

AGTA News from the Airport Curb for the week of 7/28/22.



AGTA News from the Airport Curb



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Zoom Meeting Information:

Monthly Zoom seminars will resume in June, following the spring conference.

GROUND TRANSPORTATION NEWS

[Q70 Bus to LaGuardia Airport Will Be Free Starting Sunday: Hochul](#)
LIC Times - April 28, 2022

Governor Kathy Hochul announced Wednesday that the Q70 bus to LaGuardia Airport will be free for all riders starting Sunday.

The Q70 bus, which operates 24 hours a day, connects LaGuardia Airport to the 61st Street–Woodside station with its only stop being the Jackson Heights 74th Street station. Once the bus arrives at the airport it drops passengers off at Terminals B, C and D.

The bus service is currently free to ride on select weekends, holidays and for two hours after swiping a MetroCard.

Hochul said the MTA will scrap the \$2.75 fee entirely from May 1 in order to make it easier for travelers and to boost ridership—thereby helping the environment.

The scrapping of the bus fare is seen as a stopgap measure as the state looks to provide a more efficient public transit connection to LaGuardia.

The Port Authority, with the support of former Governor Andrew Cuomo, originally planned to construct a 1.5 mile AirTrain from Willets Point to the airport, which Hochul put on hold in order to study other options.

The state is now reviewing 14 potential proposals including the AirTrain. These involve subway extensions, light rail routes, new bus routes and ferry service.

[The Cheapest U.S. Cities With Major Airports to Rent Cars](#)

Nasdaq - *April 27, 2022*

Chicago isn't generally considered to have an ultra-high cost of living relative to its coastal, urban counterparts. But the Midwestern city is the most expensive major city if you need to rent a car.

That's according to a NerdWallet analysis conducted in March 2022 of 360 rental car prices from eight major car rental companies in the United States.

Here are the metro areas with the 10 largest U.S. airports by enplanements, ranked by average weekly car rental price from lowest to highest. Prices were based on both airport locations and off-site locations.

Metro area	Nearest major airport	Average weekly price
Charlotte	Charlotte/Douglas International Airport.	\$490.
Orlando	Orlando International Airport.	\$519.
Dallas-Fort Worth	Dallas-Fort Worth International Airport.	\$545.
Denver	Denver International Airport.	\$548.
Atlanta	Hartsfield-Jackson Atlanta International Airport.	\$558.
Seattle-Tacoma	Seattle-Tacoma International Airport.	\$566.
Los Angeles	Los Angeles International Airport.	\$568.
Las Vegas Valley	Harry Reid International Airport.	\$588.
Phoenix	Phoenix Sky Harbor International Airport.	\$598.
Chicago	Chicago O'Hare International Airport.	\$671.

Here are the 10 largest U.S. airports by enplanements, ranked by average weekly car rental price from cheapest to most expensive:

Airport	Average weekly rental price
Orlando Airport.	\$517.
Charlotte/Douglas Airport.	\$542.
Dallas-Fort Worth Airport.	\$553.
Denver Airport.	\$601.
Hartsfield-Jackson Atlanta Airport.	\$609.
Los Angeles Airport.	\$628.
Phoenix Sky Harbor Airport.	\$642.
Harry Reid Airport.	\$646.
Seattle-Tacoma Airport.	\$657.
Chicago O'Hare Airport.	\$743.

Airport rental cars tend to be more expensive than off-site locations for many reasons. Many airports tack on rental car fees that you won't find when renting a vehicle from the same company at an off-site location. These include customer facility charges and airport concession fees, which fund expenses like airport security and shuttles to rental car facilities. That's on top of taxes applied at the state and local levels.

[How to Choose the BEST Disney's Magical Express Replacement](#)

AllEars.net - April 27, 2022

The most prominent replacement for Magical Express, **Mears Connect is an airport-to-Disney Resort service operated by the same folks who ran Magical Express for 16 years**, so naturally it seems like the most logical replacement option for many. But there are some differences — and some key pros and cons.

