

AGTA News from the Airport Curb - 9/9/22.



## AGTA News from the Airport Curb



[Meeting Registration](#)

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### AGTA Announces October 23 - 26 Raleigh Conference Theme

#### *"Airport Ground Transportation Preps for ACTION"*

Have you registered yet? ...We're meeting October 23 - 26 in Raleigh, North Carolina at the Sheraton Raleigh Downtown. The theme for this year's conference is **Airport Ground Transportation Preps for ACTION**. Links for the Preliminary Program, AGTA registration, and Hotel reservations are below. To receive the preferred AGTA rate of \$179 at the Sheraton, you must reserve your room prior to the September 26 hotel cutoff.

Primary program sessions will address such important topics as ***What an Effective 5-Year Plan Should Look Like, Ground Transportation & the EV Challenge, Developing a Public/Private Airport/Ground Transportation Partnership, Solving Labor Issues in Ground Transportation,***

and **Airport Virtual Queue Taxi Systems**. As always, the six afternoon discussion breakouts will tackle the nuts and bolts of implementing these issues and more, specifically within our delegate provider companies and airports. Meet with your colleagues and learn firsthand about in-progress and newly-implemented approaches to the issues facing all arms of the industry today. Share your concerns and your insights with others facing the same issues.

**Members wanting to take part in the presentation and/or discussion of any of these topics should contact the office.**

*We doubled the expected participation at our Spring 2022 Meeting - Why not take advantage of this in-person opportunity to promote your services and/or products and [consider sponsoring a portion of this meeting?](#)*

## Fall Conference: Speaker Highlights

**Featured Monday Luncheon Speaker: Lynn Smith**, Sunflower Program Hidden Disabilities Program Director for North America.

Lynn will describe how the Sunflower program works and how it is being adopted by airports across North America and how other airports and ground operators can join the program as a way to improve their services to those traveling with hidden disabilities.



## GROUND TRANSPORTATION NEWS

[Uber teams up with National Rail, National Express and megabus to take the hassle out of booking travel](#)

[Retailtimes.co.uk](#) - Sept. 9, 2022

Uber Travel, the new door-to-door travel product from Uber is today unveiling a series of high-profile national partners to expand the modes of transport available in the UK. Uber users will be able to book journeys through National Rail, National Express, megabus. Uber Travel's booking functionality is powered by Omio, the world's leading ground transportation platform.

Uber users who book their coach or rail bookings on the Uber app will also receive 10% of the cost of their booking back as Uber Credits, for use on future rides, travel bookings or Uber Eats deliveries.

The new service expansion means people from across the country will now be able to centralise all their domestic travel bookings in the Uber app. Perfect for weekend getaways, work trips and everyday travel, Uber's latest roster of partners make travel easy, for every occasion.

Uber app users who are certain of their travel dates can opt for online exclusive fare on National Express to travel from one of the hundreds of pick up points in major UK towns and cities, or direct airport transfer to Luton Airport, London Stansted, London Heathrow, London Gatwick, Manchester Airport, Birmingham Airport and Bristol Airport. Fully flexible tickets are also available for users who require flexibility for coach ticket change at no extra cost.

Uber app users who opt to travel by train can choose from low-cost Advance Tickets, available up to 12 weeks ahead of travel date in limited quantities. Uber Travel users can also opt for Anytime Tickets and Off-peak Tickets that are refundable if you change your plans.

Uber now boasts travel options including Uber Green's electrical vehicles, Uber Rent, National Express, Uber Boat by Thames Clippers, National Rail, Heathrow Express, Eurostar, Lime and megabus, turning the Uber app into a one-stop shop for all travel needs.

### **[Detroit Metro Airport to allow Turo car sharing company to leave host cars at airport](#)**

**Detroit Free Press - Sept. 8, 2022**

The peer-to-peer car sharing company Turo has won the first-of-its-kind permit in Michigan to operate its services at the Detroit Metro Airport, the company said Thursday.

In June, the Wayne County Airport Authority Board of Directors approved a permit granting Turo the non-exclusive right to operate peer-to-peer vehicle sharing services at the airport, Erica Donerson, a spokesperson for the Airport Authority, confirmed in an email to the Free Press. She said the reason for the approval was to provide another ground transportation option for airport customers beyond traditional rental cars, taxis or ride sharing.

