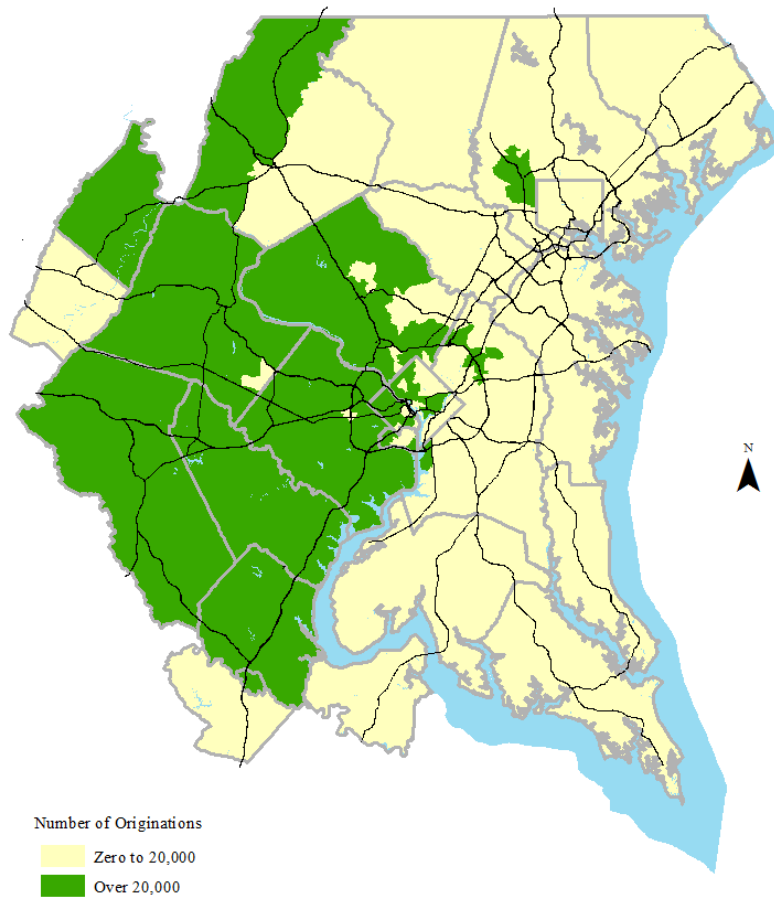
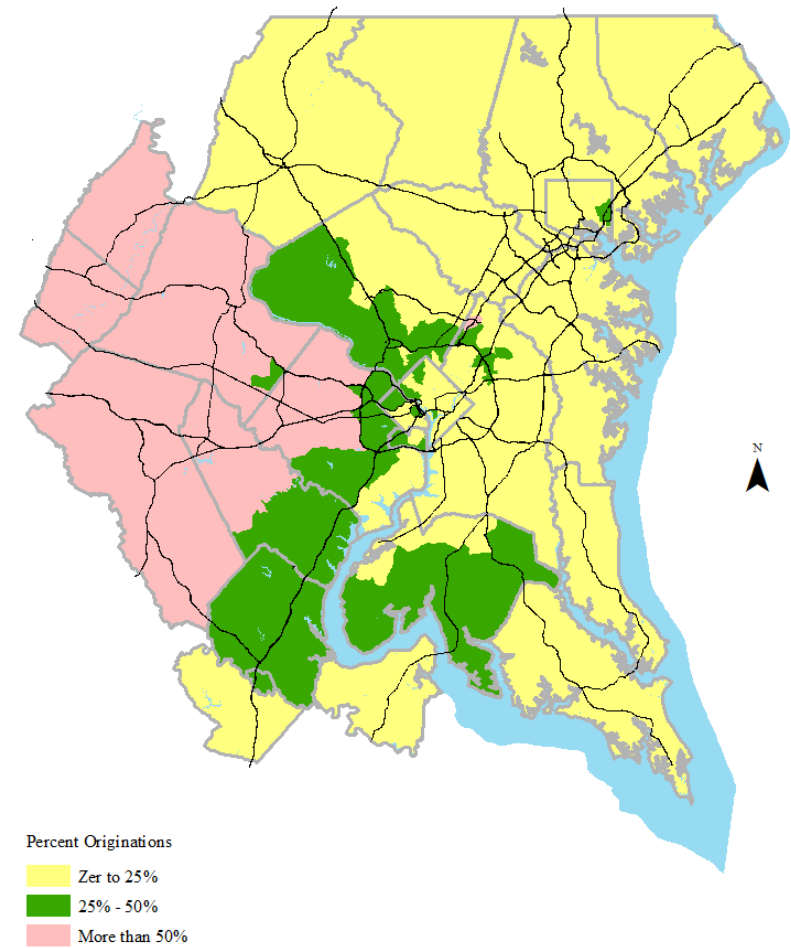


Figure 11: Percentage of Passengers Using IAD 2013



Baltimore/Washington International Thurgood Marshall Airport (BWI)

Between 2011 and 2013, local air passenger originations at BWI dropped by just 3 percent. Originating passengers at BWI from the Virginia suburbs dropped by 29 percent when compared with 2011 while passengers from the Maryland suburbs of DC also dropped by 3 percent. The percentage of passengers originating in the District of Columbia decreased by 16 percent while originations to BWI from the outlying jurisdictions and externals increased by 11 and 27 percent respectively between 2011 and 2013. Figure 12 illustrates the distribution of air passenger originations for BWI in 2013. Half of the passengers using BWI were from the Baltimore region. Originations from Anne Arundel County accounted for 15 percent of the total, while Baltimore County made up 29 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 12 shows annual air passenger volume and Figure 13 show the percentage distribution of originations by AAZ to BWI for 2013.

Figure 12: Originations BWI 2013

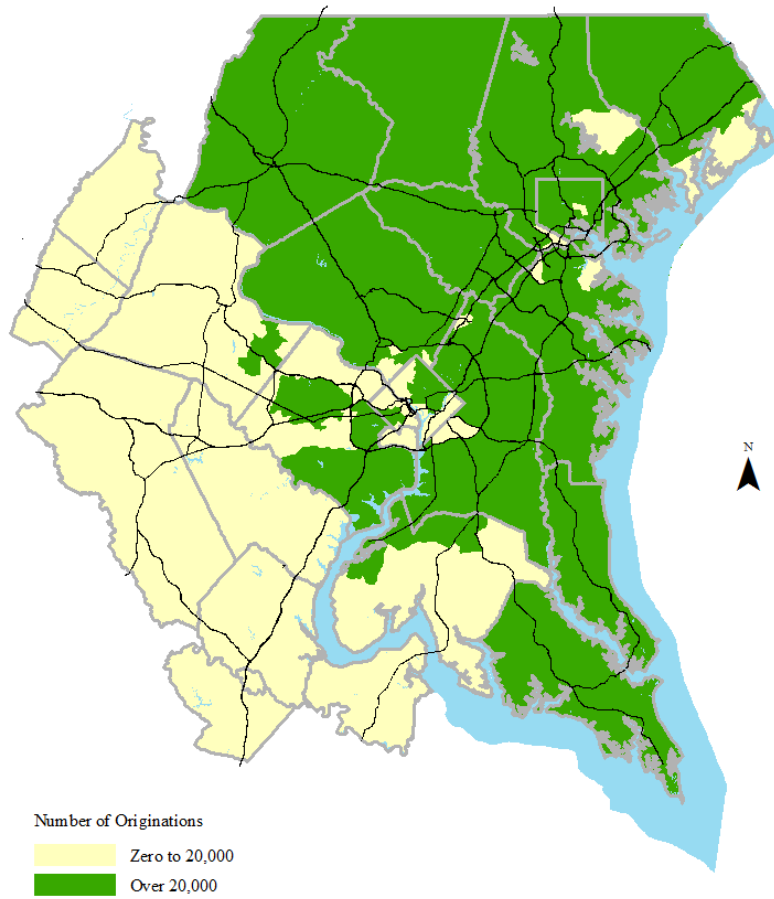
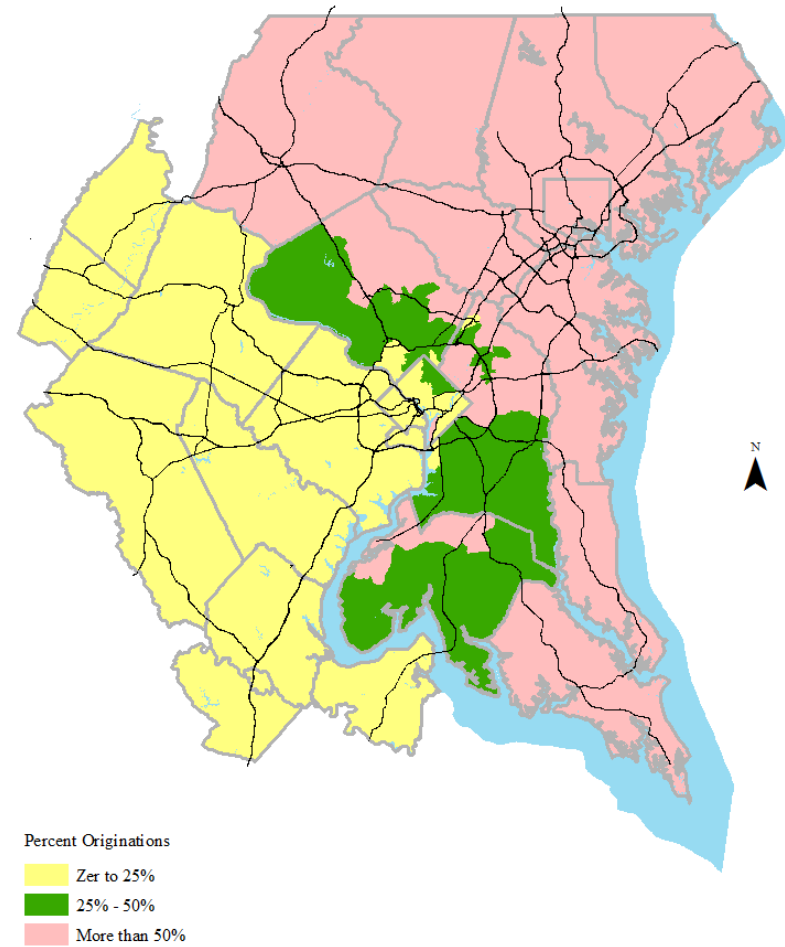


Figure 13: Percentage of Passengers Using BWI 2013



Use of Preferred Airport (Survey Question C-2)

Overall, the survey indicates that passengers are typically flying from their preferred airport. Across the region, 84 percent of flew from their preferred airport, almost the same as in 2011. Figure 14 displays the percentage distribution of departing air passengers' airport preference by AAZ. Those respondents expressing no airport preference (a very small number) are included in the analysis.

Table 4 shows airport preference by jurisdiction. For the region, the overall percentage of originating air passengers departing from their preferred airport in 2013 was about the same as 2011 (the percent has been rising from the 2005 figure of 76%). The jurisdictions with 90 percent or more passengers departing from their preferred airport are mainly in the Baltimore region.

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Table 4: Annual Departing Air Passengers Satisfaction with Airport by Jurisdiction

JURISDICTION	Total Originating Trips	Percent Satisfied With Airport Choice	Preference by Airport		
			BWI	DCA	IAD
Anne Arundel Co.	1,535,529	91%	94%	48%	44%
Baltimore City	1,340,556	92%	95%	57%	40%
Baltimore Co.	861,787	95%	97%	50%	73%
Carroll Co.	220,317	90%	100%	38%	31%
Hartford Co.	191,633	89%	99%	14%	24%
Howard Co.	614,020	88%	97%	44%	31%
SUBTOTAL BALTIMORE METRO AREA	4,763,842	91%	96%	49%	44%
Calvert Co.	72,152	80%	86%	73%	0%
Charles Co.	151,103	71%	60%	85%	71%
Frederick Co.	283,994	82%	86%	82%	82%
Montgomery Co.	2,295,328	79%	80%	87%	68%
Prince Georges Co.	1,206,776	84%	88%	86%	52%
SUBTOTAL MARYLAND SUBURBDS OF DC	4,009,353	80%	83%	86%	65%
Alexandria	820,243	80%	36%	97%	41%
Arlington Co.	1,738,746	84%	23%	95%	50%
Fairfax Co.	3,056,318	78%	25%	80%	81%
Loudoun Co.	997,699	83%	42%	39%	97%
Prince William Co.	568,638	76%	33%	71%	89%
Stafford Co.	106,509	68%	48%	78%	52%
SUBTOTAL VIRGINIA SUBURBDS OF DC	7,288,153	78%	29%	86%	79%
District of Columbia	4,857,256	82%	43%	97%	55%
Outlying Areas	443,500	85%	85%	85%	87%
Externals	2,043,492	91%	95%	71%	95%
Total	23,405,596	84%	86%	89%	74%

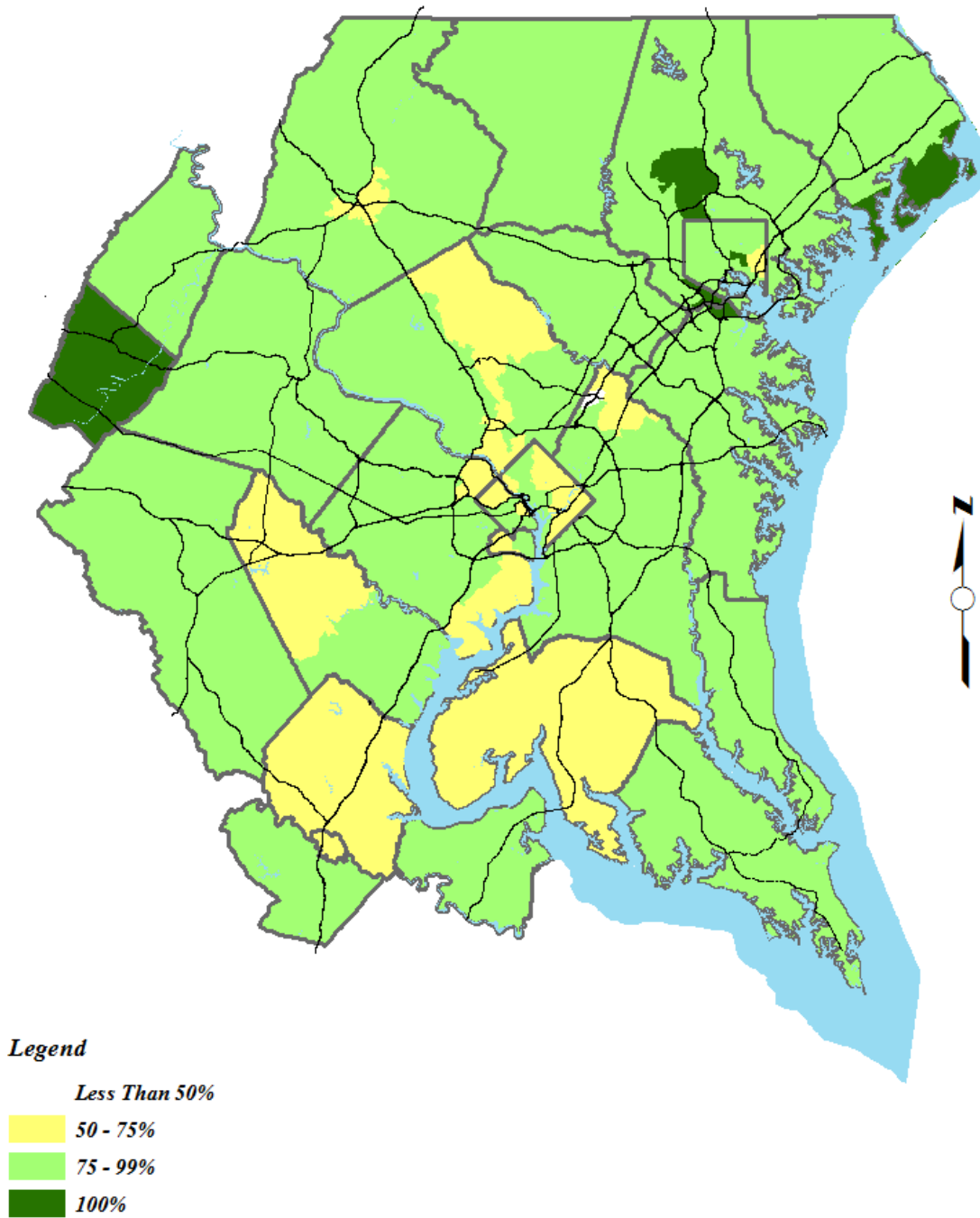
Note:- Fairfax City, City of Falls Church, Manassas Park and Manassas City are included in their respective county totals

Outlying Areas include Clarke, Fauquier, King George, and Spotsylvania Counties in VA, the City of Fredericksburg VA, St. Mary's County in MD, and Jefferson County WV,

Externals include jurisdictions outside the air system planning region.

