



Aviation Technical Subcommittee Highlights of September 25, 2025, Meeting

Meeting Participants:

- Shawn Ames, Maryland Aviation Administration, (MAA)
- Rusty Harrington, Virginia Department of Aviation, (DOAV)
- Azeem Khan, Metropolitan Washington Airports Authority, (MWAA)
- Ryan Washington, Metropolitan Washington Airports Authority, (MWAA)
- Victor Henry, Baltimore Metropolitan Council, (BMC)
- Glen Warren, Metropolitan Washington Airports Authority, (MWAA)
- Mark Rawlings, District Department of Transportation, (DDOT)

TPB Staff:

- Timothy Canan
- Suraj Vujjini
- Renee Ritchey
- Olga Perez
- Zhuo Yang
- Charlene Howard
- Kenneth Joh

1. WELCOME, INTRODUCTIONS, AND APPROVAL OF HIGHLIGHTS FROM PREVIOUS MEETING (JULY 24, 2025)

Mr. Shawn Ames called the meeting to order at 10:34 A.M. The meeting was conducted virtually by Microsoft Teams teleconference. The highlights of the previous meeting, held July 24, 2025, were approved by the Subcommittee, as written.

2. STAFF ANNOUNCEMENTS

Mr. Timothy Canan reported to the Subcommittee that there are no changes in staffing at COG. Mr. Canan informed the Subcommittee that COG staff met with Mr. Suresh V. Neelapala from FAA to understand the programmatic procedures after the transition from Jeff Breeden. One of the outcomes of the meeting was we gained more insight into our future funding, representing an increase that could be used potentially for new projects. The ACIP will be presented to the subcommittee in November.

3. 2025 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Dr. Kenneth Joh presented an update on the activities and requirements for the upcoming 2025 Washington-Baltimore Regional Air Passenger Survey (2025 APS). He provided a current project status covering badging, the web-based survey, sample flight development, and other operational elements coordinated to date.

Dr. Joh noted that most COG staff have been badged at the three airports, with the exception of Suraj Vujjini, who still needs to be badged at BWI. The web-based survey is currently being

tested and reviewed by COG staff, and sample flight development for data collection is underway based on information provided by the airports. In addition, COG staff have delivered presentations at airport management and tenant meetings at all airports. Other coordination efforts—including contractor badging, airport room reservations, official letters, and parking passes—have been completed with airport support.

Dr. Joh also presented a tentative project timeline, explaining that the badging period is expected to be completed by mid-October. Other activities anticipated to be ready within the first two weeks of October include the web-based survey, printed materials, administrative and staffing preparations, security processes, and overall survey implementation readiness. Survey data collection is expected to begin during the last week of October and extend over a three-week period.

The data collection phase is planned to begin with training sessions consisting of a half-day training at each airport to familiarize staff with airport access and gate procedures. This training period will be followed by two weeks of primary survey data collection and one week of re-survey. Exact dates for these activities will be provided at a later time.

Ms. Olga Perez and Dr. Joh explained that if delays occur during the badging process, the final schedule may be adjusted by a few days, while ensuring that survey activities do not extend into the Thanksgiving holiday week.

Ms. Perez inquired whether airport rooms—requested for use from October through mid-November—could be reserved for a slightly extended period through the end of November, if needed.

Mr. Glen Warren clarified that the survey should be completed no later than November 20, noting that increased holiday travel demand could affect airline operations and the approval of parking passes.

Mr. Shawn Ames added that if there are delays in the badging process at BWI, MAA staff with escort privileges may be assigned to accompany data collectors during training sessions at the airport.

4. POTENTIAL TOPICS FOR NEW PROJECTS

Ms. Olga Perez presented Urban Air Mobility (UAM) as a proposed topic for a new CASP program study, following prior discussions on potential project areas. After stakeholder input, UAM was identified as the topic generating the most regional interest and offering the greatest potential benefit for the Washington–Baltimore region.

The presentation clarified the distinction between Advanced Air Mobility (AAM) and Urban Air Mobility, noting that UAM is a subset of AAM focused on short-distance, on-demand air transportation within and around urban areas. UAM has the potential to improve mobility by bypassing surface congestion and enhancing access within cities and nearby suburbs.