Under the airport's policy, which became effective July 1, Turo pickups and returns are designated at these locations:

- Short-term vehicle parking at McNamara Parking Garage and the Big Blue Deck.
- Long-term vehicle parking at McNamara Parking Garage, the Big Blue Deck and Green Lots.

Previously, Turo hosts – those who own the cars and rent them to others – would have to meet the customers at their hotel or other location for vehicle exchanges. That meant the arriving customer and the host would have to find alternative transportation to and from their starting locations, said Anna Heaton, a spokesperson for Turo. She said the number of Turo host vehicles that will be available at the airport varies by vehicle owner availability.

Pricing for the daily car rentals varies from an economical SUV or sedan for \$35 a day, a Jeep Wrangler Unlimited at \$93 a day or a luxury sports vehicle, such as a Lincoln Navigator, for \$224 a day, according to [Turo's website](#).

### **[Airport shuttle Landline launches bus rides for all from Loveland to DIA](#)**

**Coloradoan.com - Sept. 7, 2022**

Landline, the company that offers "wingless flights" via United Airlines from Northern Colorado Regional Airport to Denver International, is opening its bus service to any DIA travelers.

The new shuttle will operate four times a day beginning Sept. 19. Once at DIA, passengers flying airlines other than United will still have to get their bags and check in at their airline.

United passengers can check their bags at the Loveland airport through to their final destination.

Landline joins Groome as an alternative way to get to DIA. The Landline fare will cost \$29 one way for adults and \$10 one way for children under 13. As an introductory promotion, the first three customers on any Landline trip to and from DIA booked on Landline.com will pay \$3 each through Nov. 15. Parking at the Loveland airport is free.

Through a [partnership with United Airlines, Landline began offering what it calls "wingless flights"](#) from Loveland to DIA last year. That means United passengers can book flights and check their bags in Loveland and board the Landline luxury bus for the first leg of the trip.

Shuttles will run every day from Northern Colorado Regional Airport to DIA at 5:50 and 9:25 a.m. and 1:35 and 5:50 p.m. Shuttles will leave DIA for Loveland at 7:55 and 11:35 a.m. and 3:55 and 8:35 p.m. daily.

Fares can be booked through [www.landline.com](http://www.landline.com).

### [Heathrow Airport drop-off points that allow you to avoid the £5 charge](#)

**Getreading.co.uk** - Sept. 7, 2022

Heathrow is one of the busiest airports in the world as it sees millions of passengers pass through every year. This includes the car parks and drop-off stations.

Bosses decided to introduce a drop-off charge back in 2021 to help encourage people to use public transport. This means people have to pay £5 to drop loved ones at the terminal drop-off areas.

Heathrow Airport states: "Please bear in mind that a £5 charge now applies at Heathrow every time a vehicle enters the terminal drop-off areas. Drop-off areas are located right outside the terminal for the easiest and quickest way to drop-off passengers. You can pay for a single drop-off or pre-pay for multiple drop-offs online or by phone.

Luckily, [Heathrow Airport's drop-off fee](#) does not have a time limit whilst other airports, such as [Stansted](#), has a time limit for 15 minutes for £7. Heathrow is one of eight airports that has a drop-off fee but there are ways to avoid it.

There is an easy way to avoid the charge which won't cost you a penny. Heathrow's long stay car parks are the best option for free drop-offs as it boasts 30 minutes free parking.

From here you can board a free shuttle bus that will take you directly to your terminal. There are long stay car parks at terminals 2 and 3, terminal 4 and terminal 5.

Equally, if you hold a blue badge or are driving an emergency service vehicle or a military vehicle, the charge does not apply to you. However, blue badge holders must apply for an exemption so you don't get fined.

### [Rideshare drivers rally in New Haven for minimum wage, workplace protections, benefits](#)

**New Haven Register** - Sept. 7, 2022

NEW HAVEN — Drivers never come first.