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

Figure 14 Percentage of Passengers Flying from Preferred Airport by AAZ



Trip Purpose (Survey Question A-3)

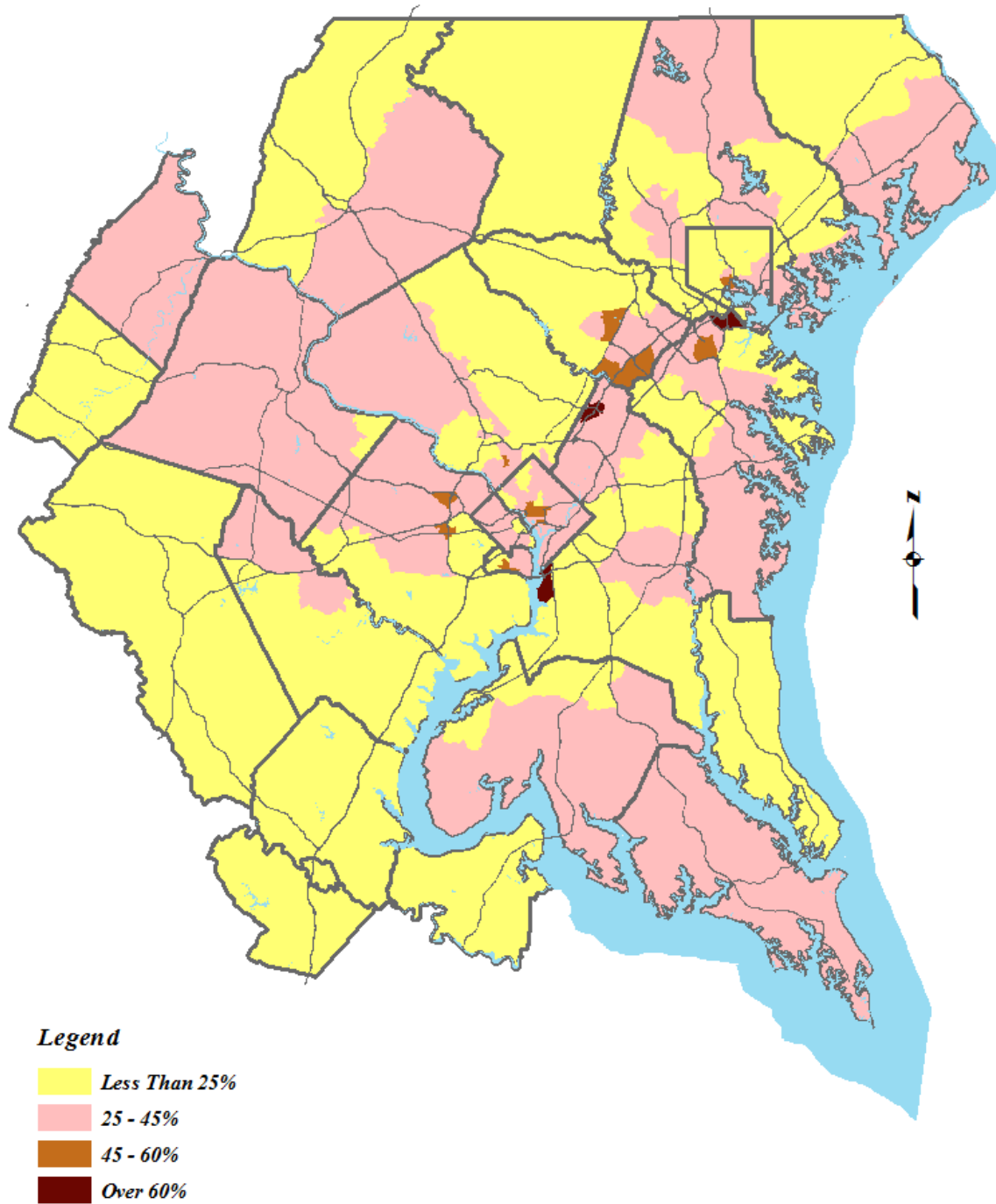
In past surveys, business travel accounted for almost half of the trips made by air passengers originating in the Washington-Baltimore region. In 2013, the percentage of locally originating passengers traveling for business declined to 32 percent compared with 43 percent in 2011. 31 percent of locally originating passengers indicated vacation as their trip purpose and 30 percent indicated personal or family affairs as their purpose.

Figure 15 illustrates the percentage of passengers traveling on business from each of the aviation analysis zones in 2013. 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 accounted for 38% of the total business travel. Downtown Baltimore extending over to the BWI airport area also produced business travelers, 36 percent of the total trips from Baltimore City. Other areas producing business travelers are employment centers throughout the air system region.

The concentrations of business travel displayed in Figure 15 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 36 percent of all air passengers are business travelers). BWI and IAD only carry each 29 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 42 percent of all business departing passengers, BWI had a 34 percent share and IAD with 24 percent regionally.

Results of the 2013 APS were impacted by the Federal government shutdown of October 1st through 16th, 2013. Air passenger volumes during this time were lower than comparable periods when the Federal government was fully open for business. The survey results show significant declines in government-related travel when compared with the 2011 survey results; however, this decrease is due less to the government shutdown during the survey period and more to the cumulative effect of travel reduction for government workers and government contractors over the past couple of years due to the ongoing Federal cutbacks known as “sequestration.” These longer-term funding reductions had a greater impact on changes in air travel patterns in the region, particularly at DCA, then the shutdown itself.

Figure 15: Percentage of Passengers Traveling on Business 2013



Trip Origin Activity (Survey Question B-1)

While 32 percent of air passengers originating in the Washington-Baltimore region are traveling on business, only 9 percent of the total number of passengers leave from a place of business and travel directly to the airport. As seen in Figure 16, 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 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 (30 percent of the total) leave from a hotel or motel. Figure 17 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 Greenbelt, along the Dulles Access Road in Reston and Herndon, the BWI area, and I-66 corridor in Fairfax County.

Figure 16: Percentage of Passengers Leaving From Work

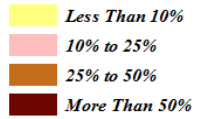
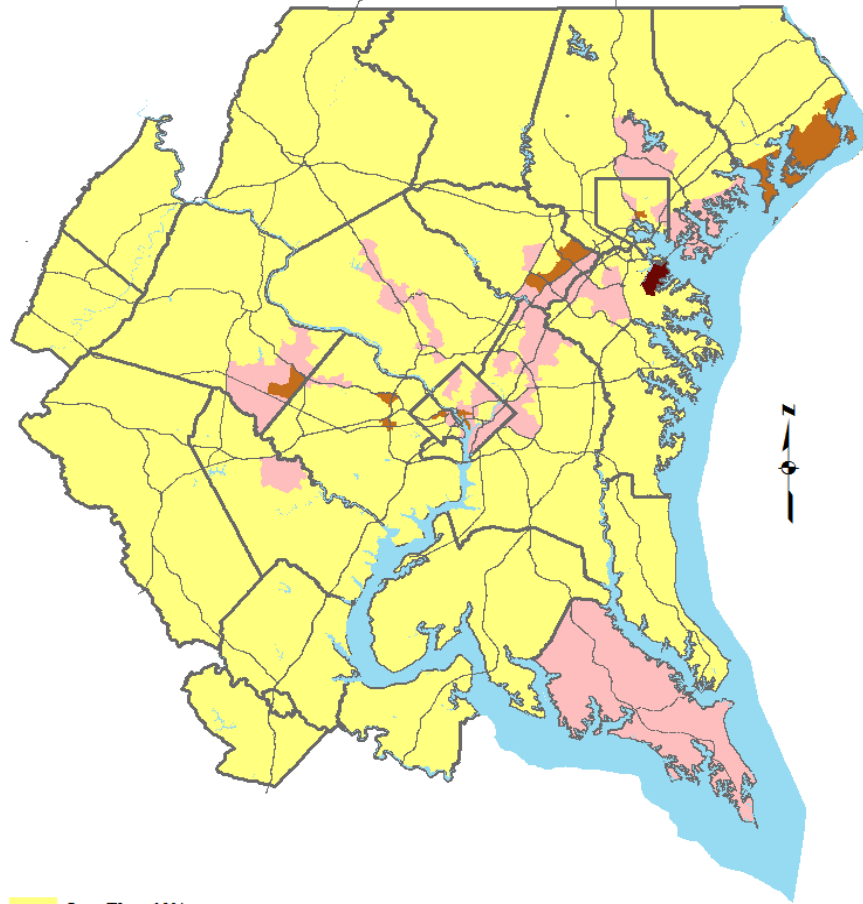
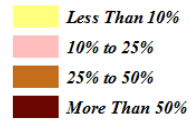
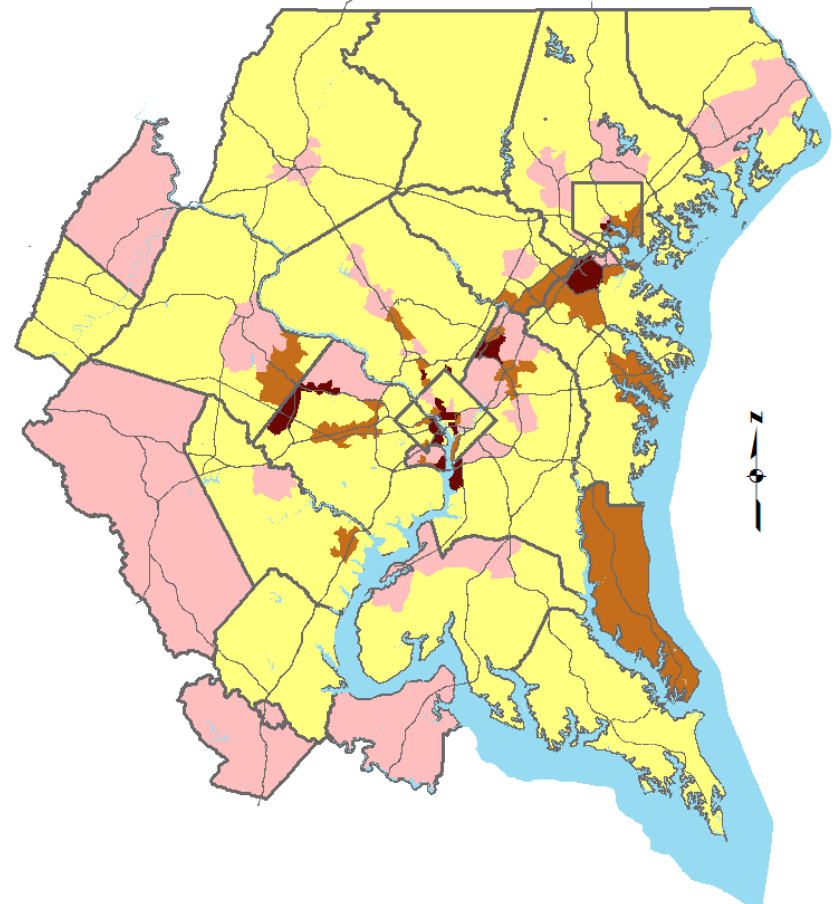


Figure 17: Percentage of Passengers Leaving from Hotel / Motel



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 2013, was the automobile (private autos or rental cars), accounting for 61 percent of originating air passengers, almost the same as in 2009, and 2011. Taxicabs were used by the second highest percentage of local air passengers (17 percent). Figure 18 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 19. 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, Herndon, 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 seven percent. However, usage of public transportation within the Washington Core Area was double than the regional average and about twice that of Baltimore City. The percentage of originating air passengers, region-wide using Metrorail to Reagan National is 16 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, and Prince William Counties show some passengers using rail to access the airports, which could be attributed to passengers using VRE. 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 opened for service on July 26th, 2014) will need to be examined for changes in public transportation access to the area airports.

