



POTENTIAL TOPICS FOR NEW PROJECTS

CASP PROGRAM

Olga Perez
Planning Program Specialist

Aviation Technical Subcommittee
May 22, 2025



National Capital Region
Transportation Planning Board

Agenda Item # 6

POTENTIAL TOPICS FOR NEW PROJECTS

CASP Program

Project 1: Economic Impact of the Region's Major Commercial Airports - Study

Project 2: Washington-Baltimore Regional Directory of Airports

Project 3: Initial Study of Urban Air Mobility (UAM) in Washington-Baltimore Region



Project Proposal

Economic Impact of the Region's Major Commercial Airports - Study



The region's major airports are more than transportation hubs—they are vital engines of economic growth.

The region's three major commercial airports are key drivers of employment, business growth, tourism, and supply chains. While past impact studies have been done individually and at a regional level, there is no recent unified analysis of their combined economic contribution.

Project Purpose



Develop a current, regional-level estimate of the total economic impact of the three primary airports.



Align and leverage existing airport-specific studies to ensure consistency and comparability.



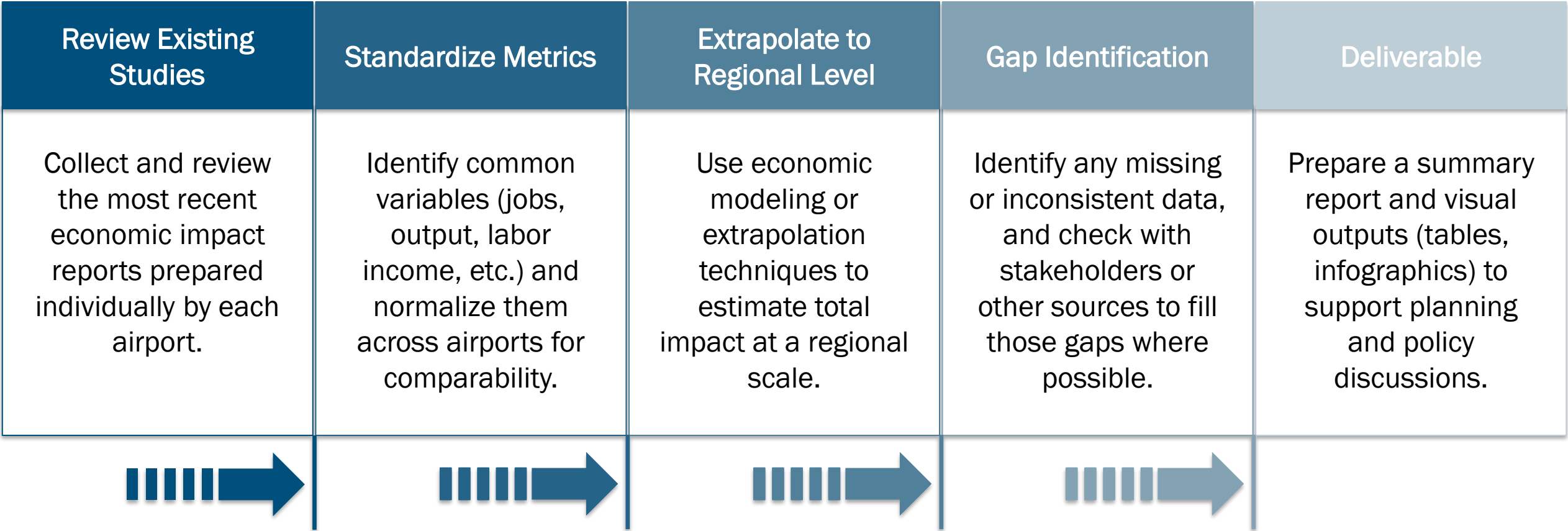
Support regional planning and policy efforts with updated, credible economic data.