That's what area [rideshare gig workers](#) said needs to change, as [they rallied around the city Wednesday calling for better wages and basic benefits](#) such as paid sick leave, security measures and protection from damages.

As most rideshare drivers are considered independent contractors, they are not subjected to minimum wage law or any laws requiring benefits for full-time workers.

"We have no kind of benefit and the company takes away 70 percent of what y'all pay," said Gomez, a co-founder of [Connecticut Drivers United](#). "The drivers need a solid base so we can continue to do our work, this is no joke."

Uber didn't immediately respond to a request for comment Wednesday. [According to the Uber website](#), the company also charges their drivers a 25 percent fee on all fares. In March, Uber [also introduced a fuel surcharge](#) of 35-55 cents to help drivers.

The rally focused on getting a "Driver Bill of Rights," group lawyer James Bhanbary-Alexandra said, which includes minimum wage, overtime compensation, minimum per ride, and sexual harassment and other discrimination protections.

### [More drivers caught waiting on M56 to avoid Manchester airport parking](#)

**LancsLive** - Sept. 6, 2022

Police have caught more people waiting on the hard shoulder of the M56 to avoid [Manchester Airport](#) parking.

Officers issued traffic offence reports (TORs) to three more drivers today (September 7) and have again urged people to "use the designated areas when dropping off or picking up at the Airport". It is the latest in a series of similar motoring offences on the stretch of motorway in recent months.

Currently, drivers picking up or dropping off from the airport have to pull into the designated areas. All passengers can use the free drop off area located in JetParks1 where they can take a short shuttle ride to the terminals.

Alternatively, people can choose to be dropped off directly outside the terminals and train station at a charge of £5 for five minutes or £6 for ten minutes. For those being picked up, drivers can park in either a multi-storey car park at Terminal 3, or the short stay car park at Terminal One. These cost £6 for 30 minutes.

### [Omnevo partners with AeroParker to offer digital airport parking services](#)

**PassengerTerminalToday.com** - Sept. 6, 2022

German digital marketplace solution provider Omnevo has expanded its offering to include airport parking following a strategic partnership with online parking provider AeroParker.

AeroParker will integrate its existing digital service offering, including pre-book parking, fast-track services, lounges and loyalty programs. Omnevo currently provides transportation clients with solutions that enable everything from pre-order and e-commerce to onboard retail and back-office operations and supply chain management integration.

Kian Gould, Omnevo's founder, said, "This enables us to further expand the spectrum of Omnevo's digital commerce solutions for airports, particularly as car parking is the ideal starting point for airports to develop their digital ancillary revenue strategy.

Jon Keefe, AeroParker's founder, added, "Our integration with Omnevo complements our digital solution for airports and we're delighted to be offering a combined solution to our customers in order to improve the overall end-user parking and online retail experience and increase ancillary revenue at airports."

### ['Benefit us all': all-EV rideshare company aims to respect employees and the planet](#)

**TheGuardian.com** - Sept. 6, 2022

Raven Hernandez conceived her idea for a green transportation startup as a student at Pepperdine Law School in Malibu, California.

In October 2020, she founded Earth Rides, a ride-hailing app whose entire fleet is electric vehicles from Tesla, Mustang Mach-E, Polestar 2 and several other manufacturers. Since its launch, the company has serviced more than 300,000 passengers in Tennessee and Texas, which Hernandez says has offset 230m grams of carbon in the past year alone. It now has a dozen full-time staff working on the tech and business side and nearly 100 drivers. This year, the company is expanding to California and Arizona.

In addition to combating climate change, Hernandez, whose family immigrated from Panama, also wants to revolutionize what she calls a patriarchal industry with a troubled labor history. Drivers for Earth, unlike for Uber and Lyft, are employees rather than independent contractors. Women or people of color make up 40% of the driver force and 50% of the leadership team. These measures,

Hernandez said, are aimed at making EVs more accessible to both groups, since [75%](#) of cars are bought by men.

### **How did you come up with the idea for Earth?**

It's coupled with a few bad experiences on other ride-sharing platforms, and seeing that drivers weren't valued. The market has really indicated that autonomous cars are going to allow rideshare to become profitable – what that means is that these companies can't wait to get drivers out of the driver's seat. But drivers are real people with real families and bills. We wanted to create a company that has transparency, especially within payouts. A lot of drivers actually don't know how much they're making or the margins on rides. It's quite predatory if you look at it from that standpoint.