One of the biggest differences is that, unlike Magical Express, **you'll need to book your ride in advance**. Once you land at Orlando International Airport, you'll need to snag your own luggage (unlike Magical Express, **Mears Connect does not offer luggage support**), follow the signs to shuttle service and ground transport, and then potentially **wait a little bit for standard bus pick-up** (not terribly long, usually no more than 20 minutes). From there, shuttles make a **"limited number" of stops at Disney resorts**.

There's also **express service** (i.e. direct service to your hotel), but that's unsurprisingly quite a bit more expensive — **\$250 for four passengers, and \$55 for each additional passenger** (roundtrip).

A new Magical Express replacement option joined the party in February: **The Sunshine Flyer**. Unlike Mears Connect, **this one only offers shared-ride shuttle services** (i.e. no private, express options are provided), with the same departure area in the airport, the same quoted wait time to Disney World, and the same amount of stops at various resorts.

Although welcome souvenirs are not doled out on board, these vehicles are sleek, **offering themed 1920s service** (how fun!), rides that are guaranteed to be under an hour (something that Mears does not guarantee), onboard entertainment, and clean, spacious buses. Unlike Mears, The Sunshine Flyer's website says they're **working to add luggage handling services by this summer**.

Uber and other rideshare programs **essentially offer the same thing as Mears Connect express service**, in that you won't need to wait a long period of time for pick-up at the airport, and you'll be able to be taken directly to your hotel, with no other stops along the way.

Still to come, the most anticipated new transportation service is the **Brightline high-speed train**, currently under construction, with plans to **provide a speedy link between the airport and Disney World** (to a station near Disney Springs, to be precise).

[First Airport for Flying Taxis Opens](#) **IOT World Today** - April 27, 2022

The world's first airport for flying taxis has opened its doors.

Air-One, a facility that will also cater for autonomous delivery drones, is based in Coventry in England's West Midlands, and operated by Urban-Air Port.

Significantly, though, there were no demonstrations of the so-called air taxis – electric vertical take-off and landing (eVTOL) vehicles – as they have yet to receive government approval in the United Kingdom.

Centrally located in Coventry – it is just 0.2 miles from the city's bus and rail stations – it illustrates how urban transport will be revolutionized by drones delivering cargo and autonomous eVTOL taxis in the decades ahead.

At 17,000 square-foot, the pre-fabricated site is extremely compact, and was erected in a mere 11 weeks. It is divided into a number of different zones including a passenger lounge, café, retail pop-up, cargo logistics hub, electric and hydrogen air vehicle hangar, security screening and a command and control center.

Until May 15, visitors to Air-One will be able to see Supernal's concept eVTOL vehicle, S-A1, on display in the vehicle hangar, live drone demonstrations from the FATO and several new electric vehicles. Later this year, the vertiport will be redeployed in other cities across the world to allow more people to gain insight into the changes coming to our skies.

[The Netherlands permits only clean taxis and rental cars in cities from 2025](#) **Electrive.com** - April 27, 2022

In the Netherlands, in major cities, all taxis and rental cars newly registered are to be emission-free by 2025. Other areas in the Netherlands have until 2030.

Five large municipalities (Amsterdam, Rotterdam, The Hague, Eindhoven and Tilburg) and several representatives of the taxi and rental car industry (including Uber, SchipholTaxi, Bolt and Leaseplan) have signed the new agreement.

It was clear that Dutch cities would be allowed to introduce a zero-emission zone for trucks and vans from 2025. Municipalities can now extend this regulation to taxis. The municipalities themselves are responsible for setting up a zero-emission zone. 26 municipalities are planning to do so in the coming years.

It should be noted, however, that the initial situation in the Netherlands is different from that in many large German cities. In Amsterdam, a strict taxi climate programme has been in place for years; already today, many taxi ranks may only be used by zero-emission vehicles. Amsterdam Schipol Airport, which is located outside the city area, has also already switched to zero-emission taxis.

