



Aviation Technical Subcommittee Highlights of May 28, 2026, Meeting

Meeting Participants:

- Jeffrey Breeden, Virginia Department of Aviation, (DOAV)
- Azeem Khan, Metropolitan Washington Airports Authority, (MWAA)
- Glen Warren, Metropolitan Washington Airports Authority, (MWAA)
- Ryan Washington, Metropolitan Washington Airports Authority, (MWAA)
- Mark Rawlings, District Department of Transportation, (DDOT)

TPB Staff:

- Timothy Canan
- Kenneth Joh
- Olga Perez
- Zhuo Yang
- Amanda Lau

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (MARCH 26, 2026)

Mr. Azeem Khan called the meeting to order at 10:34 A.M. The meeting was conducted virtually by Webex and streamed on COG's YouTube channel. Members were welcomed, including new representatives from the Virginia Department of Aviation. The highlights of the previous meeting, held March 26, 2026, were approved by the Subcommittee, as written.

2. STAFF ANNOUNCEMENTS

Mr. Tim Canan informed the Subcommittee that no significant staffing changes have occurred. He reiterated the Subcommittee's earlier decision not to submit an application for the next AIP grant cycle, noting that existing grants already cover the backlog of required post-survey analysis and that the survey delay would have pushed that work further out.

3. 2025 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Ms. Olga Perez and Dr. Kenneth Joh presented initial findings from the 2025 Regional Air Passenger Survey. The survey, originally scheduled for October 2025, was postponed due to the federal government shutdown and conducted in April 2026. Preparatory activities included airport briefings in September 2025, staff badging, a virtual training session for data collectors, and airport-specific site training on gate layouts and security procedures.

Fieldwork launched at all three airports simultaneously on April 7 and ran for 14 days, followed by a four-day review period and a six-day resurvey period concluding April 30. Data collection used tablets as the primary tool, supplemented by QR code cards, along with prepared scripts for gate agent announcements and official letters and bulletins from airport partners.

A total of 529 flights were selected for the survey, with 473 successfully surveyed across the three airports: 140 at BWI, 162 at DCA, and 171 at IAD. A total of 5,330 completed survey responses were received. DCA recorded the highest number of completed surveys (1,856), followed by BWI (1,751) and IAD (1,723). DCA's survey completes lagged slightly during the main survey period, which staff addressed through additional resurvey effort.

Staff noted that total completed responses for 2025 were roughly half those recorded in 2023 (approximately 9,600), consistent with broader trends of declining survey participation. Analysis also indicated that DCA achieved a comparatively stronger conversion rate from intercepts to completed surveys than BWI or IAD, though staff cautioned that findings remain preliminary pending final QA/QC review.

Mr. Glen Warren asked for clarification on the relationship between intercepts and completes; Dr. Joh confirmed that completes are a subset of intercepts and discussed possible contributing factors to lower response rates, including increased refusal rates and disruptions associated with the partial government shutdown.

Ms. Olga Perez outlined challenges encountered during fielding, including voluntary non-participation by some gate agents, flight schedule changes, early completion shortfalls at DCA (resolved during the resurvey period), and isolated cases where airlines initially restricted survey activity, which were resolved through direct coordination with airline management. She thanked Mr. Warren and Mr. Shawn Ames for their support throughout survey preparation and fielding.

ICF is finalizing a cleaned, flight-level dataset to support development of the general findings report, to be followed by a geographic findings report. Mr. Canan reviewed the survey's funding structure, noting that field data collection is jointly funded by airport partners while subsequent reports are funded through FAA AIP formula grants tied to the District of Columbia's apportionment, and thanked airport partners, FAA, and the District of Columbia for their continued support.

Mr. Ryan Washington offered to share MWAA's own TSA-experience survey data as a potential resource to help address data collection challenges; Dr. Joh welcomed the offer for future discussion.

4. ROUNDTABLE DISCUSSION

Mr. Khan asked about potential future uses of AIP funding for studies benefiting the region. Mr. Canan noted that such ideas are typically incorporated into the Airport Capital Improvement Program (ACIP) process, subject to FAA allowability and alignment with the TPB's regional planning framework, and welcomed member suggestions.

Mr. Washington raised interest in a more robust regional baseline study addressing future airspace and flight procedure modernization, particularly around DCA given congestion from helicopter routes, as well as a potential resiliency study focused on emergency preparedness. Mr. Canan noted that any new studies would need to be reviewed with FAA for AIP allowability, since grants are generally limited to planning-level studies rather than operations, and encouraged members to bring forward all ideas for consideration.

Dr. Zhuo Yang provided an update on the Ground Access Travel Time study, noting that comments from Aviation Technical Subcommittee members, including DOAV and MWAA staff, are being addressed and that the finalized report will be shared once complete. Dr. Joh acknowledged Dr. Yang's work producing the tabulations presented earlier in the meeting.

Mr. Jeffrey Breeden reported that the Virginia Department of Aviation recently released a statewide economic impact study for public-use airports and is conducting a statewide pavement condition management study, both updated approximately every four years. He also noted the upcoming VDOA annual conference in Williamsburg.

5. OTHER BUSINESS

No other business.

6. ADJOURN

The meeting was adjourned. The next Subcommittee meeting is scheduled for July 23, 2026. It will be held virtually.