From our perspective, you have to focus on drivers. We do hire our drivers. We also allow people who own their own EVs to drive on our platform. That's different from other models, which do either one or the other. We also focus on not having extreme surge pricing to ensure equitable pricing for our rides. If you rely on us five days a week, twice a day, to commute to work, you want to be able to budget how much your rides will cost.

We're looking to disrupt this industry to create better practices across the board that allow for the driver to be put first. There are 16 million Americans who participate in the gig economy. That's one in three Americans. You got to have fair payouts.

### **[\\$2B LAX People Mover Project Hits Key Milestones](#)**

**LABusinessJournal.com** - Sept. 5, 2022

The \$2 billion people mover project at Los Angeles International Airport hit two key milestones in August.

On Aug. 5, the final structural beam was placed for the last and largest of the six train stations along the 2.25-mile route for the automated people mover. The beam was set into place as part of the topping-out for the west Central Terminal Area station near the Tom Bradley International Terminal that will also connect to Terminals 3, 4 and 5 with elevated bridges.

In the other related development, the first three of those automated train cars were recently delivered by Bombardier, which has built several automated people mover systems around the globe. The former Canadian company was acquired last year by Alstom SA, headquartered in Saint-Ouen-Sur-Seine in France. The cars were debuted at a press conference on Aug. 2.

"The automated people mover will be so much more than another way to get to LAX – it's the piece of the puzzle that will curb the congestion that has been plaguing our airport for decades," Los Angeles Mayor Eric Garcetti said at the press conference. "As we welcome the first car that will whisk travelers to renovated terminals, parking structures, Metro rail, and a new rental car facility, it's clear that a completely reimagined LAX is on the horizon."

The driverless train system for the people mover was specifically designed for flexible operations in both urban and airport transportation. During peak hours from 9 a.m. to 11 p.m., the trains will arrive at stations every two minutes, with an end-to-end run time of 10 minutes. The train cars feature wide doors for easy access with luggage, large windows for viewing, 12 seats and several hand holds.

### **[See inside the flying taxis American Airlines and Virgin want to use to carry 4 passengers on 30-minute flights between airports and across cities](#)**

**BusinessInsider.com** - Sept. 5, 2022

The VX4, the eVTOL being developed by British startup Vertical Aerospace, has proved particularly popular, having received preorders from American Airlines and Virgin Atlantic, alongside a number of helicopter firms, private jet companies, and hotel operators despite not yet being certified.

The mockup can't fly, but it gives customers and their future passengers an idea of what flying in the cabin could feel like, Eduardo Dominguez Puerta, Vertical Aerospace's chief commercial officer told Insider in an interview.

Most flights will likely last somewhere between 15 minutes and half an hour, Puerta said. Airlines like American plan to use the craft for transfers between transport hubs and surrounding urban areas, Puerta said.

The VX4 will be able to seat four passengers and one pilot. Insider got to sit inside the 1.9 meter long by 1.6 meter wide cabin, which had plenty of leg room and felt generally pretty spacious.

Vertical Aerospace scheduled the first VX4 test flights to begin during the summer of 2022. The company hopes the aircraft will be certified by 2025, Puerta said.

### [Is It Feasible To Connect Between New York City's Airports?](#) **SimpleFlying.com** - Sept. 4, 2022

Connection between the New York City region's airports must be made through either ground or underground transportation. There once was an official airport bus service, the NYC Airporter, that provided service linking all three airports. Unfortunately, the Airporter ceased operations in 2020. The remaining options include private and shared transportation as well as public transit.

Generally, transiting between John F. Kennedy and LaGuardia can be a relatively efficient trip given the short distance between them. However, connecting between John F. Kennedy or LaGuardia and Newark Liberty is a longer journey that requires some forethought.

Taxi and private ride-hail services are plentiful and easy to access in the greater New York City metropolitan region. Fares will vary depending on the time of day and traffic conditions.