Recognising that switching to an emission-free vehicle requires considerable investment, the government wants taxi drivers to switch at a time of investment that suits them. For this purpose, provisions are being made for a transitional arrangement for existing vehicles. This means that drivers whose car is still relatively new will have more time and will therefore still be able to enter the centre.

[The real-time tool to check St. Louis Lambert Airport parking](#)

Fox 2 Now - April 27, 2022

There are a lot of people who use the airport's parking lots to store their cars during trips. They hear that every day from travelers who want more parking options. It can also be frustrating when the long-term lots are full.

The airport has a real-time monitor of the parking lots online. The tool tells you how full they are. You can check on the status of lots at terminal one and terminal two. Plus, the status of lots A, B, C, D, and E. You can also call the information desk here: 314-890-1333.

The long-term lots have free shuttle service to the airport 24 hours a day. They are open all year long. [Learn about each lot's rate and availability here.](#)

A new lot with more than 300 new parking spots is being built. It was supposed to be open by now but has been delayed by the pandemic. They plan to open it in 2023.

[New lot aims to improve parking at Lambert Airport](#)

Fox 2 Now - April 26, 2022

The airport opened the new lot E in 2015 to handle the growing load at Terminal 2, home to Southwest Airlines. It quickly became clear that lot E's 248 parking spaces were not nearly enough.

Eyes turned to a grassy area next to the east "cell phone" lot adjacent to lot E, where people pull in, wait for flights to arrive, then drive to the terminal to pick up friends/loved ones who've just landed.

Cassidy might not have been in the "cell phone" lot waiting on her husband's plane Tuesday had the new lot already been opened.

The new lot will be like lot E but with more than 300 new parking spots. It was supposed to be open by now but has been delayed by the pandemic. Airport officials will put the project out for bids later this year with an opening planned for 2023.

"It's all self-automation. It's not a staffed lot. It is a credit card lot only," said Hamm-Niebruegge. "It's going to be close to the terminal, so the ability to hop on the shuttle that's dedicated to getting back and forth will be very easy."

The new lot is small potatoes compared to what may also be in Lambert's future.

On Thursday, May 5, there will be an "open house" to get public input on a new master plan that could drastically change the airport as we know it over the next 10 years.

[Valet parking to reopen at Colorado Springs Airport](#)

ColoradoSprings.gov- April 25, 2022

The Colorado Springs Airport (COS) announced valet parking will be available for travelers beginning May 1, 2022. The daily rate will be \$19, and travelers can pay an additional \$3 for solar covered parking.

"We are very excited to be able to open our highly anticipated valet parking services," said Greg Phillips, Director of Aviation. "Due to an increase in travel demand and reduced COVID restrictions that have impacted staffing availability, we are now operationally able to reinstate valet parking services to accommodate travelers. It's another way Colorado's small airport is making travel easier."

Valet services are operated by Reef Parking, who also operate the short- and long-term parking lots. Valet was suspended due to COVID-19 operational impacts in March of 2020. Valet services will be available from 4:30 a.m. until the last arriving flight.

[More parking on the way to Shreveport Regional Airport](#)

KTBS.com- *April 25, 2022*

If you've flown out of the airport during peak season you know parking can be a challenge. Sometimes vehicles are parked on the medians or on the grass because there's no more spots.

The folks at the airport are trying to alleviate that pressure by adding about 78 more public parking spots. They will be located to the left by the TAC AIR building, which is currently employee parking for the airport staff.

"We're just excited that we're able to try to improve the customer experience this summer. We know in years past it's not been the best. We are slowly working to improve that by adding this lot and then hopefully next summer we'll see that larger additional lot in the expansion of that long term parking lot," said Mark Crawford, Shreveport Regional Airport spokesman.

Drivers will pay by credit card at kiosks.

[DAA defends 'dynamic pricing' for airport parking](#)

The Irish Times - *April 25, 2022*

Dublin Airport Authority has said increases of more than 100 per cent in the cost of some parking spaces at the airport in recent months came about due to "dynamic pricing" aimed at keeping space available for latecomers.