Figure 18: Percentage of Passengers Using Taxicabs

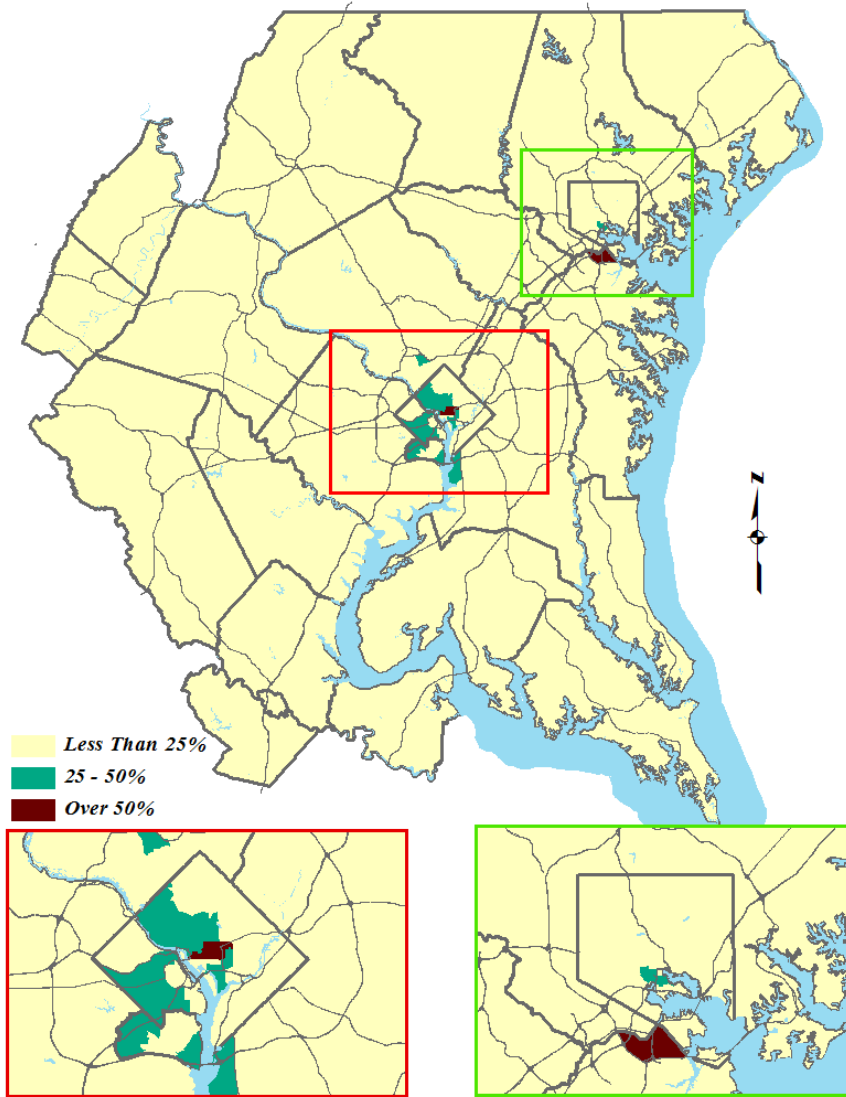


Figure 19: Percentage of Passengers Using Bus / Van / Limo

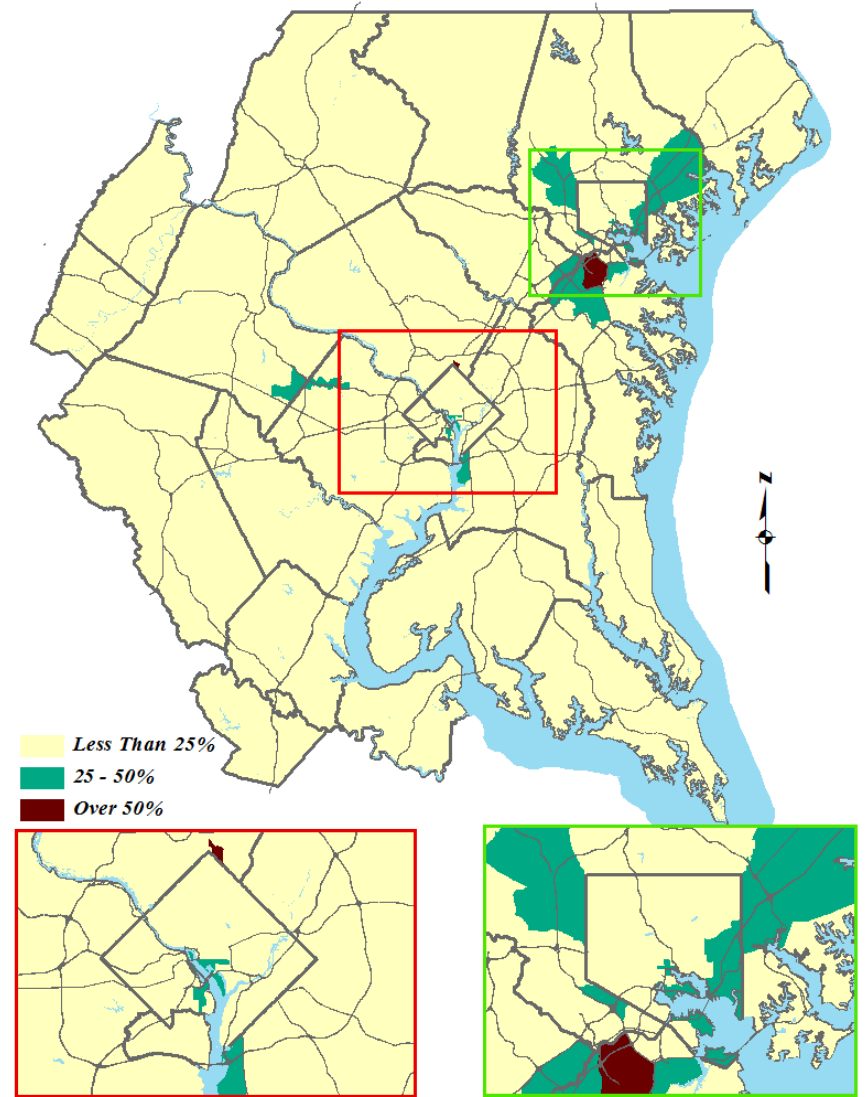
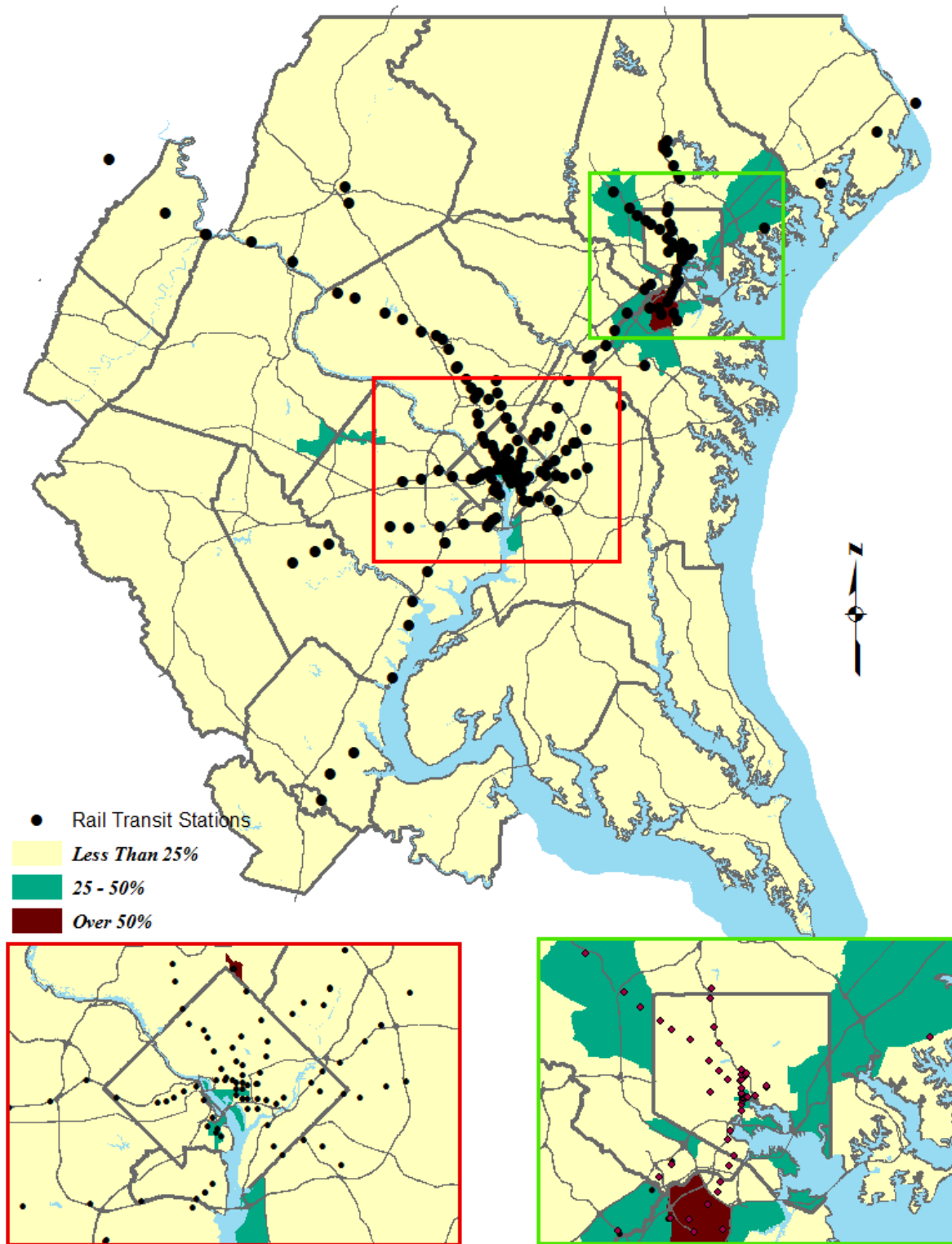


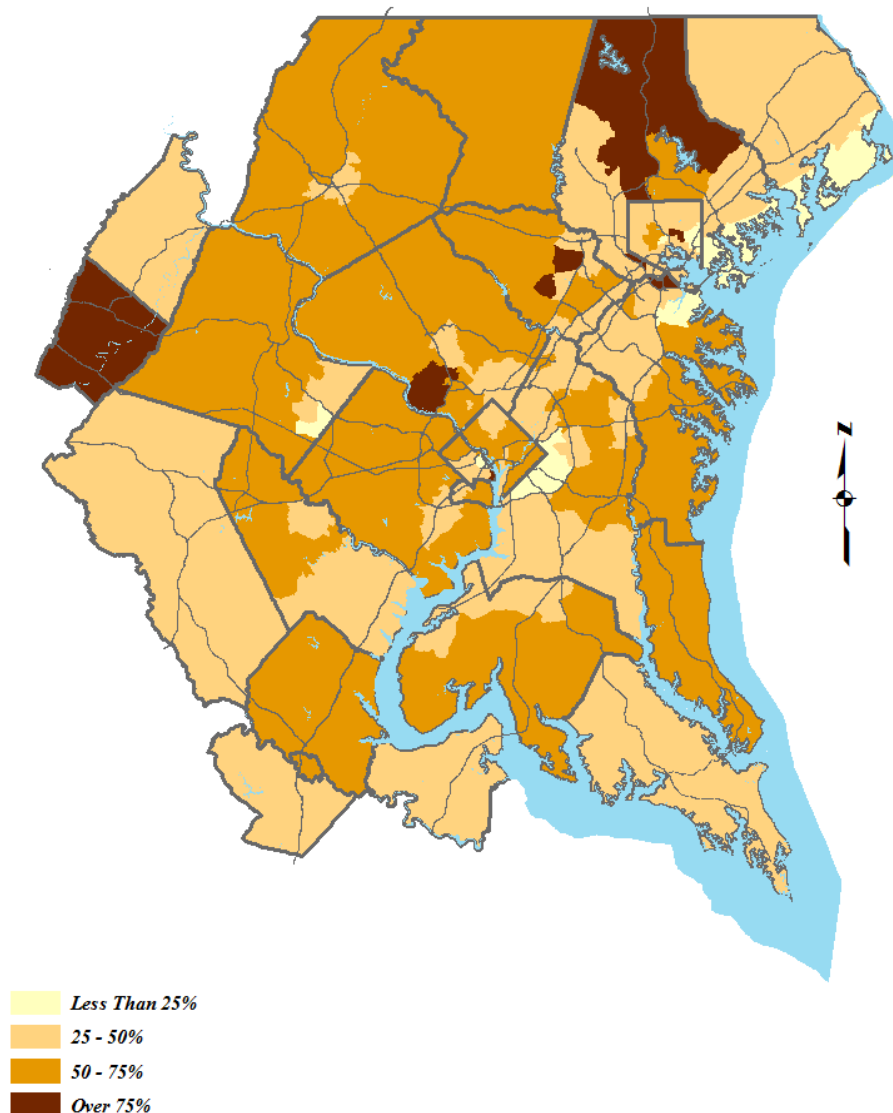
Figure 20: Percentage of Passengers Using Metrorail / Commuter Rail / Bus



2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report
Household Income (Survey Question D-4)

Air passenger trips often correlate directly to household income levels. Figure 21 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 72 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 \$81,685 according to Census data.

Figure 21: Local Originations with Annual Household Income > \$120,000



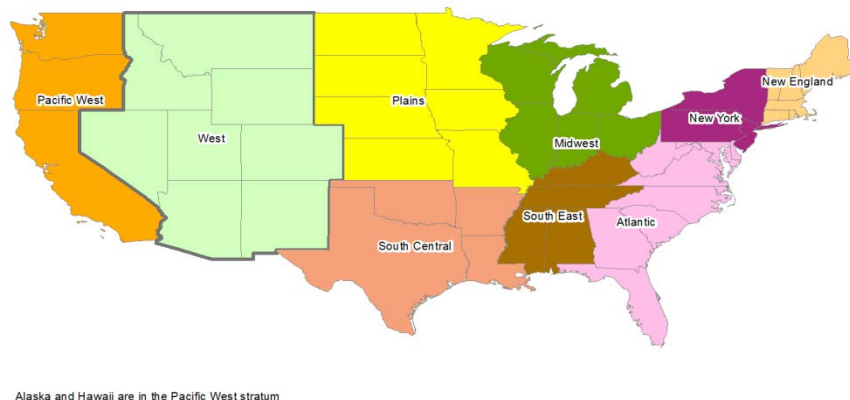
First Flight Destination of Air Passengers

The Washington-Baltimore Regional Air Passenger Survey sample included flights from 36 airlines, of which 23 had international destinations and 13 had domestic destinations. The sample flights selected were grouped into 335 regional destination clusters containing a total of 673 destinations, 81 international and 592 domestic. Although the survey questionnaire asked passengers where their trip would ultimately end (final destination), the information summarized in in Table 5. In 2013, trips destined to the Atlantic region accounted for 27 percent of the total trips, followed by the Midwest with 15 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 88 percent of all trips from the Washington/Baltimore air system region. BWI and DCA had a 40 and 41 percent share respectively of regional domestic flights. Over 50 percent of the passengers to the North East / New York destinations regions departed from DCA, while 66 percent of trips to the Pacific West did so from IAD. 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 65 percent of total trips originating from the Washington-Baltimore Air System Region, they accounted for almost 74 percent of trips destined to the Pacific Northwest /Alaska/Hawaii destinations .

Figure 23 displays the number of passengers destined to each of the regions within the continental 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 86 percent of total international departures.

Figure 22: Destination Strata



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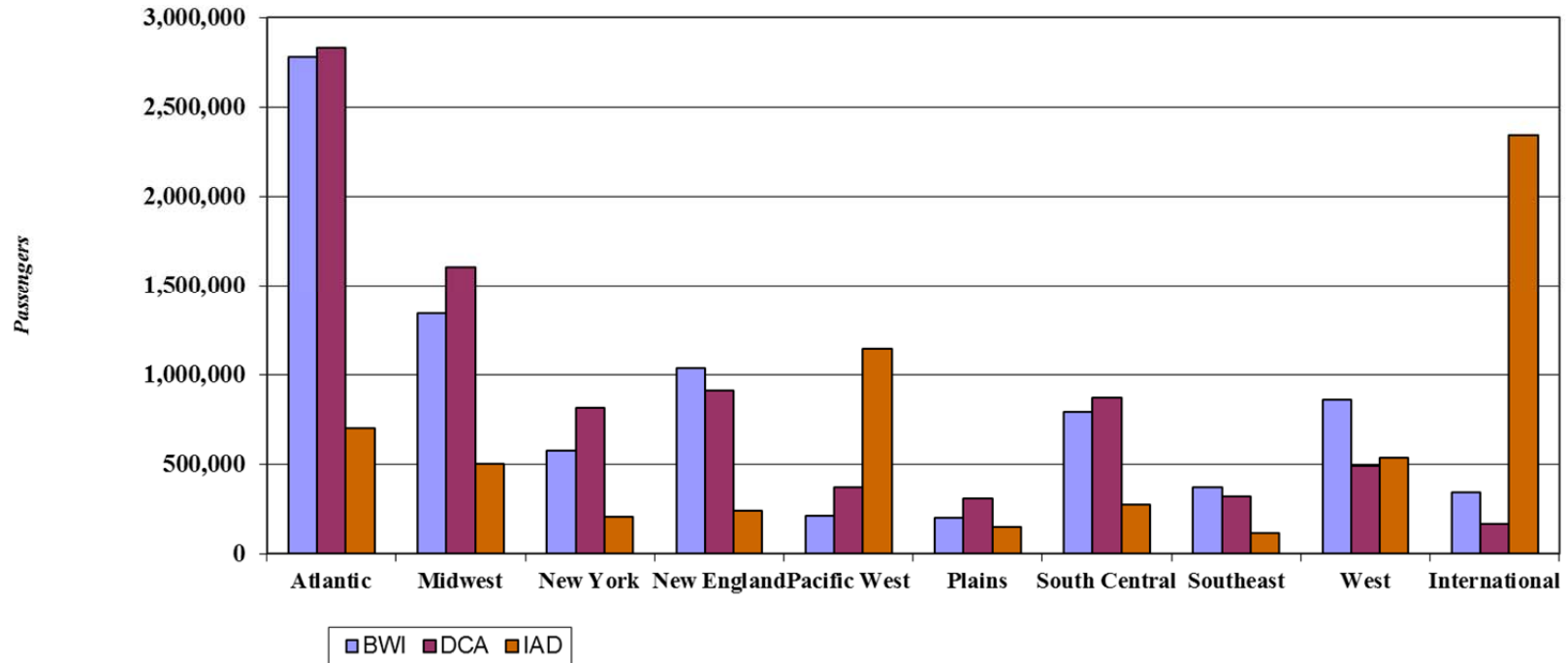
Table 5: First Flight Destination by Region and by Airport