Additionally, shared airport shuttle services permitted by the Port Authority of New York and New Jersey provide transit between all three airports. Shuttle services can be more expensive than taxis, but passengers are informed of the fare up front, which is helpful for planning and budgeting.

Travel time on an airport shuttle varies, but an hour is the average duration between John F. Kennedy and Newark Liberty. Hours of operation vary by shuttle provider, so it is wise to inquire about the schedule when you book your reservation.

Both John F. Kennedy and Newark Liberty offer AirTrain service, which connects the passenger terminals at the airports as well as public transit amenities. Traveling between John F. Kennedy and LaGuardia via public transit is straightforward, as the AirTrain connects to the New York City subway system. The estimated duration for this trip is 30 minutes.

Transiting between John F. Kennedy or LaGuardia and Newark Liberty is a longer trip, but feasible via public transit. Passengers going from Newark Liberty to John F. Kennedy should take the AirTrain to Penn Station in New York City, then board the subway to connect with the AirTrain at John F. Kennedy. The route can be followed in either direction, and the estimated duration for this trip is just over an hour.

Public transit fares can vary depending on whether the passenger qualifies for a reduced fare. If you're traveling with a significant amount of luggage, with a large group, or with a family with small children, the public transit option may be less convenient, though potentially more cost-efficient than a private alternative.

**[Residents now have an unlimited trips option for Arlington's Via Rideshare](#)**  
**The Dallas Morning News - Sept. 2, 2022**

[Via Rideshare](#), Arlington's public transportation service, has added a ViaPass option: unlimited rides for \$80 a month.

More than 1.3 million trips have been logged since Via Rideshare launched in 2017.

The service is an on-demand transit option with flexible routes and schedules. Via's platform connects passengers to nearby pickup and drop-off locations, enabling riders headed in the same direction to share a single vehicle.

Users can book a ride with the [smartphone application](#) or by calling 817-784-7382. The service operates 6 a.m. to 9 p.m. Monday through Friday, and 9 a.m. to 9 p.m. Saturday.

There's also a \$25 weekly ViaPass, which allows up to four trips per day.

Not using a weekly or monthly ViaPass? Fares for individual trips are based on distance, with a minimum of \$3 per trip for rides up to 1.5 miles, and a maximum of \$5 per ride for trips more than 6 miles. Arlington trips to and from the CentrePort/DFW Airport station are a flat \$3 rate.

**[Here's how to get from Bloomington to Indianapolis or Chicago without a car](#)**  
**The Herald-Times - Sept. 2, 2022**

Bloomington has three intercity bus systems where passengers can schedule round trips to nearby bustling cities for less than \$100.

[FlixBus](#), an international intercity bus service, just added a connecting route from Bloomington where riders can go to Indianapolis, Chicago or Lafayette. FlixBus users must purchase tickets in advance and meet at Bloomington Transit Center. Ticket prices are \$10.99 each way, with a flat service fee of \$5. The bus will stop in Indianapolis on Washington Street between Alabama and Delaware streets, across from the [Julia M. Carson Transit Center](#). The bus stop is adjacent to the Indianapolis Cultural Trail, near a bus stop shelter. Each way is approximately an hour and 15 minutes. People can catch a ride on a FlixBus every day except Tuesdays and Wednesdays.

Riders also could use the Hoosier Ride system. [Hoosier Ride Intercity Bus Service](#) is managed by the Indiana Department of Transportation, Greyhound Lines and Miller Transportation and is intended to connect rural areas with larger cities. Tickets to Indianapolis start at \$13 each day, plus a service fee of \$6. Riders will get on at the Bloomington Transit Center and arrive at the Indianapolis bus station, 350 S. Illinois St.

If traditional bus systems are not what you're looking for, riders can use a shuttle system called [GoExpress](#). This company has several shuttles that take Bloomington passengers to the Indianapolis International Airport. Keeping in mind the airport is about seven miles southwest of downtown, passengers would have to arrange for additional transportation to make it into the heart of the city. The cost is \$29 each way.

Hoosier Ride offers bus rides to Chicago at \$76 roundtrip.

For about \$67, FlixBus offers a roundtrip to Chicago.