The airport manager said pricing of its 18,600 long-term and 3,750 short-term spaces throughout its car parks "fluctuates depending on several factors, notably the time of year and the demand at that time for parking".

A spokeswoman said the authority used dynamic pricing, as a form of "demand management" which would encourage people to book earlier, which she said would offer customers the best prices.

She said the authority did not like to have the car parks full at all times, but preferred to have "a percentage" of spaces free at any one time to facilitate those who turn up at the airport without booking well in advance.

The DAA will not say how much money is generated from its car parks but suggests it has some 3,750 short-term and 19,600 long-term car parking spaces in use.

Based on the current tariffs displayed on its website the DAA could potentially earn €141,697 every day from its short term car parks.

The authority could earn up to €100,800 per day in its Red Long Term Car Park, a further €86,400 per day in its Long Term Blue car park in addition to revenue from its Green car park (open only at weekend) and remaining surface parking spaces.

Leaving the Green and remaining surface spaces out of the calculation, the daily income is potentially as high as €328,897 per day, a figure that would annual earnings at close to €120 million a year.

One advantage of dynamic pricing is that price increases in busy times can be expected to go some way towards covering the gaps in income when parking spaces are empty.

[Less parking leads to more issues for Hartsfield-Jackson International Airport travelers](#)

WSB-TV2 - April 24, 2022

Hartsfield-Jackson Atlanta International Airport will began renovations for its South Parking Deck renewal project on Sunday, May 1.

While the airport is looking to improve airport access, travelers will be impacted by the closure of the deck.

Huddleston found dozens of vehicles parking illegally, possibly due to the elimination of parking spaces while the renewal project is underway.

The project will close a total of 2,500 stalls, airport officials said.

As for travelers who park in areas they shouldn't, Jai Ferrell, Assistant Manager of Hartsfield-Jackson, said there is no reason customers should park this way.

"Hartsfield Jackson has over 31,000 on airport parking spaces, so the 2,500 that are impacted from our South Deck renewal project are just a drop in the bucket of still being able to park here at the airport, be tethered and take flight very quickly," Ferrell said.

Travelers can also use other options such as MARTA, Rideshare, or the new ATL West Parking Deck.

The project is set to be completed by January 2023.

[Who's to blame? Taxi cabs on decline in Charlotte](#)

Queen City News - April 24, 2022

Ride-share and cab companies — in many ways — do the same things but in largely different ways.

But in Mecklenburg County, cab companies are experiencing an issue — there are fewer cabs, and cab drivers on the road — and companies said it has nothing to do with the popularity of Uber and Lyft.

"A lot of drivers got sick, a lot of drivers passed away," said Mohamed Moustafa, who owns Universal Cab. "A lot of drivers quit driving taxis and went to trucking."

Moustafa noted that ride-share services are treated differently than cab companies, which are held to a different standard in the eyes of the City of Charlotte and Mecklenburg. Taxicab licenses are maintained by the county, and the Charlotte-Mecklenburg Police Department maintains a Passenger Vehicle for Hire Board.

Uber's and Lyfts have no such oversight or restrictions, Moutstafa said.

"There are no rules, no fees, and you work and make money," he said.

Queen City News reached out to Mecklenburg County on the hard numbers of taxicab licenses issued, which have to be renewed every year, and usually around the first of the year.

In 2019, 407 licenses were issued.

In 2021, 272 licenses were issued.

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[Airlines hiring buses to transport passengers between airports during pilot shortage](#)

New York Post- *April 24, 2022*

Several US airlines struggling to find pilots amid a nationwide shortage are hiring bus companies to transport passengers to airports in cities that are only a short flight away.

American Airlines, the country's largest airline, announced a partnership with a coach company earlier this month to transport passengers between Philadelphia International Airport and airports in Allentown, Pennsylvania [73 miles away] and Atlantic City, New Jersey [56 miles away].

United Airlines also has deals with Landline, which is based in Fort Collins Colorado. United has offered one-stop connections on the buses from the Denver airport to or from Breckenridge and Fort Collins since April 1.