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
Atlantic	2,780	33%	2,832	33%	703	11%	6,315	27%	44%	45%	11%
Midwest	1,342	16%	1,604	18%	503	8%	3,448	15%	39%	47%	15%
New England	574	7%	813	9%	208	3%	1,595	7%	36%	51%	13%
New York	1,035	12%	911	10%	239	4%	2,185	9%	47%	42%	11%
Pacific West	209	2%	368	4%	1,141	18%	1,719	7%	12%	21%	66%
Plains	199	2%	310	4%	149	2%	658	3%	30%	47%	23%
South Central	792	9%	870	10%	274	4%	1,936	8%	41%	45%	14%
Southeast	370	4%	318	4%	117	2%	804	3%	46%	40%	14%
West	862	10%	492	6%	535	9%	1,889	8%	46%	26%	28%
Domestic Subtotal	8,162	96%	8,518	98%	3,869	62%	20,549	88%	40%	41%	19%
International	343	4%	168	2%	2,345	38%	2,856	12%	12%	6%	82%
Total	8,505	100%	8,686	100%	6,214	100%	23,405	100%	36%	37%	27%

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

Note:- Destinations refer to scheduled flight destinations and do not refer to final destination of passengers

Figure 23: Departing Destinations



Source: 2013 Washington-Baltimore Regional Air Passenger Survey

Note: - Destinations refer to scheduled flight destinations and do not refer to final destination of passengers

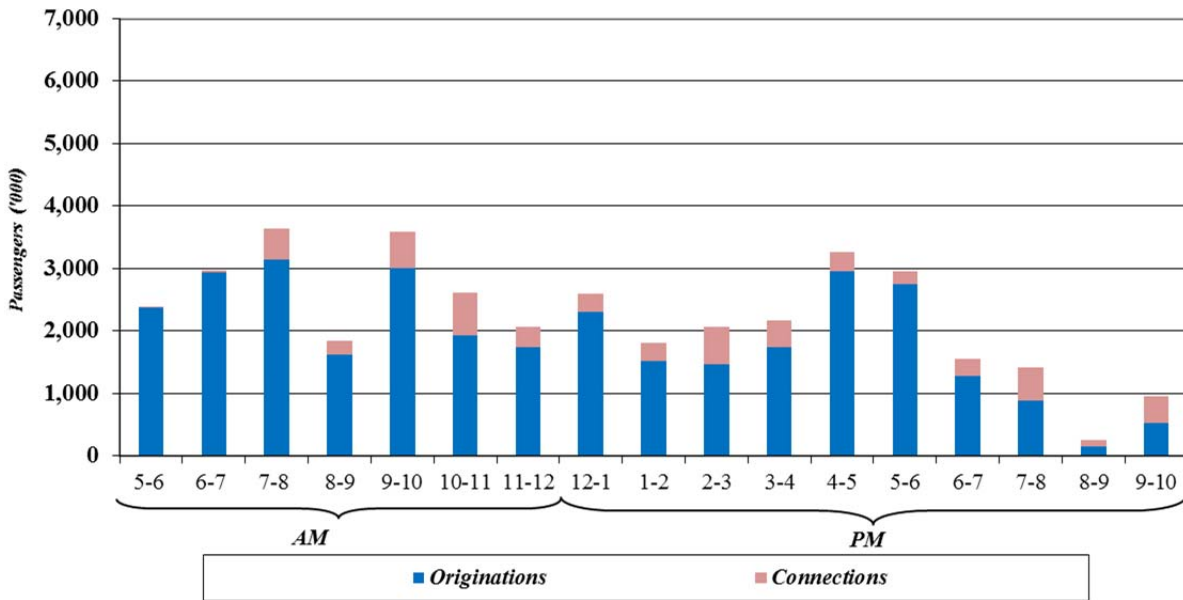
Departures by Time of Day (Survey Question B-3)

The distributions of passenger departures by time of day at the three airports in the Washington-Baltimore region are displayed in Figure 24, Figure 25, and Figure 26. 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 11 hours during which DCA handled between 2,000 and 3,500 passengers, although the overall peak hours were 7-8 AM and 9-10 AM when almost 3,500 passengers departed.

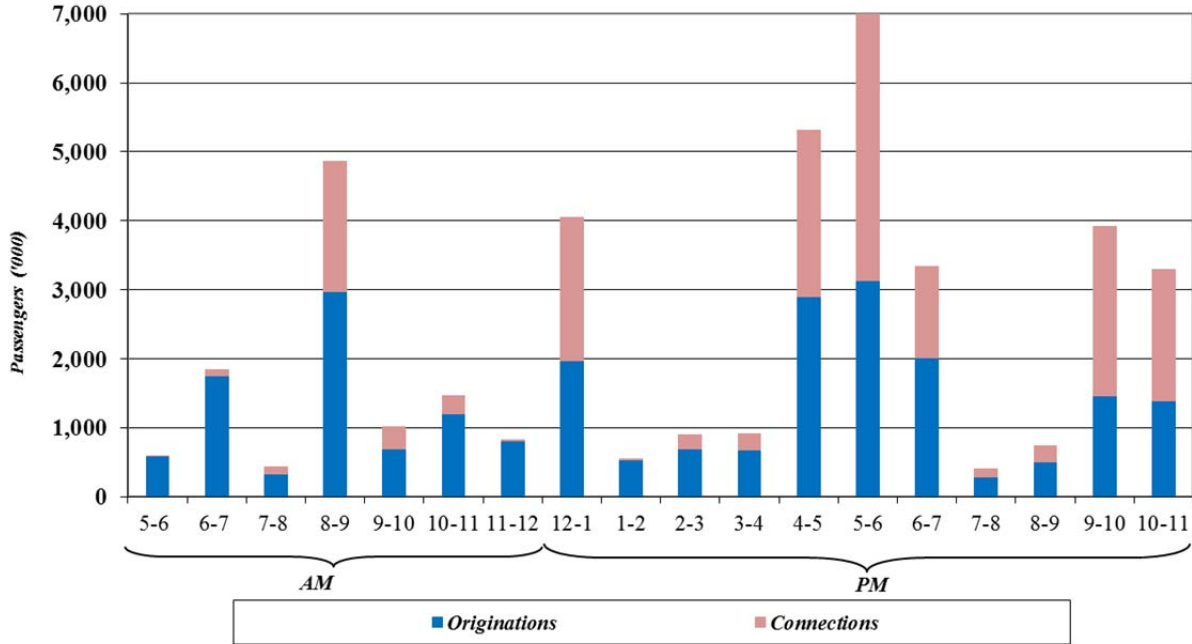
Figure 24: 2013 Diurnal Passenger Distribution at DCA



Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

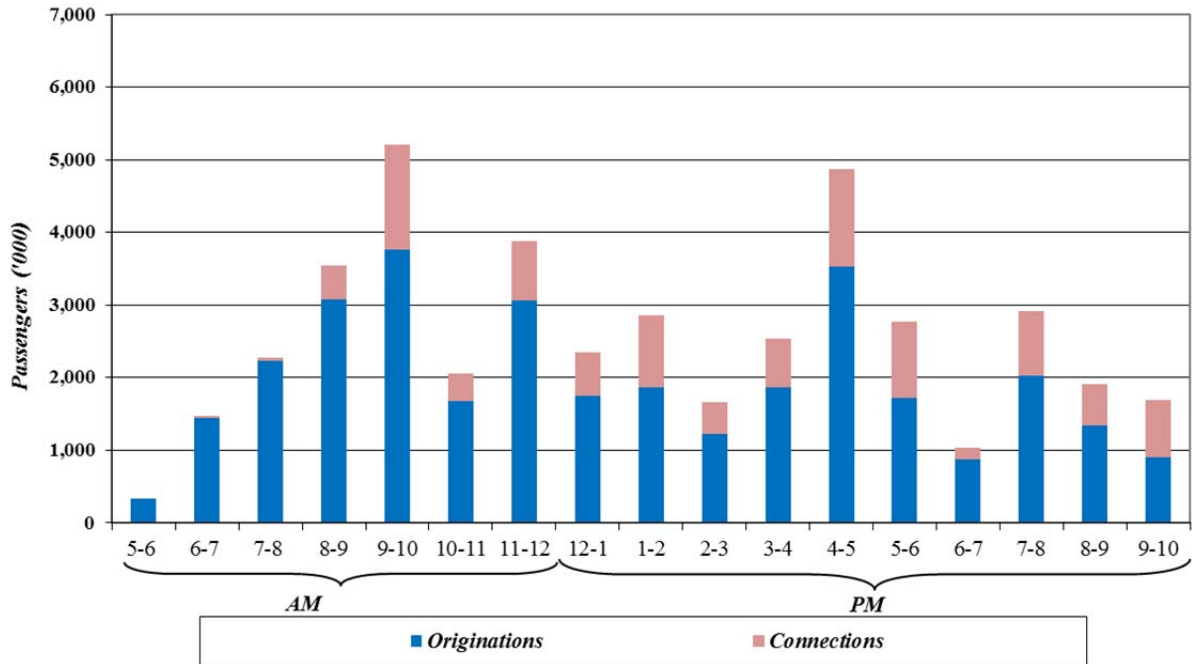
The distributions for both IAD and BWI, however, characterize airports that are dominated by hub-style activity. The peaks and valleys indicate the phenomenon of inbound flights from the airlines’ “spoke” cities are arriving and then departures occurring en masse. The morning peak occurs once connections 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: 2013 Diurnal Passenger Distribution at IAD



Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

Figure 26: 2013 Diurnal Passenger Distribution at BWI



Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

The overall peak for IAD was between 5-6 PM, when approximately 7,000 passengers departed. Note that during the hours before this afternoon peak (between noon and 4pm), 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.

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 This high level of activity in the late afternoon at IAD (between 4:00 PM and 6:00 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 was 9-10 AM, during which more than 5,000 passengers departed, and the PM peak hours between 3:00-4:00 PM with nearly 5,000 departures per hour.

Washington Core Area and Baltimore City

This section focuses on air passengers originating from the Washington Core Area (District of Columbia, Arlington County, and the City of Alexandria) and Baltimore City. Table 6 displays airport use by originating passengers from the Washington Core Area and Baltimore City, as well as the remaining zones in the region. Although the number of air passengers from Baltimore City account for only six percent of the regional total, it is nearly 54 percent of all passengers from the Baltimore metropolitan area. 92% of air passenger originations from Baltimore City used BWI for their departing trips. The Washington Core Area generated 7.3 million air passengers in 2013, 69 percent of whom used DCA. In contrast to Baltimore City, more Washington Core Area passengers went to airports further away.

Table 6: 2013 Airport Usage for Baltimore City and Washington Core Area

Airport Used	Baltimore City		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
BWI	1,229	92%	692	9%	6,584	45%	8,505	36%
DCA	60	4%	5,161	70%	3,466	24%	8,686	37%
IAD	52	4%	1,564	21%	4,599	31%	6,214	27%
Total	1,340	100%	7,416	100%	14,648	100%	23,405	100%

Business travel is the trip purpose for 36 percent of the passengers from Baltimore City and 38 percent of the passengers from the Washington Core Area. Table 7 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 32 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 7: 2013 Air Passenger Trip Purpose – Baltimore City and Washington Core Area

Trip Purpose	Baltimore City		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Business (Gov't)	106	8%	1,017	14%	1,190	8%	2,313	10%
Business (Non-Gov't)	370	28%	1,814	24%	2,896	20%	5,080	22%
Vacation	356	27%	2,122	29%	4,755	32%	7,234	31%
Personal	421	31%	1,854	25%	4,757	32%	7,031	30%
Student	32	2%	289	4%	510	3%	830	4%
Other	56	4%	321	4%	541	4%	918	4%
Total	1,341	100%	7,416	100%	14,649	100%	23,406	100%

As seen in Table 8 below, Baltimore City and the Washington Core Area display higher percentages of air passengers that began their trip at hotels and motels than the region as a whole and much lower percentages leaving from a private residence. Both areas had a majority of passengers traveling to the airport from a hotel or motel, 43 percent in Baltimore City and 49 percent in the Washington Core Area, compared with only 19 percent of passengers originating from the rest of the region. Air passengers leaving from private residences followed the opposite pattern with 72 percent of passengers from the rest of the region leaving from a home and 43 and 37 percent of passengers leaving from Baltimore City and the Washington Core Area respectively. Places of employment or other business locations generated 11 percent of the passengers from the Washington Core Area and 9 percent from Baltimore City. The regional average was 9 percent.

Table 8: 2013 Air Passenger Trip Origin – Baltimore City and Washington Core Area

Origin Activity	Baltimore City		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Residence	593	44%	2,784	38%	10,466	71%	13,842	59%
Hotel/Motel	564	42%	3,604	49%	2,795	19%	6,964	30%
Regular Employment	63	5%	365	5%	428	3%	856	4%
Other Business	64	5%	446	6%	607	4%	1,117	5%
Other	56	4%	217	3%	352	2%	626	3%
Total	1,341	100%	7,416	100%	14,649	100%	23,406	100%

The most heavily used mode of access to the airports from the Washington Core Area is taxicab and it is the second most heavily used mode from Baltimore City. The Washington Core Area, where only 31 percent of total passengers used automobiles (private and rental) to access the airports, differs significantly from the region as a whole. Table 9 illustrates the mode of access breakdown. In Baltimore City, 18 percent of the passengers used taxicabs, and this figure is exceeded by the 38 percent in the Washington Core Area.

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report
Table 9: 2013 Air Passenger Mode of Access – Baltimore City and Washington Core Area

Mode of Access	Baltimore City		Washington Core		All Other		Region	
	No.	%	No.	%	No.	%	No.	%
Private Auto	577	43%	1,615	22%	9,046	62%	11,238	48%
Rental Auto	149	11%	637	9%	2,225	15%	3,012	13%
Taxicab	234	17%	2,788	38%	986	7%	4,008	17%
Public Transportation	103	8%	1,199	16%	440	3%	1,742	7%
Airport Bus or Limousine	230	17%	998	13%	1,441	10%	2,669	11%
Other	47	4%	178	2%	511	3%	736	3%
Total	1,341	100%	7,416	100%	14,649	100%	23,406	100%

Passengers from both areas also used the airport limousine service at a higher rate (17 and 13 percent respectively) than in other parts of the region (3 percent). The use of mass transit from the Washington Core Area reflects the same figure (16 percent) of overall Metrorail usage at DCA. This is likely due to the extensive coverage provided by the Metrorail system in the area.