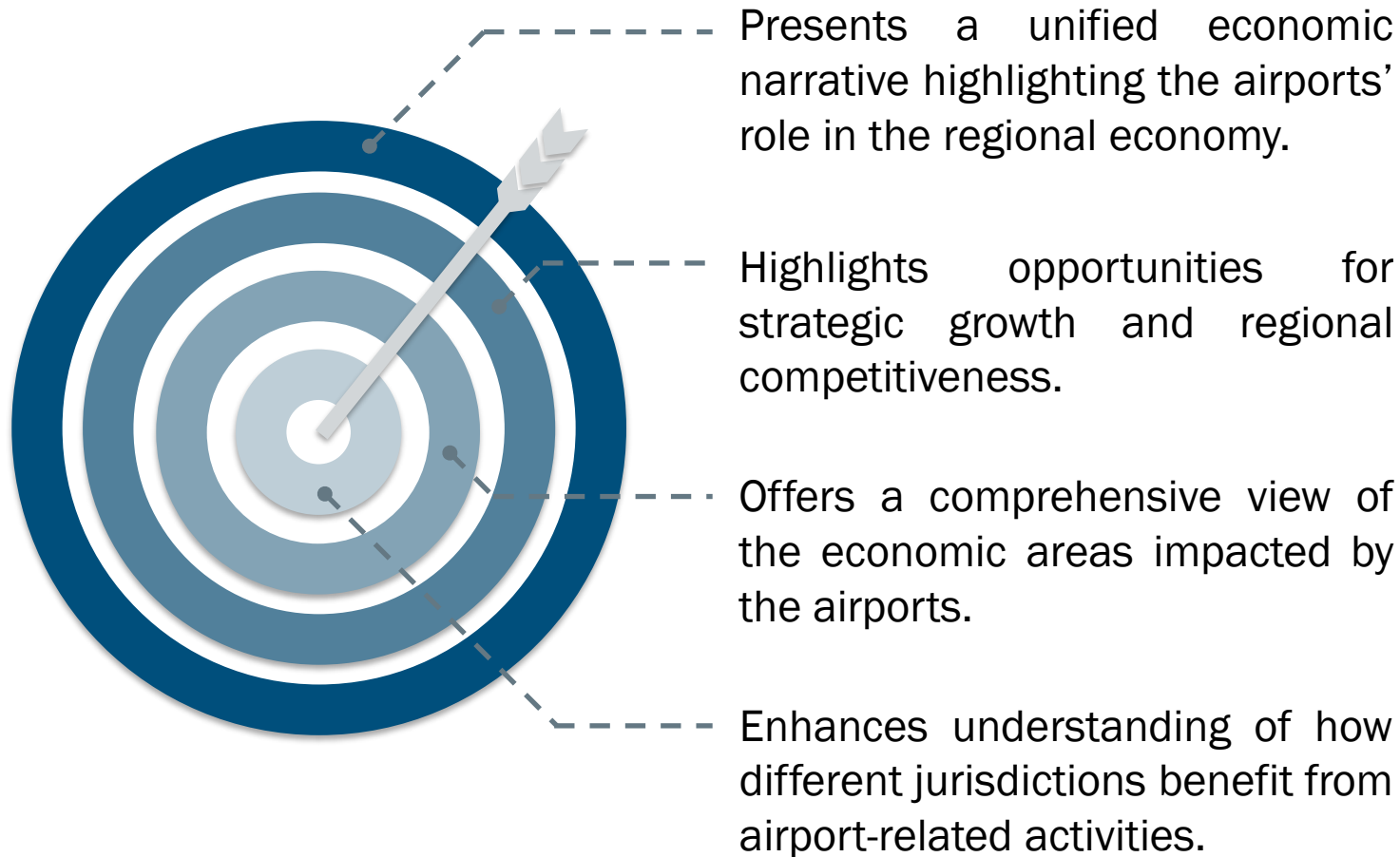
Deliver a clear and unified message about how the airports' economic value supports the entire region.



Approach



Goals



Resources Needed (High-Level)

- Staff time for data collection, analysis, and coordination.
- Access to existing airport reports and economic data sources (e.g., BEA).
- Optional consultant support for economic modeling or peer review.

Project Proposal

Washington-Baltimore Regional Directory of Airports



- The Continuous Airport System Program (CASP) is a strategic planning tool focused on the region's primary commercial airports.
- These airports play a central role in passenger travel, cargo operations, and transportation planning.
- Many other aviation facilities—such as general aviation airports and heliports—also contribute to the regional aviation system.
- These additional sites, while not included in core CASP analysis, support local economic activity, emergency services, and potential intermodal connections.
- This proposal aims to complement CASP by compiling publicly available information on these facilities in a centralized, organized directory.



Executive Summary

Current CASP focuses on the region's three primary airports, overlooking smaller aviation facilities, such as general aviation airports and heliports.

Proposal



Develop a centralized directory that includes all airports and heliports within the CASP air system Planning region, providing key details such as location, activity type, and contact information.

Goal



Provide a centralized resource that gives a clearer view of the region's full aviation infrastructure, supporting more informed regional planning.

Benefit



Facilitate future projects and improve coordination by offering easy access to relevant airport and heliport information.