Over the next 15 years, the United States will lose half of all its pilots, according to the Regional Airline Association, as the Federal Aviation Association mandates that all pilots must retire at 65. American Airlines expects 5,000 of its 15,000 pilots to retire in the next seven years, according to ABC. The pandemic also caused a wave of early retirements.

Jet Blue announced it would be cutting 8-10 percent of its flights beginning in May through the summer, citing a "challenging staff situation," the airline told CNN.

United predicts it could be five to six years before there's relief for mid-size and regional airlines, who are struggling even more to find pilots, ABC News reported.

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[Taxi! Taxi! The cost of a cab ride in Louisville would rise under new proposal](#)

Courier-Journal - *April 21, 2022*

Taxi fares in Louisville could rise under a proposal meant to assist cab drivers who are facing higher gas prices because of inflation and Russia's invasion of Ukraine.

After months of increased prices at the pump driven in part by the war in Ukraine, market volatility and inflation, some local lawmakers say taxi drivers in Louisville deserve higher fares to support themselves and compete with ride-hailing services like Uber and Lyft that can set their own rates and use "surge pricing" in busier times.

A proposal to amend the existing ordinance on taxi rates would increase fares in several ways, including:

- Boosting the mileage rate from \$4.10 to \$5.50 for up to one mile and from \$1.95 to \$2.55 for each additional mile;
- Changing the minimum flat rate for all trips originating at Louisville Muhammad Ali International Airport from \$8.65 to \$12, and changing the minimum flat rate for trips between the airport and downtown from \$17 to \$21.55;

- Adding a flat rate of \$20 for trips between the Kentucky Exposition Center and downtown and a flat rate of \$8 for trips between the expo center and the airport.

The ordinance also would amend existing sections on when the Codes and Regulations director could declare a "fuel emergency" and add a surcharge to taxi rates.

While the current threshold has been set at \$2.50 per gallon, the new ordinance would change it to say if gas exceeds \$4 per gallon for at least 15 consecutive days, then taxi drivers could add a 5% surcharge.

Don Woodcock, general manager of Yellow Cab, which runs zTrip in Louisville, said the number of taxi drivers in the city has dropped "dramatically" by about 200 in the past five or so years.

A city spokeswoman told The Courier Journal that Louisville currently has 245 "active licensed taxi drivers."

And while a chunk of travelers may continue to prefer Uber and Lyft, Woodcock said retaining more taxi drivers in Louisville is important because zTrip performs an average of 1,000 trips a day via a contract with TARC3, the local paratransit service.

Metro Councilman Anthony Piagentini, R-19th, was the lone "no" vote against the ordinance during the Public Works Committee meeting.

Piagentini explained he is "totally in support" of boosting the fare rates for taxi drivers.

"But I object wholeheartedly to the city continuing to dictate the pricing for this industry, because, frankly, we don't do it for anything else except city-owned enterprises such as parking," Piagentini said.

"This is a vestige of an absurd, old process where cities overregulated industries such as taxis, and in today's environment, I quite frankly think it's absurd that we are continuing to regulate taxi rates," Piagentini also said. "Set whatever rate you want to set and drive people around and be competitive."

Woodcock, the Yellow Cab general manager, said it is "a bad idea to do away with regulation in my opinion," sharing that when a cab company in Kentucky's second-largest city, Lexington, was deregulated, safety and service "suffered."

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AIRPORT NEWS

[Take a first look at the new \\$72M terminal expansion at Sarasota Bradenton airport](#)

Bradenton Herald- *April 27, 2022*

With a two-story panoramic view of airport operations, five passenger gates and five places for airliners to load and off-load passengers, the planned facility is designed to blend with the existing terminal.

Monday afternoon, Matthew Wilson of the design firm Gresham Smith presented a terminal design update complete with artist renderings and an animated fly-through of what the new facility would look like to the Sarasota Manatee Airport Authority.

The designs show airy, well-lit spaces complete with concessions and restrooms that fit well with existing airport facilities, and would seamlessly merge with the possible addition of another concourse in the future.