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, Glencarly, 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,

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

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 University,
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, Olney
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 Soler 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, Gainsville, 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, Gambrells, 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 Tobacco, 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

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table B-1
2013 Washington-Baltimore Air Passenger Survey
Air Passenger Originations by AAZ

AAZ	BWI		DCA		IAD		Total
	No.	%	No.	%	No.	%	
1	4,860	20	14,167	59	4,800	20	23,827
2	24,940	19	91,236	69	15,752	12	131,927
3	111,720	8	1,039,253	73	281,042	20	1,432,015
4	80,062	7	738,418	68	264,025	24	1,082,505
5	19,035	8	156,064	66	61,371	26	236,470
6	23,515	8	206,941	70	66,322	22	296,778
7	7,425	8	58,324	63	26,976	29	92,725
8	18,949	14	81,257	61	32,401	24	132,606
9	19,890	20	68,947	69	10,997	11	99,834
10	11,452	11	52,071	52	37,497	37	101,020
11	32,705	34	55,043	57	8,692	9	96,440
12	22,589	16	85,754	60	35,303	25	143,646
13	22,986	15	107,815	72	19,726	13	150,527
14	29,152	26	69,054	62	13,214	12	111,419
15	22,379	20	67,363	60	22,761	20	112,503
16	53,963	20	161,393	60	53,885	20	269,240
17	10,869	24	25,813	58	7,845	18	44,526
18	7,955	4	155,075	79	33,262	17	196,292
19	11,870	17	39,183	55	20,215	28	71,267
20	19,939	63	10,496	33	1,261	4	31,697
21	0	0	4,358	88	613	12	4,971
22	9,697	2	410,517	83	74,323	15	494,537
23	4,444	3	138,592	80	30,700	18	173,736
24	2,013	6	19,698	54	14,536	40	36,247
25	13,828	8	117,981	72	32,807	20	164,615
26	14,231	4	250,970	79	53,217	17	318,417
27	14,041	8	104,404	56	66,652	36	185,097
28	20,240	7	220,313	71	68,423	22	308,976
29	0	0	46,020	88	6,142	12	52,162
30	8,696	5	151,438	86	15,265	9	175,399
31	19,762	5	252,660	67	103,953	28	376,374
32	11,173	20	24,816	44	19,847	36	55,835
33	17,575	8	135,288	64	59,770	28	212,634
34	20,736	7	172,790	60	95,088	33	288,614
35	21,092	9	146,292	65	59,388	26	226,772
36	23,772	8	200,409	69	66,697	23	290,879
37	26,069	8	163,213	52	123,722	40	313,004
38	8,674	6	63,774	41	82,867	53	155,315
39	945	3	24,011	66	11,387	31	36,342
40	956	1	22,695	17	111,496	82	135,147
41	28,285	12	49,266	22	151,593	66	229,144

AAZ	BWI		DCA		IAD		Total
	No.	%	No.	%	No.	%	
42	2,970	3	9,891	11	78,394	86	91,255
43	28,719	7	95,477	23	298,285	71	422,481
44	16,652	4	43,911	11	327,035	84	387,598
45	5,175	2	45,490	20	174,453	77	225,118
46	6,515	4	72,042	46	77,590	50	156,146
47	5,332	5	44,421	45	48,734	49	98,487
48	19,508	21	47,062	50	26,661	29	93,230
49	22,444	21	53,123	49	33,523	31	109,089
50	16,352	16	73,313	70	15,303	15	104,967
51	16,022	35	14,546	32	15,496	34	46,064
52	25,438	23	72,520	64	14,788	13	112,746
53	25,654	36	22,739	32	22,495	32	70,887
54	64,254	32	73,237	36	63,937	32	201,427
55	64,319	55	26,200	22	27,217	23	117,735
56	28,329	41	20,746	30	20,515	29	69,590
57	37,378	32	31,874	27	47,987	41	117,239
58	85,096	38	54,759	24	84,349	38	224,204
59	89,436	59	31,835	21	31,073	20	152,343
60	26,292	57	11,755	25	8,138	18	46,185
61	27,378	32	32,681	38	26,774	31	86,832
62	44,518	49	37,499	41	9,681	11	91,698
63	32,757	82	1,567	4	5,567	14	39,891
64	97,411	47	42,116	20	67,344	33	206,871
65	27,278	26	44,161	42	33,789	32	105,227
66	38,798	33	38,692	33	38,727	33	116,218
67	42,249	28	51,208	34	57,258	38	150,715
68	6,324	20	18,114	56	7,667	24	32,105
69	51,774	60	18,291	21	16,770	19	86,836
70	74,766	73	17,204	17	11,086	11	103,056
71	29,858	49	10,485	17	20,089	33	60,432
72	0	0	0	0	2,389	100	2,389
73	68,283	67	25,113	25	9,086	9	102,482
74	36,719	34	28,048	26	42,681	40	107,448
75	79,038	71	29,190	26	3,818	3	112,046
76	29,266	74	5,878	15	4,241	11	39,385
77	26,069	56	14,086	30	6,805	14	46,960
78	31,837	64	18,198	36	0	0	50,035
79	53,843	48	52,936	47	5,152	5	111,931
80	14,070	43	13,916	43	4,562	14	32,548
81	21,234	10	170,363	79	25,106	12	216,702
82	59,788	44	68,437	51	6,265	5	134,490

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table B-1
2013 Washington-Baltimore Air Passenger Survey
Air Passenger Originations by AAZ

Cont.

AAZ	BWI		DCA		IAD		Total
	No.	%	No.	%	No.	%	
83	9,755	11	44,929	50	34,520	39	89,204
84	1,969	3	37,867	57	26,751	40	66,587
85	18,104	12	85,684	58	44,605	30	148,393
86	14,491	13	31,599	28	65,253	59	111,342
87	12,747	12	28,119	26	67,415	62	108,281
88	0	0	7,244	16	37,579	84	44,824
89	0	0	5,285	8	63,465	92	68,750
90	2,407	14	6,531	39	7,840	47	16,778
91	3,353	3	3,123	3	116,369	95	122,845
92	26,159	9	34,181	12	222,539	79	282,879
93	10,680	3	64,864	19	263,998	78	339,543
94	9,856	6	34,929	21	122,110	73	166,895
95	58,099	69	13,257	16	12,456	15	83,812
96	81,654	80	7,849	8	12,565	12	102,068
97	67,603	69	7,071	7	23,422	24	98,096
98	191,751	87	12,472	6	16,082	7	220,305
99	92,169	80	8,859	8	13,772	12	114,800
100	83,491	83	439	0	16,609	17	100,539
101	24,505	94	0	0	1,513	6	26,018
102	35,604	93	0	0	2,706	7	38,310
103	77,509	94	1,092	1	3,438	4	82,039
104	52,810	90	2,392	4	3,559	6	58,761
105	34,108	86	938	2	4,779	12	39,825
106	66,722	77	9,309	11	11,089	13	87,120
107	61,483	92	5,070	8	0	0	66,553
108	147,646	95	3,301	2	4,062	3	155,009
109	130,292	92	1,176	1	10,066	7	141,534
110	12,946	100	0	0	0	0	12,946
111	27,707	92	1,116	4	1,157	4	29,980
112	432,692	97	8,633	2	5,790	1	447,116
113	22,941	100	0	0	0	0	22,941
114	23,560	100	0	0	0	0	23,560
115	42,459	99	0	0	613	1	43,072
116	7,246	100	0	0	0	0	7,246
117	92,253	97	740	1	2,219	2	95,212
118	116,978	89	10,389	8	3,404	3	130,771
119	134,269	88	11,612	8	7,284	5	153,165
120	204,019	88	12,128	5	14,470	6	230,617
121	40,465	96	0	0	1,813	4	42,278
122	41,833	58	29,412	41	901	1	72,146
123	113,113	64	50,345	29	12,432	7	175,890

AAZ	BWI		DCA		IAD		Total
	No.	%	No.	%	No.	%	
124	56,263	53	45,756	43	3,725	4	105,744
125	13,895	31	19,046	42	12,413	27	45,354
126	1,383	7	18,109	88	1,081	5	20,574
127	7,014	12	38,509	64	14,798	25	60,321
128	8,743	19	16,931	36	21,238	45	46,912
129	9,235	9	59,559	56	37,715	35	106,509
130	1,743	2	22,504	31	48,322	67	72,569
131	0	0	0	0	391	100	391
132	13,423	20	4,263	6	49,151	74	66,837
133	372,200	93	23,215	6	6,364	2	401,779
134	108,810	94	0	0	7,272	6	116,082
135	23,603	89	0	0	2,983	11	26,586
136	56,034	83	11,862	17	0	0	67,896
137	71,313	95	0	0	4,067	5	75,380
138	38,785	100	0	0	0	0	38,785
139	39,343	90	3,752	9	743	2	43,838
140	47,672	84	5,973	10	3,276	6	56,921
141	129,310	90	2,933	2	12,208	8	144,451
142	1,339	100	0	0	0	0	1,339
143	51,965	98	0	0	834	2	52,799
144	268,203	98	2,475	1	3,642	1	274,320
145	20,273	50	9,510	24	10,491	26	40,274
146	6,703	100	0	0	0	0	6,703
147	16,130	80	2,220	11	1,779	9	20,129
148	37,922	100	0	0	0	0	37,922
149	47,182	92	0	0	4,073	8	51,255
150	66,698	91	0	0	6,552	9	73,250
151	124,343	81	1,104	1	28,011	18	153,458
152	49,484	90	0	0	5,702	10	55,186
153	48,228	100	0	0	0	0	48,228
154	75,364	99	0	0	417	1	75,781
155	108,717	96	0	0	5,044	4	113,761
156	12,848	100	0	0	0	0	12,848
157	144,565	99	1,140	1	221	0	145,926
158	67,253	100	0	0	0	0	67,253
159	67,450	94	4,393	6	0	0	71,843
160	89,524	84	0	0	16,838	16	106,362
161	13,411	100	0	0	0	0	13,411
Total	7,245,446	34	8,461,505	40	5,654,659	26	21,361,596

APPENDIX C AIR PASSENGER ORIGINATIONS HOME AND NON-HOME BY AAZ

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table C-1
2013 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Home and Non-Home by AAZ

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
1	2,356	10	21,471	90	23,827
2	7,194	5	124,732	95	131,926
3	133,464	9	1,298,537	91	1,432,001
4	209,516	19	872,988	81	1,082,504
5	84,458	36	152,010	64	236,468
6	80,069	27	216,707	73	296,776
7	89,862	97	2,862	3	92,724
8	106,555	80	26,053	20	132,608
9	58,477	59	41,359	41	99,836
10	83,761	83	17,260	17	101,021
11	86,034	89	10,410	11	96,444
12	122,636	85	21,013	15	143,649
13	115,098	76	35,429	24	150,527
14	80,039	72	31,382	28	111,421
15	48,965	44	63,538	56	112,503
16	197,211	73	72,029	27	269,240
17	34,920	78	9,606	22	44,526
18	7,140	4	189,149	96	196,289
19	25,636	36	45,632	64	71,268
20	16,956	53	14,742	47	31,698
21	4,358	88	613	12	4,971
22	32,333	7	462,200	93	494,533
23	79,543	46	94,190	54	173,733
24	5,316	15	30,932	85	36,248
25	39,910	24	124,703	76	164,613
26	104,140	33	214,276	67	318,416
27	162,847	88	22,249	12	185,096
28	252,259	82	56,716	18	308,975
29	37,016	71	15,145	29	52,161
30	146,227	83	29,171	17	175,398
31	127,092	34	249,283	66	376,375
32	30,184	54	25,653	46	55,837
33	172,456	81	40,177	19	212,633
34	252,547	88	36,066	12	288,613
35	192,167	85	34,607	15	226,774
36	256,130	88	34,745	12	290,875
37	294,089	94	18,914	6	313,003
38	133,466	86	21,850	14	155,316
39	14,476	40	21,866	60	36,342
40	118,344	88	16,804	12	135,148
41	150,982	66	78,163	34	229,145

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
42	14,829	16	76,428	84	91,257
43	384,831	91	37,655	9	422,486
44	103,696	27	283,908	73	387,604
45	180,381	80	44,739	20	225,120
46	24,174	15	131,972	85	156,146
47	86,485	88	12,004	12	98,489
48	89,745	96	3,487	4	93,232
49	104,752	96	4,337	4	109,089
50	48,194	46	56,775	54	104,969
51	27,632	60	18,433	40	46,065
52	10,585	9	102,162	91	112,747
53	46,970	66	23,919	34	70,889
54	126,166	63	75,264	37	201,430
55	78,882	67	38,860	33	117,742
56	40,464	58	29,129	42	69,593
57	108,351	92	8,889	8	117,240
58	217,675	97	6,538	3	224,213
59	146,457	96	5,893	4	152,350
60	46,187	100	0	0	46,187
61	73,083	84	13,750	16	86,833
62	91,698	100	0	0	91,698
63	39,892	100	0	0	39,892
64	188,071	91	18,812	9	206,883
65	88,202	84	17,027	16	105,229
66	109,394	94	6,829	6	116,223
67	39,416	26	111,302	74	150,718
68	30,301	94	1,805	6	32,106
69	64,028	74	22,810	26	86,838
70	49,435	48	53,624	52	103,059
71	17,020	28	43,413	72	60,433
72	1,487	62	902	38	2,389
73	72,590	71	29,900	29	102,490
74	48,793	45	58,661	55	107,454
75	101,363	90	10,687	10	112,050
76	36,155	92	3,233	8	39,388
77	37,957	81	9,003	19	46,960
78	41,556	83	8,480	17	50,036
79	102,207	91	9,729	9	111,936
80	26,462	81	6,087	19	32,549
81	11,177	5	205,523	95	216,700
82	117,282	87	17,212	13	134,494

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table C-2
2013 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Home and Non-Home by AAZ

Cont.

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
83	75,062	84	14,143	16	89,205
84	45,646	69	20,941	31	66,587
85	139,688	94	8,707	6	148,395
86	98,884	89	12,460	11	111,344
87	70,659	65	37,624	35	108,283
88	43,315	97	1,509	3	44,824
89	59,772	87	8,979	13	68,751
90	0	0	16,778	100	16,778
91	119,741	97	3,105	3	122,846
92	82,165	29	200,715	71	282,880
93	260,454	77	79,093	23	339,547
94	144,105	86	22,792	14	166,897
95	82,946	99	874	1	83,820
96	72,454	71	29,621	29	102,075
97	79,521	81	18,578	19	98,099
98	209,885	95	10,432	5	220,317
99	98,779	86	16,030	14	114,809
100	96,812	96	3,735	4	100,547
101	26,023	100	0	0	26,023
102	36,446	95	1,867	5	38,313
103	46,931	57	35,114	43	82,045
104	43,170	73	15,599	27	58,769
105	22,312	56	17,520	44	39,832
106	58,105	67	29,020	33	87,125
107	33,960	51	32,597	49	66,557
108	135,646	88	19,375	12	155,021
109	70,077	50	71,463	50	141,540
110	1,688	13	11,259	87	12,947
111	1,157	4	28,825	96	29,982
112	17,589	4	429,551	96	447,140
113	20,422	89	2,520	11	22,942
114	10,248	43	13,314	57	23,562
115	40,383	94	2,691	6	43,074
116	1,822	25	5,424	75	7,246
117	92,121	97	3,094	3	95,215
118	127,428	97	3,347	3	130,775
119	91,148	60	62,029	40	153,177
120	151,884	66	78,742	34	230,626
121	42,282	100	0	0	42,282
122	49,201	68	22,951	32	72,152
123	106,301	60	69,594	40	175,895

AAZ	Home		Non-Home		Total
	No.	%	No.	%	No.
124	81,797	77	23,950	23	105,747
125	44,590	98	766	2	45,356
126	17,083	83	3,491	17	20,574
127	49,145	81	11,175	19	60,320
128	33,091	71	13,821	29	46,912
129	98,679	93	7,830	7	106,509
130	64,482	89	8,088	11	72,570
131	391	100	0	0	391
132	52,748	79	14,090	21	66,838
133	24,064	6	377,737	94	401,801
134	30,474	26	85,613	74	116,087
135	15,698	59	10,892	41	26,590
136	61,150	90	6,751	10	67,901
137	68,962	91	6,425	9	75,387
138	38,790	100	0	0	38,790
139	29,918	68	13,925	32	43,843
140	41,445	73	15,482	27	56,927
141	125,602	87	18,864	13	144,466
142	1,340	100	0	0	1,340
143	15,297	29	37,503	71	52,800
144	120,386	44	153,962	56	274,348
145	19,456	48	20,820	52	40,276
146	6,705	100	0	0	6,705
147	12,960	64	7,169	36	20,129
148	34,086	90	3,839	10	37,925
149	48,189	94	3,072	6	51,261
150	70,522	96	2,735	4	73,257
151	120,776	79	32,704	21	153,480
152	46,166	84	9,026	16	55,192
153	43,314	90	4,916	10	48,230
154	51,465	68	24,326	32	75,791
155	75,731	67	38,044	33	113,775
156	12,849	100	0	0	12,849
157	117,054	80	28,877	20	145,931
158	52,917	79	14,345	21	67,262
159	66,999	93	4,850	7	71,849
160	84,925	80	21,446	20	106,371
161	2,994	22	10,419	78	13,413
Total	12,358,726	58	9,003,378	42	21,362,104