GoExpress previously provided private transportation for Indiana University students to Chicago through chartered sedans, SUVs and private vans. This service allowed students to travel based on their own schedules with door-to-door pick-up and drop-off. However, this service, titled Chicagoland Express Shuttle, is not available this academic year.

**[What this CEO learned while fighting for the survival of her business during the pandemic](#)**  
**Washington Business Journal - August 25, 2022**

In March 2020, Reston Limousine and Travel Service Inc. saw demand for its services evaporate almost overnight. "Until I got my first PPP loan, I was 100% convinced I was going to be going out of business," Kristina Bouweiri, the company's president and CEO said. "I was going to lose not only my 30-year business, but my house too. Everything I have is tied up in this business."

While many limousine companies reduced their fleets or went out of business during the pandemic, the PPP loan gave Bouweiri enough breathing room to create a strategy for navigating the uncertain road ahead. Today, the business is booming again. With demand returning to 2019 levels and less competition, Reston Limousine is on track to reach \$25 million in revenue this year.

During the slowdown, Bouweiri and her team focused on improving their business fundamentals. They reviewed workflows and policies, implemented new technology and updated procedures. The company utilizes cameras on its bus fleet, GPS in all its vehicles and TrafficLand software to monitor Washington D.C.-area traffic patterns. Even paper timecards gave way to a digital system.

Reston Limousine also branched out into new services, looking for any opportunity to keep its vehicles and drivers on the road. The company began transporting organs for transplantation surgeries and driving pilots to and from private aviation facilities, two areas where business increased.

As she looks ahead, Bouweiri said she has learned valuable lessons about the importance of watching the bottom line as the business grows.

"When I was a small company, I wanted to be a big company," she said. "I probably took on some business that wasn't very profitable, just because I wanted to grow my top line. But that's not a sustainable method. You have to find a way to be profitable."

Transportation is a labor-intensive business, with drivers, office staff, mechanics, car washers, dispatchers, managers and site supervisors, and Bouweiri said the past few years also underscored that her employees come first. Reston Limousine currently has 330 employees, still down from its peak of 450, but growing.

"I used to always take care of my customers first," she said, "And I'm not saying I don't hold them in high regard and know how important they are, but it's actually more important to take care of your employees first. Because without employees, I have nothing."

## AIRPORT NEWS

**[After pandemic delays, Tampa International Airport gets green light for new terminal](#)**  
**TampaBay.com - Sept. 9, 2022**

More than two years since airport officials [paused plans](#) for a new airside terminal as the coronavirus swept the world, on Thursday morning Tampa International received the official go-ahead.

The Hillsborough County Aviation Authority Board of Directors approved the Aviation Authority's capital and operating budget for fiscal year 2023, green lighting Phase 3 of the airport's latest master plan and clearing a path for the construction of the new \$787.4 million Airside Dterminal.

It will be the airport's fifth airside terminal and the first new one in over 17 years. The cost, higher than previous estimates due to inflation, will be covered with a mix of federal and state grants, and airport-issued bonds.

Construction is expected to start in 2024 and completion is slated for 2027.

The new terminal includes 16 gates serving domestic and international travel and will enable the airport to serve an additional 13 million passengers by 2037, according to Josh Gillin, the airport's senior manager of communications.

The building will be about 563,000 square feet and include concessions space, an outdoor terrace, security facilities, as well as new screening, gate check-in and bag processing technologies.

The last master plan was done in 2012, with updates in 2016, laying down the foundation for many projects in the [airport's recent expansions](#) such as the SkyConnect transit system, a new rental car center, expansion of the Main Terminal, the new SkyCenter One office building, roadway expansion and the express curbside lanes.

### **[Risky Business? Higher Airport Fees May Be Too Much for Consumers, Airlines To Bear](#)** **AviationPros.com - Sept. 7, 2022**

The cost of doing business for airlines serving Fort Lauderdale-Hollywood International Airport and some other Florida destinations is on the rise as aviation departments move to make up lost revenue from sweeping flight cutbacks.