In addition to the ground level facility, Wilson discussed "decluttering" plans for the existing Concourse B by better organizing available space and adding "bump outs" to introduce new concessions, all designed to relieve crowding and improve passenger flow.

For now, Piccolo, the airport staff and the airport authority have their hands full with an estimated \$72 million of planned terminal expansions and improvements, as well as a \$40 million baggage handling project set to begin later this year.

Construction could start this fall with utilities work and be completed in 18 to 24 months, Piccolo said. The baggage handling system could be completed within about a year.

SRQ is debt-free and operates with no county tax payer money. The airport's finances, with more than \$60 million in reserves, are in good shape for the planned upgrades, Piccolo said.

Sustainable Fuels to be Tested at EIA

AviationPros- *April 27, 2022*

Edmonton International Airport and SixRing, a subsidiary of Calgary-based Fluid Energy Group Ltd., have signed an agreement to utilize the SixRing process to produce one of the world's cleanest drop-in aviation fuels, to explore possible collaboration to secure clean-hydrogen supplies as a key input, and to work together to scale SixRing technology to other airports and transportation hubs in Canada and globally. EIA will support SixRing by making introductions to airlines and industry partners.

SixRing has developed a suite of patented chemical formulas, methods, and low-energy processes to create biofuels, including Sustainable Aviation Fuel (SAF) and advanced materials from sustainable cellulose. SixRing's biofuels unique proprietary low-energy biomass conversion process occurs at ambient temperatures and pressures.

SixRing utilizes low-cost readily available waste or industrial plant-based biomass, which translates to higher yields production and maximizes recovery rates. Compared to existing biofuel technologies, the SixRing process creates minimal emissions, does not compete with food production and is readily scalable through its relatively simple design that can be easily integrated with existing biomass industrial infrastructure. Additionally, the process utilizes green chemistry, recycling its process chemicals.

First Phase of \$600M Reno Airport Upgrade Includes New Car Rental Facility, More Parking

ENRSouthwest - *April 27, 2022*

A multi-year expansion program announced in early April by the Reno-Tahoe Airport Authority aims to address these growing pains through new ticketing, parking and car rental facilities; improved roadway access; and, eventually, new concourses.

The MoreRNO initiative, with a potential total price tag of at least \$600 million, brings together projects already scheduled for construction and others, like the concourses, that are in earlier stages of planning. It also tweaks some elements from the last update of its master plan in 2016, such as adding a dedicated rideshare area and EV chargers.

The public-private partnership between the airport and rental car companies will include a new consolidated car rental facility and parking garage expansion. Currently, the airport routinely fills its 3,400-space garage and surface parking spaces and encourages travelers to seek other transportation options to the airport.

"Parking is where the community feels the need for expansion the most," says airport spokeswoman Stacey Sunday. "We are filling all of our parking spaces every weekend, and Thursday is becoming the new Friday, when we start to run out of spaces."

The airport, which receives no local tax dollars, plans to aggressively pursue a variety of funding options for the projects.

Much of Reno-Tahoe International Airport dates to the early 1980s, when the metro area had a population under 175,000, a number that has grown to more than a half-million today. The airport is expected to see a 40% increase in passengers over the next four decades.

[The surprising reasons why Atlanta's airport is the world's busiest](#)

CNN Travel- April 27, 2022

How Hartsfield-Jackson Atlanta International Airport made it to the top spot and held it for so long is a fascinating look at the intersection of long-term leadership success and geographical good fortune.

"I actually think the No. 1 factor is the support of the local community and the commitment of the state to attracting aviation companies since the 1920s," Garrow said recently in a phone interview.

The people with the right ideas luckily were in the right place. Turns out Atlanta was fertile soil for flight. For one thing, the airport had room to expand.

And it's not just space on the ground that matters. "Space can be thought of on the ground and in the air," Garrow said.

Again using the New York area as an example, three major airports serve a densely populated region, and there are constraints on air space.

Another Hartsfield-Jackson advantage: No local competition.