APPENDIX D AIR PASSENGER ORIGINATIONS WORK AND NON-WORK PURPOSE BY AAZ

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table D-1
2013 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Work and Non-Work Purpose by AAZ

AAZ	Work		Non-Work		Total
	No.	%	No.	%	No.
1	6,372	27	17,455	73	23,827
2	63,288	48	68,638	52	131,926
3	752,813	53	679,188	47	1,432,001
4	488,426	45	594,078	55	1,082,504
5	69,682	29	166,786	71	236,468
6	100,779	34	195,997	66	296,776
7	11,236	12	81,488	88	92,724
8	45,174	34	87,434	66	132,608
9	44,870	45	54,966	55	99,836
10	16,655	16	84,366	84	101,021
11	31,203	32	65,241	68	96,444
12	42,489	30	101,160	70	143,649
13	32,439	22	118,088	78	150,527
14	28,928	26	82,493	74	111,421
15	39,097	35	73,406	65	112,503
16	77,926	29	191,314	71	269,240
17	11,177	25	33,349	75	44,526
18	95,964	49	100,325	51	196,289
19	20,373	29	50,895	71	71,268
20	10,021	32	21,677	68	31,698
21	1,176	24	3,795	76	4,971
22	205,301	42	289,232	58	494,533
23	54,295	31	119,438	69	173,733
24	5,151	14	31,097	86	36,248
25	70,336	43	94,277	57	164,613
26	118,398	37	200,018	63	318,416
27	54,135	29	130,961	71	185,096
28	80,973	26	228,002	74	308,975
29	13,623	26	38,538	74	52,161
30	47,513	27	127,885	73	175,398
31	117,211	31	259,164	69	376,375
32	25,605	46	30,232	54	55,837
33	47,994	23	164,639	77	212,633
34	60,000	21	228,613	79	288,613
35	55,516	24	171,258	76	226,774
36	59,708	21	231,167	79	290,875
37	52,074	17	260,929	83	313,003
38	41,211	27	114,105	73	155,316
39	20,083	55	16,259	45	36,342
40	30,126	22	105,022	78	135,148
41	80,810	35	148,335	65	229,145

AAZ	Work		Non-Work		Total
	No.	%	No.	%	No.
42	28,703	31	62,554	69	91,257
43	113,397	27	309,089	73	422,486
44	152,626	39	234,978	61	387,604
45	61,429	27	163,691	73	225,120
46	84,216	54	71,930	46	156,146
47	33,929	34	64,560	66	98,489
48	30,487	33	62,745	67	93,232
49	22,723	21	86,366	79	109,089
50	37,086	35	67,883	65	104,969
51	15,847	34	30,218	66	46,065
52	64,173	57	48,574	43	112,747
53	28,921	41	41,968	59	70,889
54	66,448	33	134,982	67	201,430
55	48,216	41	69,526	59	117,742
56	24,817	36	44,776	64	69,593
57	28,770	25	88,470	75	117,240
58	57,832	26	166,381	74	224,213
59	26,809	18	125,541	82	152,350
60	5,176	11	41,011	89	46,187
61	16,810	19	70,023	81	86,833
62	16,863	18	74,835	82	91,698
63	8,695	22	31,197	78	39,892
64	45,465	22	161,418	78	206,883
65	30,648	29	74,581	71	105,229
66	19,810	17	96,413	83	116,223
67	32,026	21	118,692	79	150,718
68	10,897	34	21,209	66	32,106
69	23,532	27	63,306	73	86,838
70	33,437	32	69,622	68	103,059
71	24,674	41	35,759	59	60,433
72	2,015	84	374	16	2,389
73	33,376	33	69,114	67	102,490
74	39,513	37	67,941	63	107,454
75	9,447	8	102,603	92	112,050
76	6,542	17	32,846	83	39,388
77	9,835	21	37,125	79	46,960
78	7,431	15	42,605	85	50,036
79	36,876	33	75,060	67	111,936
80	4,795	15	27,754	85	32,549
81	161,362	74	55,338	26	216,700
82	14,118	10	120,376	90	134,494

APPENDIX E AIR PASSENGER ORIGINATIONS AIRPORT ACCESS MODE BY AAZ

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table E-1
2013 Washington-Baltimore Air Passenger Survey
Air Passenger Originations Airport Access Mode by AAZ

AAZ	Private Car		Rental Car		Taxi		Public Transportation		Airport/Hotel Bus/Limo		Other		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
1	2,356	10	8,782	37	4,053	17	273	1	8,363	35	0	0	23,827
2	18,387	14	2,444	2	67,711	51	32,874	25	4,260	3	6,250	5	131,926
3	133,006	9	135,098	9	768,763	54	184,776	13	180,011	13	30,347	2	1,432,001
4	146,667	14	90,181	8	497,160	46	207,740	19	119,632	11	21,124	2	1,082,504
5	32,798	14	23,481	10	117,141	50	8,490	4	53,118	22	1,440	1	236,468
6	29,686	10	11,546	4	136,161	46	57,164	19	57,350	19	4,869	2	296,776
7	44,949	48	0	0	23,163	25	15,636	17	6,993	8	1,983	2	92,724
8	40,007	30	6,596	5	50,197	38	23,115	17	7,255	5	5,438	4	132,608
9	41,153	41	721	1	32,845	33	12,516	13	11,129	11	1,472	1	99,836
10	41,585	41	1,055	1	21,601	21	13,316	13	15,214	15	8,250	8	101,021
11	38,987	40	6,357	7	16,655	17	14,214	15	17,969	19	2,262	2	96,444
12	26,017	18	6,787	5	47,275	33	45,857	32	13,997	10	3,716	3	143,649
13	23,135	15	7,411	5	57,190	38	43,686	29	15,812	11	3,293	2	150,527
14	52,078	47	12,038	11	16,592	15	17,863	16	5,487	5	7,363	7	111,421
15	36,785	33	7,468	7	38,910	35	16,143	14	11,302	10	1,895	2	112,503
16	105,852	39	15,933	6	70,934	26	53,521	20	13,465	5	9,535	4	269,240
17	27,056	61	1,496	3	6,223	14	6,535	15	831	2	2,385	5	44,526
18	21,059	11	12,694	6	94,651	48	44,438	23	22,438	11	1,009	1	196,289
19	22,572	32	5,047	7	18,095	25	14,788	21	10,766	15	0	0	71,268
20	15,205	48	11,453	36	1,261	4	3,312	10	0	0	467	1	31,698
21	4,971	100	0	0	0	0	0	0	0	0	0	0	4,971
22	45,709	9	40,849	8	66,849	14	98,222	20	229,641	46	13,263	3	494,533
23	19,604	11	24,133	14	64,069	37	27,765	16	37,450	22	712	0	173,733
24	5,373	15	21,092	58	6,780	19	748	2	2,255	6	0	0	36,248
25	23,490	14	16,131	10	73,495	45	37,697	23	9,748	6	4,052	2	164,613
26	43,796	14	43,632	14	130,257	41	78,587	25	13,818	4	8,326	3	318,416
27	140,846	76	4,779	3	29,138	16	1,092	1	3,669	2	5,572	3	185,096
28	109,258	35	16,842	5	124,325	40	28,392	9	11,310	4	18,848	6	308,975
29	20,325	39	4,091	8	21,108	40	3,098	6	2,957	6	582	1	52,161
30	90,630	52	12,605	7	37,448	21	14,774	8	13,677	8	6,264	4	175,398
31	104,056	28	60,600	16	87,732	23	58,195	15	61,707	16	4,085	1	376,375
32	23,332	42	15,066	27	6,725	12	5,546	10	3,852	7	1,316	2	55,837
33	84,497	40	10,860	5	53,774	25	28,416	13	32,972	16	2,114	1	212,633
34	197,809	69	20,439	7	47,125	16	6,639	2	9,144	3	7,457	3	288,613
35	102,981	45	24,673	11	35,869	16	32,989	15	25,243	11	5,019	2	226,774
36	185,226	64	36,122	12	15,393	5	20,074	7	1,404	0	32,656	11	290,875
37	243,113	78	7,315	2	24,198	8	8,015	3	9,824	3	20,538	7	313,003
38	109,052	70	9,741	6	27,066	17	6,601	4	2,482	2	374	0	155,316
39	9,806	27	15,257	42	6,334	17	1,705	5	3,240	9	0	0	36,342
40	101,416	75	15,708	12	9,932	7	0	0	2,844	2	5,248	4	135,148
41	124,786	54	49,807	22	27,265	12	3,122	1	12,119	5	12,046	5	229,145

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table E-1
2013 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	26,372	29	43,080	47	2,114	2	10,593	12	3,499	4	5,599	6	91,257
43	278,999	66	43,991	10	71,479	17	12,613	3	7,309	2	8,095	2	422,486
44	120,204	31	92,563	24	43,204	11	12,605	3	100,870	26	18,158	5	387,604
45	154,352	69	31,517	14	21,832	10	6,290	3	7,559	3	3,570	2	225,120
46	53,097	34	54,002	35	35,439	23	0	0	4,376	3	9,232	6	156,146
47	66,562	68	1,170	1	26,305	27	1,289	1	950	1	2,213	2	98,489
48	65,063	70	0	0	18,684	20	6,424	7	1,260	1	1,801	2	93,232
49	67,618	62	6,809	6	17,999	16	5,143	5	8,017	7	3,503	3	109,089
50	30,000	29	11,689	11	36,693	35	5,700	5	8,601	8	12,286	12	104,969
51	22,373	49	2,781	6	6,381	14	5,961	13	8,569	19	0	0	46,065
52	31,660	28	20,690	18	26,276	23	16,647	15	14,135	13	3,339	3	112,747
53	38,563	54	12,804	18	4,033	6	11,108	16	1,092	2	3,289	5	70,889
54	106,545	53	25,023	12	20,999	10	19,697	10	24,463	12	4,703	2	201,430
55	69,170	59	17,260	15	8,773	7	6,994	6	10,086	9	5,459	5	117,742
56	39,321	57	27,162	39	0	0	2,006	3	0	0	1,104	2	69,593
57	79,283	68	5,458	5	19,925	17	1,783	2	7,724	7	3,067	3	117,240
58	178,460	80	13,486	6	11,414	5	9,599	4	4,616	2	6,638	3	224,213
59	123,681	81	0	0	2,360	2	10,621	7	8,748	6	6,940	5	152,350
60	36,599	79	6,752	15	0	0	0	0	2,836	6	0	0	46,187
61	66,976	77	9,860	11	2,624	3	4,039	5	2,230	3	1,104	1	86,833
62	74,447	81	0	0	1,402	2	4,215	5	11,634	13	0	0	91,698
63	34,550	87	2,599	7	724	2	0	0	2,019	5	0	0	39,892
64	135,719	66	24,455	12	4,338	2	15,889	8	17,031	8	9,451	5	206,883
65	65,734	62	4,423	4	21,691	21	5,688	5	3,376	3	4,317	4	105,229
66	63,682	55	9,584	8	8,652	7	17,594	15	16,105	14	606	1	116,223
67	19,685	13	19,928	13	7,690	5	35,918	24	67,497	45	0	0	150,718
68	27,156	85	0	0	3,988	12	0	0	0	0	962	3	32,106
69	49,720	57	5,401	6	2,351	3	8,677	10	17,249	20	3,440	4	86,838
70	45,479	44	19,335	19	2,788	3	15,615	15	16,439	16	3,403	3	103,059
71	14,298	24	20,676	34	1,507	2	4,038	7	19,914	33	0	0	60,433
72	1,487	62	528	22	374	16	0	0	0	0	0	0	2,389
73	70,542	69	23,295	23	2,966	3	2,446	2	1,924	2	1,317	1	102,490
74	45,009	42	30,285	28	8,985	8	2,575	2	20,060	19	540	1	107,454
75	80,462	72	5,547	5	6,563	6	3,028	3	6,538	6	9,912	9	112,050
76	34,395	87	2,093	5	442	1	1,318	3	0	0	1,140	3	39,388
77	33,527	71	7,229	15	0	0	653	1	1,523	3	4,028	9	46,960
78	46,483	93	0	0	0	0	796	2	2,757	6	0	0	50,036
79	100,171	89	3,765	3	2,114	2	3,954	4	0	0	1,932	2	111,936
80	30,974	95	0	0	0	0	0	0	0	0	1,575	5	32,549
81	28,462	13	34,409	16	77,746	36	1,935	1	73,382	34	766	0	216,700
82	103,159	77	8,734	6	0	0	10,899	8	4,740	4	6,962	5	134,494

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table E-1
2013 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	64,839	73	6,119	7	0	0	1,686	2	7,012	8	9,549	11	89,205
84	21,549	32	36,843	55	4,488	7	1,677	3	2,030	3	0	0	66,587
85	132,156	89	6,215	4	1,277	1	6,519	4	1,733	1	495	0	148,395
86	97,639	88	5,181	5	5,450	5	0	0	800	1	2,274	2	111,344
87	60,982	56	29,397	27	5,079	5	0	0	9,167	8	3,658	3	108,283
88	34,693	77	2,400	5	5,917	13	0	0	665	1	1,149	3	44,824
89	58,227	85	6,105	9	3,631	5	0	0	0	0	788	1	68,751
90	1,698	10	4,063	24	5,857	35	766	5	4,394	26	0	0	16,778
91	86,250	70	4,759	4	20,210	16	1,352	1	0	0	10,275	8	122,846
92	62,549	22	112,650	40	24,639	9	15,670	6	61,609	22	5,763	2	282,880
93	204,802	60	42,414	12	57,092	17	0	0	20,939	6	14,300	4	339,547
94	147,141	88	12,405	7	3,187	2	0	0	0	0	4,164	2	166,897
95	74,765	89	6,603	8	0	0	0	0	2,452	3	0	0	83,820
96	61,251	60	32,098	31	405	0	3,871	4	2,548	2	1,902	2	102,075
97	75,997	77	13,700	14	0	0	0	0	4,595	5	3,807	4	98,099
98	200,533	91	12,764	6	1,022	0	0	0	2,250	1	3,748	2	220,317
99	88,547	77	9,888	9	4,627	4	784	1	10,198	9	765	1	114,809
100	81,589	81	6,896	7	3,590	4	0	0	2,137	2	6,335	6	100,547
101	26,023	100	0	0	0	0	0	0	0	0	0	0	26,023
102	37,210	97	450	1	0	0	0	0	653	2	0	0	38,313
103	44,831	55	29,893	36	0	0	0	0	6,477	8	844	1	82,045
104	40,603	69	12,964	22	924	2	1,971	3	0	0	2,307	4	58,769
105	24,371	61	14,471	36	990	2	0	0	0	0	0	0	39,832
106	64,218	74	10,572	12	7,019	8	0	0	495	1	4,821	6	87,125
107	34,512	52	6,325	10	1,035	2	0	0	23,178	35	1,507	2	66,557
108	129,383	83	2,699	2	10,712	7	950	1	7,337	5	3,940	3	155,021
109	68,988	49	19,694	14	3,161	2	0	0	48,707	34	990	1	141,540
110	6,253	48	2,768	21	405	3	0	0	3,521	27	0	0	12,947
111	5,917	20	0	0	0	0	1,116	4	22,949	77	0	0	29,982
112	68,372	15	97,523	22	8,985	2	1,700	0	255,866	57	14,694	3	447,140
113	0	0	0	0	3,826	17	0	0	19,116	83	0	0	22,942
114	11,768	50	1,486	6	1,092	5	0	0	6,392	27	2,824	12	23,562
115	37,048	86	1,047	2	1,092	3	0	0	613	1	3,274	8	43,074
116	5,377	74	1,047	14	0	0	0	0	0	0	822	11	7,246
117	82,780	87	2,711	3	540	1	1,365	1	6,558	7	1,261	1	95,215
118	103,687	79	11,291	9	2,668	2	1,702	1	9,316	7	2,111	2	130,775
119	92,036	60	37,594	25	8,383	5	0	0	12,676	8	2,488	2	153,177
120	138,012	60	44,912	19	14,925	6	5,885	3	24,438	11	2,454	1	230,626
121	39,664	94	1,620	4	0	0	0	0	998	2	0	0	42,282
122	51,701	72	15,281	21	0	0	0	0	4,174	6	996	1	72,152
123	86,718	49	31,356	18	0	0	2,025	1	13,030	7	42,766	24	175,895