But as carriers continue to wrestle with staff shortages and other problems that have caused unprecedented levels of canceled and delayed flights this year, it remains unclear the degree to which consumers will tolerate higher prices if airlines elect to pass along proposed fee increases to them.

The Broward County Aviation Department unveiled its plan to raise fees for landings and takeoffs and other charges at Fort Lauderdale- Hollywood during a 2023 budget workshop with county commissioners in mid-August. On the same day, the Greater Orlando Aviation Department disclosed its own round of increases for airlines serving Central Florida's giant Orlando International Airport.

Two of the big airlines that collectively generate the most passenger traffic at Fort Lauderdale — Spirit Airlines and JetBlue Airways — did not respond to a question about whether rising costs might prompt them to increase fares.

In advance of the holiday weekend, AAA said in a statement that travelers “are paying more for their Labor Day trips this year.”

The auto club said it found that the [average lowest airfare stands at \\$179 per ticket](#), “an almost 20% increase over last year and a 30% increase over 2020.”

Ethan Klapper, senior aviation writer for The Points Guy, an online service for air travelers, believes fares could see an upward swing for passengers flying out of Fort Lauderdale.

### **[Tucson Airport launches interactive map to guide passengers](#)** **PassengerTerminalToday.com - Sept. 7, 2022**

The Tucson Airport Authority (TAA) has launched an interactive map at Tucson International Airport (TUS) in Arizona to improve wayfinding throughout the airport.

TUS's dynamic airport map is provided by cloud product company Atrius. Accessible through the FlyTucson.com website, the map is available in a desktop format for those interested in planning ahead and a mobile version for visitors trying to locate a specific amenity while they are in the terminal.

Beyond the terminal, this map includes information and directions for TUS parking facilities, rental cars and the Global Enrollment Center operated by US Customs and Border Protection. While passengers are inside the terminal, they can browse points of interest, including ticket and security checkpoint

locations, art galleries and restrooms. The map also provides one-click access to online ordering from various restaurants through the Grab app. Passengers can prepay for their food and pick it up on their way to the gate.

Travelers unfamiliar with TUS can follow dynamic routing to direction points within the map. This means a passenger can maneuver available paths from their arrival gate, through the concourse, down to baggage claim and outside to their preferred mode of ground transportation.

**[Amid 'Unprecedented Growth,' Fresno Yosemite Airport To See Massive Expansion](#)**  
**AviationPros.com - Sept. 6, 2022**

Fresno Yosemite International Airport already has a new \$29 million parking garage that opened last fall with more than 900 parking stalls directly across an access road from the terminal building.

Now airport officials are getting ready to embark on the next stage of what they call "FATforward," an ambitious program of expansion and modernization of the terminal itself, as well as other important components of the airport.

The Fresno City Council recently approved a \$10.1 million construction contract with Teichert Construction of Fresno for re-configuring and extending the apron or tarmac immediately east of the existing terminal building.

After that, there are plans for replacing the airport's aging air traffic control tower and rebuilding one of the airport's two runways.

By the end of this year, the airport forecasts that passenger boardings for airline flights – domestic and international – will approach 1.2 million. That compares to the pre-pandemic record of almost 965,000 passengers in 2019, and about 958,000 in 2021.

Future growth is expected to push the annual passenger figures to more than 1.4 million by 2030.

Over the past two years, the anticipated costs for the overall FATforward program and associated improvements have increased as the scope has grown, from a project budget reported in March 2020 by now-retired aviation director Kevin Meikle at \$87.2 million for the terminal expansion to approximately \$120 million now.

Future phases, to be considered as passenger volume increases, include another new parking garage, additional arrival/departure gates, expanding the baggage claim area, and increasing capacity in the ticketing lobby with technology for people to drop off their own bags and more use of self-service check-in kiosks as well as physically expanding the lobby.

**[First look: Inside Orlando International Airport's new high-tech \\$2.8 billion terminal](#)**  
**ThePointsGuy.com - Sept. 6, 2022**

MCO's new Terminal C is set to open Sept. 20, and features 15 new internationally-capable gates and a new federal inspection station that will bring modern touches to America's theme park capital.