The proposed study would be an initial, exploratory effort, aimed at:

- Establishing a baseline understanding of UAM concepts and developments
- Conducting a literature review of current research on operations, technologies, policy frameworks, and socioeconomic impacts
- Reviewing national and international case studies relevant to regions with similar characteristics to the Washington–Baltimore area
- Exploring potential impacts on airport operations, including passenger access, regional connectivity, and cargo activity

Ms. Perez emphasized that the scope would remain appropriately focused to align with budget constraints and avoid overextension. The study would include consideration of both large and smaller regional airports, as appropriate.

Before proceeding, the study concept and scope would require to be aligned and approved through the TPB regional framework development process, as well as it would need coordination with the FAA to ensure consistency with Airport Improvement Program (AIP) guidelines.

During the discussion, Mr. Shawn Ames emphasized the importance of ensuring that the study scope considers not only the region’s largest airports but also smaller regional airports that may play a role in future UAM operations. In response, COG staff noted that the intent of the initial effort is to gather broad information from comparable regions to establish a strong baseline, with flexibility to consider a range of airport types.

Mr. Timothy Canan echoed this point and encouraged airport partners and aviation agencies to share specific interests, priorities, or concerns that should be reflected in the study scope. He noted the need to balance the breadth of the topic with available resources and emphasized the importance of identifying a focused “sweet spot” that maximizes value within budget constraints.

Mr. Rusty Harrington (Virginia DOAV) indicated that Virginia aviation partners have been actively engaged in UAM-related efforts and expect to hold internal discussions on the topic. He noted that they anticipate providing meaningful input, guidance, and recommendations to support the development of the study.

5. ROUNDTABLE DISCUSSION

Mr. Rusty Harrington thanked MWAA staff, particularly Mr. Glen Warren, for their collaboration and support on the Virginia Airport System Economic Impact Study. He noted that survey efforts have largely been completed and that modeling is expected to begin soon, with data analysis and publication anticipated after the first of the year. Mr. Harrington emphasized that these efforts reflect strong coordination among airport sponsors and partner agencies.

Mr. Harrington also provided updates on several aviation initiatives underway in Virginia, including a newly initiated statewide pavement management study covering most public-use airports in the Commonwealth, the near completion of a statewide navigational aids modernization study, and ongoing research into hydrogen and hybrid energy systems for unmanned aircraft and energy infrastructure inspection. He further highlighted progress on an FAA FAST Tier 1 grant study focused on sustainable aviation fuels, led by the University of Virginia. In addition, Mr. Harrington noted recent and upcoming staffing changes within the Department of Aviation and encouraged interested aviation planning professionals to apply for

anticipated openings. He concluded by expressing interest in continued collaboration, including providing guidance on the proposed Urban Air Mobility study.

Mr. Glen Warren shared observations from his participation in the Airport Ground Transportation Association conference, where discussions focused on the growing role of autonomous vehicles at airports. He described phased implementation approaches being tested at other major airports and noted that while MWAA does not yet have a formal adoption plan, autonomous vehicles may initially be considered for lower-volume curbside areas. Mr. Warren emphasized that evolving ground transportation technologies could significantly influence customer experience, parking demand, and access to airports in the future.

Mr. Shawn Ames provided updates on resiliency and sustainability initiatives at BWI, including recently secured funding for solar installations on the daily parking garage and federal support for electric ground support equipment chargers. He also highlighted major capital improvements underway for Southwest Airlines facilities, including gate expansion and baggage handling system modernization to support long-term growth.

In closing, Mr. Timothy Canan (COG) reiterated COG's willingness to provide briefings on the Air Passenger Survey to partner organizations. Mr. Victor Henry (BMC) expressed appreciation for previous presentations and noted continued interest in the upcoming survey. Ms. Olga Perez (COG) thanked committee members and airport partners for their continued coordination and support throughout the process.

6. OTHER BUSINESS

No other business.

7. ADJOURN

The meeting was adjourned. The next Subcommittee meeting is scheduled for November 20, 2025. It will be held virtually.