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Table E-1
2013 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	73,088	69	28,240	27	1,168	1	0	0	653	1	2,598	2	105,747
125	40,287	89	0	0	974	2	0	0	4,095	9	0	0	45,356
126	12,499	61	3,491	17	4,584	22	0	0	0	0	0	0	20,574
127	38,920	65	15,931	26	0	0	0	0	760	1	4,709	8	60,320
128	32,281	69	12,292	26	0	0	2,339	5	0	0	0	0	46,912
129	79,029	74	3,149	3	1,587	1	4,881	5	11,446	11	6,417	6	106,509
130	56,209	77	12,869	18	1,711	2	0	0	0	0	1,781	2	72,570
131	391	100	0	0	0	0	0	0	0	0	0	0	391
132	48,318	72	12,730	19	1,138	2	653	1	3,999	6	0	0	66,838
133	79,866	20	57,886	14	119,066	30	23,740	6	106,119	26	15,124	4	401,801
134	29,012	25	16,463	14	34,043	29	12,232	11	17,167	15	7,170	6	116,087
135	16,744	63	799	3	2,037	8	0	0	7,010	26	0	0	26,590
136	47,192	70	8,164	12	9,271	14	0	0	1,047	2	2,227	3	67,901
137	66,237	88	4,467	6	3,218	4	0	0	0	0	1,465	2	75,387
138	25,330	65	0	0	7,046	18	5,322	14	0	0	1,092	3	38,790
139	22,825	52	3,927	9	2,015	5	12,016	27	660	2	2,400	5	43,843
140	27,525	48	12,354	22	8,262	15	4,792	8	1,260	2	2,734	5	56,927
141	108,260	75	8,612	6	12,321	9	7,889	5	2,979	2	4,405	3	144,466
142	1,340	100	0	0	0	0	0	0	0	0	0	0	1,340
143	32,034	61	0	0	5,440	10	2,105	4	11,117	21	2,104	4	52,800
144	99,473	36	27,155	10	31,264	11	35,103	13	72,995	27	8,358	3	274,348
145	21,401	53	9,351	23	0	0	0	0	9,524	24	0	0	40,276
146	6,705	100	0	0	0	0	0	0	0	0	0	0	6,705
147	14,366	71	1,047	5	0	0	0	0	1,779	9	2,937	15	20,129
148	37,261	98	0	0	0	0	0	0	0	0	664	2	37,925
149	44,972	88	3,735	7	990	2	0	0	934	2	630	1	51,261
150	60,486	83	2,273	3	1,260	2	0	0	7,450	10	1,788	2	73,257
151	88,227	57	25,341	17	4,769	3	3,119	2	30,752	20	1,272	1	153,480
152	42,909	78	4,842	9	0	0	912	2	1,788	3	4,741	9	55,192
153	35,031	73	1,361	3	2,140	4	0	0	7,246	15	2,452	5	48,230
154	53,669	71	17,879	24	1,035	1	540	1	2,240	3	428	1	75,791
155	85,697	75	17,609	15	1,020	1	0	0	3,936	3	5,513	5	113,775
156	12,849	100	0	0	0	0	0	0	0	0	0	0	12,849
157	86,529	59	13,579	9	4,091	3	0	0	39,177	27	2,555	2	145,931
158	50,469	75	1,328	2	10,575	16	0	0	540	1	4,350	6	67,262
159	64,361	90	5,855	8	0	0	0	0	552	1	1,081	2	71,849
160	76,301	72	19,741	19	619	1	0	0	4,804	5	4,906	5	106,371
161	5,210	39	3,849	29	0	0	0	0	0	0	4,354	32	13,413
Total	9,927,437	46	2,517,236	12	3,996,190	19	1,726,966	8	2,524,928	12	669,347	3	21,362,104

**APPENDIX F AIR PASSENGER ORIGINATIONS AIR PASSENGER RESIDENT AND NON-RESIDENT
STATUS BY AAZ**

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table F-1
2013 Washington-Baltimore Air Passenger Survey
Air Passengers Resident Non-Resident Status by AAZ

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
1	5,361	22	18,466	78	23,827
2	14,669	11	117,257	89	131,926
3	149,115	10	1,282,886	90	1,432,001
4	194,429	18	888,075	82	1,082,504
5	65,487	28	170,981	72	236,468
6	44,376	15	252,400	85	296,776
7	51,820	56	40,904	44	92,724
8	63,870	48	68,738	52	132,608
9	48,798	49	51,038	51	99,836
10	64,628	64	36,393	36	101,021
11	66,964	69	29,480	31	96,444
12	78,436	55	65,213	45	143,649
13	89,024	59	61,503	41	150,527
14	66,627	60	44,794	40	111,421
15	38,177	34	74,326	66	112,503
16	109,889	41	159,351	59	269,240
17	31,049	70	13,477	30	44,526
18	17,722	9	178,567	91	196,289
19	23,624	33	47,644	67	71,268
20	5,851	18	25,847	82	31,698
21	3,182	64	1,789	36	4,971
22	54,033	11	440,500	89	494,533
23	55,664	32	118,069	68	173,733
24	8,488	23	27,760	77	36,248
25	32,284	20	132,329	80	164,613
26	83,313	26	235,103	74	318,416
27	95,062	51	90,034	49	185,096
28	141,362	46	167,613	54	308,975
29	17,057	33	35,104	67	52,161
30	92,784	53	82,614	47	175,398
31	76,334	20	300,041	80	376,375
32	20,534	37	35,303	63	55,837
33	117,318	55	95,315	45	212,633
34	116,216	40	172,397	60	288,613
35	117,691	52	109,083	48	226,774
36	139,271	48	151,604	52	290,875
37	175,857	56	137,146	44	313,003
38	78,356	50	76,960	50	155,316
39	13,385	37	22,957	63	36,342
40	59,213	44	75,935	56	135,148
41	90,720	40	138,425	60	229,145

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
42	16,674	18	74,583	82	91,257
43	211,467	50	211,019	50	422,486
44	83,843	22	303,761	78	387,604
45	102,991	46	122,129	54	225,120
46	26,561	17	129,585	83	156,146
47	49,335	50	49,154	50	98,489
48	54,176	58	39,056	42	93,232
49	57,481	53	51,608	47	109,089
50	40,244	38	64,725	62	104,969
51	21,305	46	24,760	54	46,065
52	11,763	10	100,984	90	112,747
53	33,985	48	36,904	52	70,889
54	81,847	41	119,583	59	201,430
55	60,544	51	57,198	49	117,742
56	23,421	34	46,172	66	69,593
57	70,755	60	46,485	40	117,240
58	141,237	63	82,976	37	224,213
59	99,039	65	53,311	35	152,350
60	30,378	66	15,809	34	46,187
61	50,648	58	36,185	42	86,833
62	67,550	74	24,148	26	91,698
63	29,207	73	10,685	27	39,892
64	114,984	56	91,899	44	206,883
65	46,679	44	58,550	56	105,229
66	72,341	62	43,882	38	116,223
67	29,415	20	121,303	80	150,718
68	11,036	34	21,070	66	32,106
69	35,561	41	51,277	59	86,838
70	41,338	40	61,721	60	103,059
71	14,050	23	46,383	77	60,433
72	1,487	62	902	38	2,389
73	49,903	49	52,587	51	102,490
74	38,112	35	69,342	65	107,454
75	70,129	63	41,921	37	112,050
76	26,123	66	13,265	34	39,388
77	18,477	39	28,483	61	46,960
78	24,975	50	25,061	50	50,036
79	67,416	60	44,520	40	111,936
80	12,811	39	19,738	61	32,549
81	6,547	3	210,153	97	216,700
82	77,315	57	57,179	43	134,494

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table F-1

Cont.

**2013 Washington-Baltimore Air Passenger Survey
Air Passengers Resident Non-Resident Status by AAZ**

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
83	46,202	52	43,003	24224	178,410
84	13,949	21	52,638	22939	133,174
85	80,481	54	67,914	35006	296,790
86	56,242	51	55,102	25338	222,688
87	44,884	41	63,399	10958	216,566
88	28,838	64	15,986	1919	89,648
89	22,354	33	46,397	9221	137,502
90	766	5	16,012	2817	33,556
91	60,698	49	62,148	36330	245,692
92	35,153	12	247,727	118178	565,760
93	156,447	46	183,100	56450	679,094
94	53,712	32	113,185	36045	333,794
95	49,618	59	34,202	3147	167,640
96	41,680	41	60,395	16748	204,150
97	57,569	59	40,530	9167	196,198
98	113,015	51	107,302	24697	440,634
99	36,624	32	78,185	14687	229,618
100	66,117	66	34,430	11612	201,094
101	16,019	62	10,004	7881	52,046
102	26,444	69	11,869	2316	76,626
103	37,758	46	44,287	11197	164,090
104	32,739	56	26,030	7954	117,538
105	10,888	27	28,944	7655	79,664
106	49,320	57	37,805	13515	174,250
107	23,472	35	43,085	2878	133,114
108	65,445	42	89,576	21150	310,042
109	37,934	27	103,606	15172	283,080
110	1,597	12	11,350	3475	25,894
111	4,271	14	25,711	2707	59,964
112	32,069	7	415,071	68879	894,280
113	1,779	8	21,163	92	45,884
114	7,820	33	15,742	3117	47,124
115	25,365	59	17,709	2504	86,148
116	4,555	63	2,691	1681	14,492
117	63,856	67	31,359	7686	190,430
118	73,828	56	56,947	5157	261,550
119	58,762	38	94,415	22146	306,354
120	109,518	47	121,108	39512	461,252
121	23,318	55	18,964	6872	84,564
122	38,087	53	34,065	9218	144,304
123	58,682	33	117,213	18070	351,790

AAZ	Resident		Non-Resident		Total
	No.	%	No.	%	No.
124	30,969	29	74,778	71	105,747
125	26,805	59	18,551	41	45,356
126	12,634	61	7,940	39	20,574
127	28,640	47	31,680	53	60,320
128	14,738	31	32,174	69	46,912
129	71,746	67	34,763	33	106,509
130	38,183	53	34,387	47	72,570
131	0	0	391	100	391
132	20,925	31	45,913	69	66,838
133	46,318	12	355,483	88	401,801
134	21,732	19	94,355	81	116,087
135	10,273	39	16,317	61	26,590
136	35,278	52	32,623	48	67,901
137	42,025	56	33,362	44	75,387
138	29,338	76	9,452	24	38,790
139	25,105	57	18,738	43	43,843
140	31,498	55	25,429	45	56,927
141	89,828	62	54,638	38	144,466
142	1,340	100	0	0	1,340
143	16,299	31	36,501	69	52,800
144	86,723	32	187,625	68	274,348
145	9,035	22	31,241	78	40,276
146	1,092	16	5,613	84	6,705
147	11,561	57	8,568	43	20,129
148	21,624	57	16,301	43	37,925
149	35,597	69	15,664	31	51,261
150	47,415	65	25,842	35	73,257
151	70,641	46	82,839	54	153,480
152	24,480	44	30,712	56	55,192
153	35,124	73	13,106	27	48,230
154	35,172	46	40,619	54	75,791
155	58,709	52	55,066	48	113,775
156	9,542	74	3,307	26	12,849
157	101,866	70	44,065	30	145,931
158	41,361	61	25,901	39	67,262
159	50,299	70	21,550	30	71,849
160	55,692	52	50,679	48	106,371
161	1,092	8	12,321	92	13,413
Total	7,999,764	37	13,362,340	63	21,362,104

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	556,302	3,283,595	1,017,359	4,857,256
Montgomery County	837,305	799,728	658,295	2,295,328
Prince George's County	576,590	472,135	158,051	1,206,776
Arlington County	78,504	1,312,825	347,417	1,738,746
City of Alexandria	57,217	564,189	198,837	820,243
Fairfax County	195,909	1,153,656	1,706,753	3,056,318
Loudoun County	52,456	148,910	796,333	997,699
Prince William County	57,075	235,436	276,127	568,638
Frederick County	207,374	28,177	48,443	283,994
Howard County	528,456	28,099	57,465	614,020
Anne Arundel County	1,435,556	49,095	50,878	1,535,529
Charles County	70,164	64,801	16,138	151,103
Carroll County	191,763	12,472	16,082	220,317
Calvert County	41,840	29,411	901	72,152
St. Mary's County	113,119	50,344	12,432	175,895
King George County	1,384	18,109	1,081	20,574
City of Fredericksburg	8,743	16,931	21,238	46,912
Stafford County	9,235	59,558	37,716	106,509
Spotsylvania County	7,014	38,508	14,798	60,320
Fauquier County	1,744	22,503	48,323	72,570
Clarke County	0	0	391	391
Jefferson County	13,423	4,263	49,152	66,838
Baltimore City	1,228,957	59,719	51,880	1,340,556
Baltimore County	805,524	4,464	51,799	861,787
Harford County	170,402	4,393	16,838	191,633
Total	7,246,056	8,461,321	5,654,727	21,362,104