Proposal: Regional Airport Directory

Smaller airports and heliports play key roles in general aviation, medical transport, law enforcement, and emergency response.

These facilities are not currently identified within the CASP air system planning region, limiting understanding of their full impact.

We propose creating a regional directory of all airports and heliports in the Washington-Baltimore area, including details like activity type, ownership, and contact information.

The directory will serve as a centralized resource to support planning, coordination, and a more complete view of regional air infrastructure.



Preliminary Resource Needs

Staff Time

Coordination and data gathering by planning or GIS staff.

Mapping Tools

Access to GIS software to visualize and compile location data.

Public Data Sources

Use of FAA databases, state DOT aviation directories, or local airport websites.

Stakeholder Input

Outreach to airport operators or regional agencies for missing or updated information.

Review Process

Internal quality check or advisory input to ensure completeness and usability.

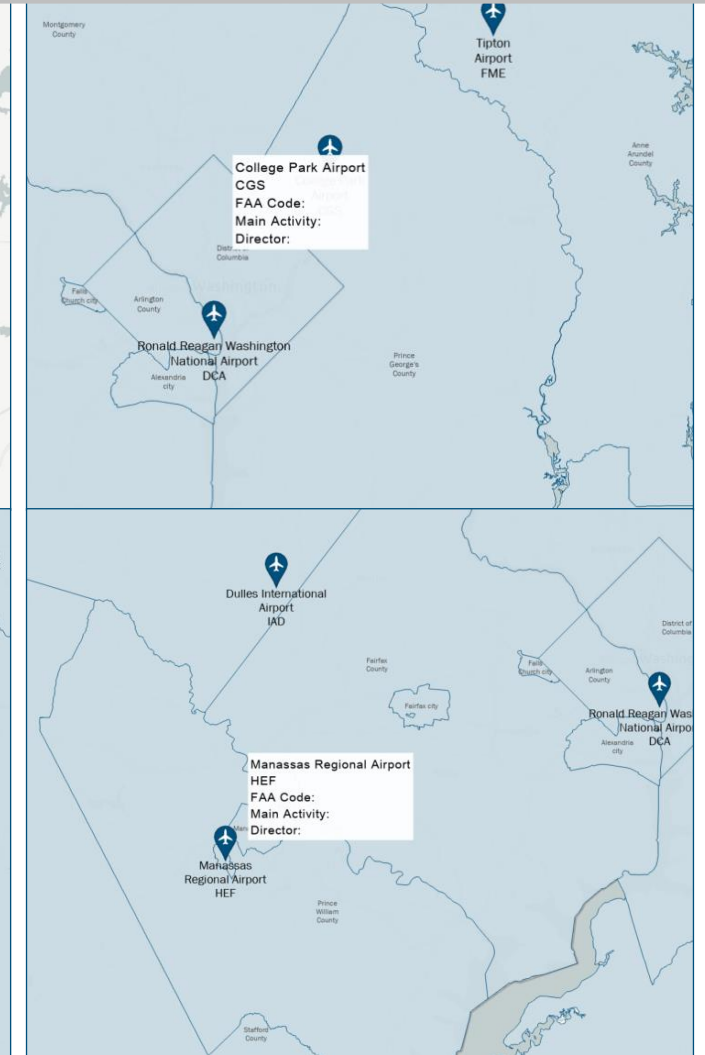
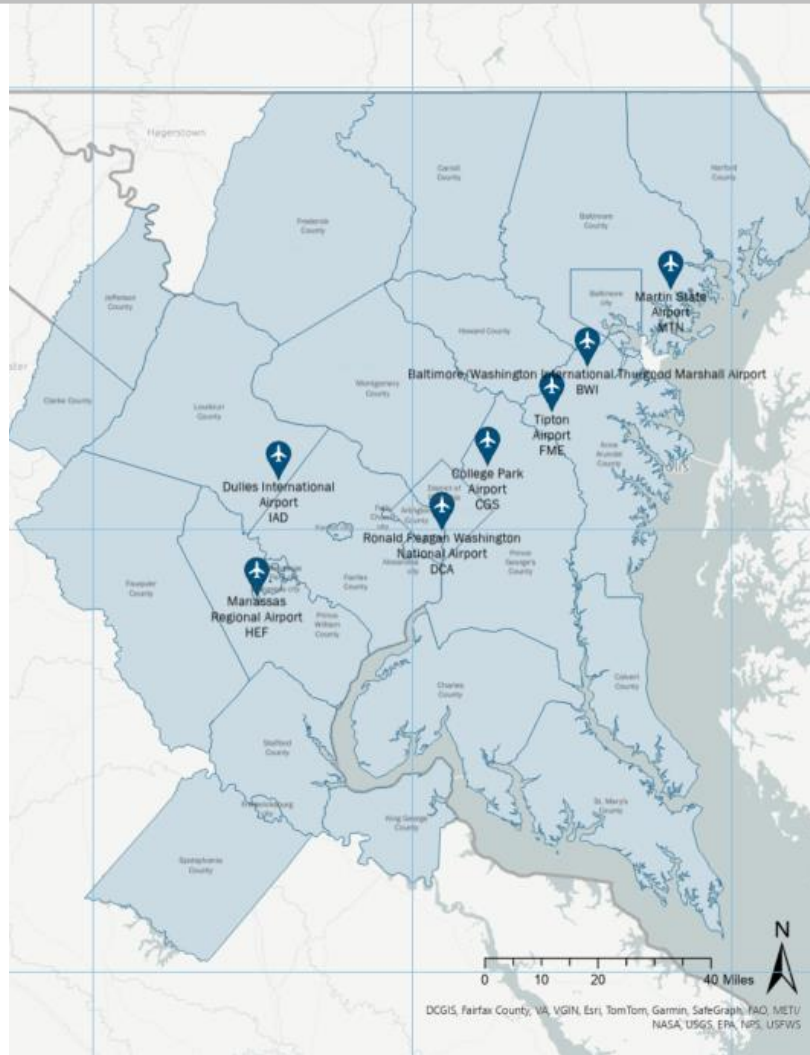