"As cities get larger, typically, they have more than one airport that is serving them. ...So Atlanta is pretty unique in that. I like to say it's the 'Powerhouse of the South.'"

What about further into the future? Well, Garrow thinks the airport could be well-positioned for new innovations such as local air taxi services.

She said that as progress is made with electric battery and hydrogen technologies, we might see a future where people in the outer reaches of a metro area actually take a very small commuter plane to the airport and get there much faster.

Hartsfield-Jackson's design could help it be a winner again. Garrow said its runways align east to west, but Atlanta metro's population centers run north to south.

That layout means air taxis could potentially approach more easily without getting in the way of the big planes.

[Changes coming to TPA? Airport leaders discuss expansion plans](#)

WTSP.com - April 24, 2022

Tampa International Airport leaders are crafting plans for how the airport will grow and adjust its expansion plans over the next two years.

During a general public meeting, TPA solicited input and comments from the public on current and future airport needs.

The public shared suggestions such as incorporating more electric vehicle parking and transportation from downtown Tampa to the airport. Overall, the feedback was positive and supportive of TPA's efforts.

The airport has six goals in updating its master plan, which are:

1. Creating a 20-year forecast for the airport.
 0. This will include consideration of incorporating autonomous vehicles in the airport, electric vertical aircraft takeoff and landing, and additional touchless technology for passengers.
2. Assess airport capacity to determine if an additional runway is needed.
3. Assessment of existing runways in compliance with FAA standards.

4. Assess terminal processing capacity, and determine costs of build-out of North Terminal.
5. Assess parking capacities, curbside and roadway improvements.
6. Assess capacity enhancements across the various aviation business sectors: commercial airline operations, cargo, general aviation, parking, rental car, ground access along with aircraft maintenance and logistics

TPA CEO Joe Lopano told 10 Tampa Bay the most notable changes to the airport will be in the way of technological advancements.

"We're going to see a lot more hands-free. You're going to be able to board airplanes without talking to anybody. You're going to see better clearance in customs, where there won't be long lines, better TSA through-puts, more electric vehicles," said Lopano.

Siddle said expanding curbside express will be complete in three years, expediting the check-in process for passengers without checked bags.

"[It] is giving us eight more lanes on arrivals and departures for people who don't check a bag," Siddle said. "At our main board meeting we will also be considering boarding a contract for the red side, so when you see the blue side express lanes, the sister project we call it, we'll also be developed on the red side with the expectation being done in the spring of 2025."

The airport's master plan is currently in phase two of its three-phase plan. Phase two is expected to be complete in 2024.

Solar Technology for Small Airports

AviationPros - April 21,, 2022

Solar cells using established modules outside of traditional setups are offering small airports an opportunity to take advantage of the environmental and economic benefits of solar energy.

The Sunflare LiteMount 60 uses Copper Indium Gallium Diselenide solar cells (CIGS). CIGS is more durable than silicon modules and it can be sputtered onto a stainless steel back sheet. This means solar panels can be mounted on hangar roofs and facilities at smaller airports where traditional solar can't be placed.

The Sunflare LiteMount 60 is flexible and is less than 2 mm thick. A lightweight frame can protect the cells and be placed in areas silicon cells can't be due to weight issues. The LiteMount 60 weighs less than 1lb per square foot, compared to 5lbs. per square foot for a silicon solar panel.

Solar installations require very little training in terms of upkeep and usage, Held said. Once it's installed by a qualified integrator, little maintenance is needed. Staff might be trained on software to watch the production of power to see the output the airport is getting. Solar components often have warranties spanning 20 years, so Held said there's little need for airport staff maintenance.

"Airports have a lot of lightweight metal topped buildings, such as hangars or storage facilities," Held said. "This product works really well for that because lightweight metal top buildings can't handle the weight of traditional solar panels."

"A building that can't handle traditional solar now has the option of putting a solar module on top of it and using that real estate to now have a viable way to go solar," Held said.

This message has been sent to you [The Airport Ground Transportation Association](#)