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

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	307,544	248,758	991,481	2,292,114	291,322	726,037	1,590,347	3,266,909	4,857,256
Montgomery County	657,801	179,504	579,221	220,507	515,095	143,200	1,752,117	543,211	2,295,328
Prince George's County	425,033	151,557	239,678	232,457	62,801	95,250	727,512	479,264	1,206,776
Arlington County	47,865	30,639	515,215	797,610	154,642	192,775	717,722	1,021,024	1,738,746
City of Alexandria	38,617	18,600	337,988	226,201	99,354	99,483	475,959	344,284	820,243
Fairfax County	159,441	36,468	938,568	215,088	1,108,588	598,165	2,206,597	849,721	3,056,318
Loudoun County	38,031	14,425	106,001	42,909	522,205	274,128	666,237	331,462	997,699
Prince William County	51,459	5,616	195,375	40,061	226,420	49,707	473,254	95,384	568,638
Frederick County	173,466	33,908	19,669	8,508	41,786	6,657	234,921	49,073	283,994
Howard County	396,094	132,362	14,314	13,785	52,130	5,335	462,538	151,482	614,020
Anne Arundel County	740,650	694,906	27,686	21,409	35,559	15,319	803,895	731,634	1,535,529
Charles County	49,495	20,669	62,902	1,899	13,990	2,148	126,387	24,716	151,103
Carroll County	181,331	10,432	12,472	0	16,082	0	209,885	10,432	220,317
Calvert County	36,415	5,425	11,885	17,526	901	0	49,201	22,951	72,152
St. Mary's County	75,347	37,772	19,509	30,835	11,445	987	106,301	69,594	175,895
King George County	1,384	0	14,618	3,491	1,081	0	17,083	3,491	20,574
City of Fredericksburg	8,180	563	10,983	5,948	13,928	7,310	33,091	13,821	46,912
Stafford County	6,287	2,948	58,727	831	33,665	4,051	98,679	7,830	106,509
Spotsylvania County	4,348	2,666	33,592	4,916	11,205	3,593	49,145	11,175	60,320
Fauquier County	1,744	0	20,734	1,769	42,004	6,319	64,482	8,088	72,570
Clarke County	0	0	0	0	391	0	391	0	391
Jefferson County	8,451	4,972	0	4,263	44,297	4,855	52,748	14,090	66,838
Baltimore City	537,087	691,870	29,820	29,899	25,675	26,205	592,582	747,974	1,340,556
Baltimore County	643,022	162,502	4,464	0	45,248	6,551	692,734	169,053	861,787
Harford County	133,687	36,715	4,393	0	16,838	0	154,918	36,715	191,633
Total	4,722,779	2,523,277	4,249,295	4,212,026	3,386,652	2,268,075	12,358,726	9,003,378	21,362,104

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

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	150,733	405,569	1,514,583	1,769,012	323,596	693,763	1,988,912	2,868,344	4,857,256
Montgomery County	221,001	616,304	251,081	548,647	166,437	491,858	638,519	1,656,809	2,295,328
Prince George's County	149,867	426,723	208,231	263,904	48,855	109,196	406,953	799,823	1,206,776
Arlington County	23,560	54,944	484,419	828,406	95,409	252,008	603,388	1,135,358	1,738,746
City of Alexandria	21,412	35,805	158,761	405,428	58,150	140,687	238,323	581,920	820,243
Fairfax County	49,934	145,975	304,620	849,036	519,274	1,187,479	873,828	2,182,490	3,056,318
Loudoun County	10,778	41,678	50,111	98,799	265,842	530,491	326,731	670,968	997,699
Prince William County	9,296	47,779	28,777	206,659	66,664	209,463	104,737	463,901	568,638
Frederick County	57,197	150,177	8,075	20,102	17,293	31,150	82,565	201,429	283,994
Howard County	174,657	353,799	11,232	16,867	7,441	50,024	193,330	420,690	614,020
Anne Arundel County	435,470	1,000,086	14,582	34,513	10,213	40,665	460,265	1,075,264	1,535,529
Charles County	6,921	63,243	12,098	52,703	9,506	6,632	28,525	122,578	151,103
Carroll County	46,861	144,902	884	11,588	1,440	14,642	49,185	171,132	220,317
Calvert County	8,012	33,828	6,138	23,273	0	901	14,150	58,002	72,152
St. Mary's County	52,128	60,991	12,169	38,175	2,208	10,224	66,505	109,390	175,895
King George County	0	1,384	2,256	15,853	0	1,081	2,256	18,318	20,574
City of Fredericksburg	563	8,180	1,840	15,091	1,081	20,157	3,484	43,428	46,912
Stafford County	1,170	8,065	6,412	53,146	9,878	27,838	17,460	89,049	106,509
Spotsylvania County	1,294	5,720	8,015	30,493	4,798	10,000	14,107	46,213	60,320
Fauquier County	1,361	383	1,437	21,066	7,726	40,597	10,524	62,046	72,570
Clarke County	0	0	0	0	0	391	0	391	391
Jefferson County	3,589	9,834	0	4,263	13,731	35,421	17,320	49,518	66,838
Baltimore City	454,377	774,580	5,965	53,754	15,562	36,318	475,904	864,652	1,340,556
Baltimore County	217,649	587,875	2,244	2,220	5,106	46,693	224,999	636,788	861,787
Harford County	51,508	118,894	0	4,393	3,386	13,452	54,894	136,739	191,633
Total	2,149,338	5,096,718	3,093,930	5,367,391	1,653,596	4,001,131	6,896,864	14,465,240	21,362,104

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

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	240,870	315,432	805,611	2,477,984	183,435	833,924	1,229,916	3,627,340	4,857,256
Montgomery County	473,022	364,283	360,870	438,858	314,143	344,152	1,148,035	1,147,293	2,295,328
Prince George's County	293,981	282,609	159,211	312,924	31,052	126,999	484,244	722,532	1,206,776
Arlington County	35,588	42,916	364,196	948,629	90,661	256,756	490,445	1,248,301	1,738,746
City of Alexandria	23,993	33,224	225,936	338,253	57,041	141,796	306,970	513,273	820,243
Fairfax County	108,341	87,568	545,891	607,765	627,348	1,079,405	1,281,580	1,774,738	3,056,318
Loudoun County	24,302	28,154	52,032	96,878	252,796	543,537	329,130	668,569	997,699
Prince William County	31,676	25,399	126,979	108,457	111,941	164,186	270,596	298,042	568,638
Frederick County	123,002	84,372	1,680	26,497	24,185	24,258	148,867	135,127	283,994
Howard County	258,092	270,364	13,364	14,735	27,925	29,540	299,381	314,639	614,020
Ann Arundel County	473,853	961,703	9,568	39,527	26,696	24,182	510,117	1,025,412	1,535,529
Charles County	21,188	48,976	29,117	35,684	7,469	8,669	57,774	93,329	151,103
Carroll County	101,729	90,034	1,828	10,644	9,458	6,624	113,015	107,302	220,317
Calvert County	23,922	17,918	13,264	16,147	901	0	38,087	34,065	72,152
St. Mary's County	53,713	59,406	1,876	48,468	3,093	9,339	58,682	117,213	175,895
King George County	664	720	11,970	6,139	0	1,081	12,634	7,940	20,574
City of Fredericksburg	6,717	2,026	4,286	12,645	3,735	17,503	14,738	32,174	46,912
Stafford County	3,205	6,030	43,682	15,876	24,859	12,857	71,746	34,763	106,509
Spotsylvania County	4,348	2,666	15,531	22,977	8,761	6,037	28,640	31,680	60,320
Fauquier County	383	1,361	14,036	8,467	23,764	24,559	38,183	34,387	72,570
Clarke County	0	0	0	0	0	391	0	391	391
Jefferson County	5,985	7,438	0	4,263	14,940	34,212	20,925	45,913	66,838
Baltimore City	398,309	830,648	32,327	27,392	14,156	37,724	444,792	895,764	1,340,556
Baltimore County	479,647	325,877	2,244	2,220	12,293	39,506	494,184	367,603	861,787
Harford County	91,473	78,929	0	4,393	15,610	1,228	107,083	84,550	191,633
Total	3,278,003	3,968,053	2,835,499	5,625,822	1,886,262	3,768,465	7,999,764	13,362,340	21,362,104

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

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	899,340	366,588	2,086,581	816,257	575,392	113,098	4,857,256
Montgomery County	1,376,285	220,763	224,646	185,026	220,039	68,569	2,295,328
Prince George's County	684,168	161,297	105,836	55,934	164,526	35,015	1,206,776
Arlington County	413,372	171,549	516,021	275,601	310,848	51,355	1,738,746
City of Alexandria	302,515	99,131	185,679	106,931	112,208	13,779	820,243
Fairfax County	1,773,775	445,385	393,555	122,535	190,863	130,205	3,056,318
Loudoun County	560,667	182,396	114,616	17,788	86,942	35,290	997,699
Prince William County	411,858	86,155	22,211	9,882	21,407	17,125	568,638
Frederick County	212,013	52,401	405	3,871	9,595	5,709	283,994
Howard County	441,904	91,459	18,185	2,755	43,138	16,579	614,020
Anne Arundel County	789,285	224,392	55,789	12,718	418,487	34,858	1,535,529
Charles County	113,375	28,240	2,142	0	4,748	2,598	151,103
Carroll County	200,533	12,764	1,022	0	2,250	3,748	220,317
Calvert County	51,701	15,281	0	0	4,174	996	72,152
St. Mary's County	86,718	31,356	0	2,025	13,030	42,766	175,895
King George County	12,499	3,491	4,584	0	0	0	20,574
City of Fredericksburg	32,281	12,292	0	2,339	0	0	46,912
Stafford County	79,029	3,149	1,587	4,881	11,446	6,417	106,509
Spotsylvania County	38,920	15,931	0	0	760	4,709	60,320
Fauquier County	56,209	12,869	1,711	0	0	1,781	72,570
Clarke County	391	0	0	0	0	0	391
Jefferson County	48,318	12,730	1,138	653	3,999	0	66,838
Baltimore City	577,239	149,178	233,983	103,199	229,878	47,079	1,340,556
Baltimore County	619,170	88,994	25,880	4,571	95,842	27,330	861,787
Harford County	145,872	29,445	619	0	5,356	10,341	191,633
Total	9,927,437	2,517,236	3,996,190	1,726,966	2,524,928	669,347	21,362,104

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table G-6

Washington / Baltimore Air System Planning Region

Air Passenger Originations Airport Access Mode by Jurisdiction - BWI Airport

Jurisdiction	Private Car	Rental Car	Taxi	Public Transportation	Airport Bus/Limo	Other	Total
District of Columbia	245,074	48,685	49,798	115,996	73,069	23,680	556,302
Montgomery County	584,702	116,187	19,624	23,334	69,295	24,163	837,305
Prince George's County	402,640	81,631	9,832	18,069	45,562	18,856	576,590
Arlington County	44,153	9,339	6,009	12,016	1,687	5,300	78,504
City of Alexandria	37,346	10,780	3,611	2,891	2,263	326	57,217
Fairfax County	150,350	14,144	3,533	3,849	11,151	12,882	195,909
Loudoun County	33,046	13,199	1,024	0	1,710	3,477	52,456
Prince William County	46,788	3,422	0	2,330	2,926	1,609	57,075
Frederick County	161,895	31,653	405	0	9,595	3,826	207,374
Howard County	386,189	75,215	14,306	0	38,423	14,323	528,456
Anne Arundel County	733,404	196,967	50,289	9,706	412,949	32,241	1,435,556
Charles County	40,505	26,408	0	0	653	2,598	70,164
Carroll County	176,705	9,060	0	0	2,250	3,748	191,763
Calvert County	32,241	4,975	0	0	4,174	450	41,840
St. Mary's County	62,465	18,575	0	2,025	6,166	23,888	113,119
King George County	1,384	0	0	0	0	0	1,384
City of Fredericksburg	7,370	1,373	0	0	0	0	8,743
Stafford County	6,917	2,318	0	0	0	0	9,235
Spotsylvania County	4,348	2,666	0	0	0	0	7,014
Fauquier County	1,744	0	0	0	0	0	1,744
Clarke County	0	0	0	0	0	0	0
Jefferson County	8,122	3,567	0	653	1,081	0	13,423
Baltimore City	522,137	124,941	227,862	99,933	215,446	38,638	1,228,957
Baltimore County	600,874	87,013	24,570	3,467	62,270	27,330	805,524
Harford County	131,042	23,044	619	0	5,356	10,341	170,402
Total	4,421,441	905,162	411,482	294,269	966,026	247,676	7,246,056

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table G-7

Washington / Baltimore Air System Planning Region

Air Passenger Originations Airport Access Mode by Jurisdiction - DCA Airport

Jurisdiction	Private Car	Rental Car	Taxi	Public Transportation	Airport Bus/Limo	Other	Total
District of Columbia	464,119	199,035	1,633,257	643,762	277,600	65,822	3,283,595
Montgomery County	381,863	47,498	126,583	158,124	54,524	31,136	799,728
Prince George's County	213,592	36,059	79,754	37,865	90,000	14,865	472,135
Arlington County	256,987	91,606	425,563	246,395	260,902	31,372	1,312,825
City of Alexandria	186,455	53,012	169,876	97,590	47,504	9,752	564,189
Fairfax County	702,569	110,831	158,728	86,166	44,507	50,855	1,153,656
Loudoun County	86,317	28,368	12,865	0	18,333	3,027	148,910
Prince William County	185,888	23,403	4,488	7,552	12,431	1,674	235,436
Frederick County	13,839	10,467	0	3,871	0	0	28,177
Howard County	12,045	10,437	606	2,755	0	2,256	28,099
Anne Arundel County	23,467	16,778	4,156	1,310	2,185	1,199	49,095
Charles County	62,997	830	974	0	0	0	64,801
Carroll County	8,768	3,704	0	0	0	0	12,472
Calvert County	18,559	10,306	0	0	0	546	29,411
St. Mary's County	13,240	11,362	0	0	6,864	18,878	50,344
King George County	10,034	3,491	4,584	0	0	0	18,109
City of Fredericksburg	10,983	3,609	0	2,339	0	0	16,931
Stafford County	37,602	831	855	4,881	11,446	3,943	59,558
Spotsylvania County	24,662	11,970	0	0	760	1,116	38,508
Fauquier County	16,898	3,824	0	0	0	1,781	22,503
Clarke County	0	0	0	0	0	0	0
Jefferson County	0	4,263	0	0	0	0	4,263
Baltimore City	36,929	12,122	546	2,387	2,475	5,260	59,719
Baltimore County	3,360	0	0	1,104	0	0	4,464
Harford County	0	4,393	0	0	0	0	4,393
Total	2,771,173	698,199	2,622,835	1,296,101	829,531	243,482	8,461,321

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey

2013 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report

Table G-8

Washington / Baltimore Air System Planning Region

Air Passenger Originations Airport Access Mode by Jurisdiction - IAD Airport

Jurisdiction	Private Car	Rental Car	Taxi	Public Transportation	Airport Bus/Limo	Other	Total
District of Columbia	190,147	118,868	403,526	56,499	224,723	23,596	1,017,359
Montgomery County	409,720	57,078	78,439	3,568	96,220	13,270	658,295
Prince George's County	67,936	43,607	16,250	0	28,964	1,294	158,051
Arlington County	112,232	70,604	84,449	17,190	48,259	14,683	347,417
City of Alexandria	78,714	35,339	12,192	6,450	62,441	3,701	198,837
Fairfax County	920,856	320,410	231,294	32,520	135,205	66,468	1,706,753
Loudoun County	441,304	140,829	100,727	17,788	66,899	28,786	796,333
Prince William County	179,182	59,330	17,723	0	6,050	13,842	276,127
Frederick County	36,279	10,281	0	0	0	1,883	48,443
Howard County	43,670	5,807	3,273	0	4,715	0	57,465
Anne Arundel County	32,414	10,647	1,344	1,702	3,353	1,418	50,878
Charles County	9,873	1,002	1,168	0	4,095	0	16,138
Carroll County	15,060	0	1,022	0	0	0	16,082
Calvert County	901	0	0	0	0	0	901
St. Mary's County	11,013	1,419	0	0	0	0	12,432
King George County	1,081	0	0	0	0	0	1,081
City of Fredericksburg	13,928	7,310	0	0	0	0	21,238
Stafford County	34,510	0	732	0	0	2,474	37,716
Spotsylvania County	9,910	1,295	0	0	0	3,593	14,798
Fauquier County	37,567	9,045	1,711	0	0	0	48,323
Clarke County	391	0	0	0	0	0	391
Jefferson County	40,196	4,900	1,138	0	2,918	0	49,152
Baltimore City	18,173	12,115	5,575	879	11,957	3,181	51,880
Baltimore County	14,936	1,981	1,310	0	33,572	0	51,799
Harford County	14,830	2,008	0	0	0	0	16,838
Total	2,734,823	913,875	961,873	136,596	729,371	178,189	5,654,727

Source:- 2013 Washington-Baltimore Regional Air Passenger Survey