Proposal: Regional Airport Directory Cont'd

Field	Description
Facility Name	Full name of the airport or heliport
Address / Location	City, State, ZIP
FAA Code	Identifiers, if applicable
IATA Code	Identifiers, if applicable
Primary Activity	Passenger, Cargo, General Aviation, Military, Helicopter Ops
Ownership / Management Type	Public, Private, Municipal, etc.
Contact Person	Name, Title, Email (if available)
Annual Operations / Activity	Approximate annual usage, if data is available
Annual Revenue (if available)	Reported annual revenue, if publicly disclosed or accessible
Runway / Landing Info	Number, length (for runways) or pads (for heliports)
Classification	e.g., public-use heliport



Proposal: Regional Airport Directory Cont'd



Project Proposal

Initial Study of Urban Air Mobility (UAM) in Washington-Baltimore Region





Executive Summary

- ☐ Propose launching a preliminary study to explore the readiness and potential for UAM in the region.
- ☐ The study would identify opportunities, constraints, and next steps for integrating UAM into the transportation system.
- ☐ This is a foundational step to prepare for future developments in advanced air mobility.



What is Urban Air Mobility (UAM)

- UAM refers to the use of advanced aircraft (e.g., eVTOLs) to move people or goods within urban and suburban environments.
- Operates at low altitudes, often with vertiports instead of traditional airports.
- Promises to enhance connectivity, reduce congestion, and support emergency response or logistics.

Why Matters for Our Region

UAM is a rapidly advancing field, with growing interest from private industry and federal agencies.

Urbanized and congested areas, or those with significant logistics or health care needs, may be early candidates.

A proactive approach helps ensure the region is prepared for policy, planning, and infrastructure implications.



Proposed Study Goals



Key Tasks (High-Level)

Literature & Policy Review

FAA guidance, state/local regulations, industry standards.

Regional Scan

Identify potential corridors, landing sites, or demand centers.

Stakeholder Mapping

Agencies, operators, emergency services, land use authorities.

Opportunities & Risks Summary

What would enable or limit UAM here?

Next Step Recommendations



Preliminary Resources Needed

- Planning/GIS staff time
- Access to regional transportation and land use data
- Coordination with FAA and relevant local agencies
- Stakeholder engagement (light-touch interviews or workshops)

Expected Outcomes



Summary memo or report on regional UAM potential



Identification of priority areas or use cases



Framework for future study or strategic engagement



As we continue developing this program, your input is essential!

Feedback on the proposed projects

Suggestions for expanding or refining existing efforts

New project ideas not covered in this presentation

Priority areas of interest to the airports or the region

Level of interest in participating or supporting specific proposals

Please feel free to share your comments or suggestions via email.



Next Steps

- Gather feedback from ATS stakeholders
- Continue the conversation and engage in follow-up discussions
- Define a path forward based on your input and priorities

Olga Perez

Planning Program Specialist

(202) 962-3265

opelaiez@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002