The bright and airy \$2.8 billion, 1.2 million square foot facility is a stark contrast to the airport's existing terminal, which is about a mile to the north. No longer will travelers have to use an automated people mover to transfer from check-in (landside) past security to the gate area (airside) — [and hear the city's mayor, Buddy Dyer, welcome them to the region](#). (The new Terminal C and the older North Terminal are linked by a second people mover system that opened five years ago to serve the new terminal's parking garage.)

One noteworthy feature of the new terminal is that it's connected to Brightline, a privately-run high-speed rail system that will reach Orlando next year. Brightline will link Central Florida to some key cities in South Florida, including West Palm Beach, Fort Lauderdale and Miami.

TPG visited the new facility on Tuesday during its media preview day. We got to see some of the new terminal's signature features, including the centerpiece public spaces on both the landside and the airside, some gate areas, the new 10-lane Transportation Security Administration checkpoint and the new baggage handling system.

The new terminal is connected to the train station, parking garage and people mover by a pedestrian bridge called The Boulevard. The Boulevard also contains rental car counters and the terminal's baggage recheck facility. The recheck facility focuses on airlines that operate with the terminal, but airlines could also offer a service that allows arriving international passengers the ability to check their bags for a flight that arrives in the North Terminal, which is connected to Terminal C via a service roadway on the airfield.

The new terminal features 10 security checkpoint lanes, including eight featuring automated screening lanes. Those automated lanes are capable of screening 180 to 250 passengers per hour, in contrast with 150 passengers per hour in the non-automated lanes, TSA spokesperson Sari Koshetz said. The new checkpoint will feature TSA PreCheck and CLEAR lanes.

Visitors to Orlando are in for a big treat when Terminal C opens Sept. 20. The new facility is brighter, airier and much more efficient than the airport's existing terminal.

Above all, the facility is convenient, with a parking garage and rail station attached to it. It also takes considerably less time for passengers to go from the curb to gate, without a people mover system and with automated TSA screening lanes. Bags will also be handled speedily with the airport's new high-tech baggage screening system.

### [Airlines count on business travelers to keep recovery going](#)

**whcc.com** - Sept. 6, 2022

With summer vacations winding down, airlines are counting on the return of more business travelers to keep their pandemic recovery going into the fall.

Air travel in the United States, bolstered by huge numbers of tourists, has nearly recovered to pre-pandemic levels — even topping 2019 numbers over the Labor Day weekend.

Inflation — and especially this year's sharp rise in airfares — raises concern about how long vacationers can afford to keep flying at their current pace. Airlines say they see no signs of a slowdown in leisure travel.

Business travel, however, remains about 25% to 30% below 2019 levels, according to airlines and outfits that track sales.

The Global Business Travel Association recently predicted that corporate travel won't fully return until mid-2026, 18 months later than the trade group had previously forecast.

Business travelers generally pay higher fares, so their absence has an outsized impact on airline revenue and profit.

Conventions and other big meetings are another key driver of business travel, and also seem to be coming back, Thackston said.

Airline officials say that travel by small-business operators has recovered nearly fully, but that many corporate travelers have not returned to the road or skies. They say that during the pandemic, some

companies imposed tougher restrictions for health and budget reasons — even requiring that high-level executives approve all travel.

Vasu Raja, the chief commercial officer at American Airlines, said demand has dropped for one-day business trips in which someone leaves in the morning and flies home that evening.

“But interestingly, we’ve seen more demand for blended trips where somebody leaves on a Thursday from Dallas to go to New York, they don’t return on the Friday — they stay through the weekend and they come back on Sunday,” he said. Sometimes a spouse goes with them, he added.

Business travel is big business worldwide. The Global Business Travel Association estimates that it was worth more than \$1.4 trillion in 2019, then plummeted by more than half each of the next two years. The trade group estimates that after being hindered by the omicron variant early this year, business travel will hit \$933 billion in 2022 — still 35% below the pre-pandemic mark.

The cost of travel is expected to keep rising, putting pressure on corporate budgets. A recent report from travel-management company CWT predicted that fares paid by business travelers will rise nearly 50% this year and 8% next year, and hotel rates will rise 19% this year and 8% in 2023.

### [Will more competition make CT’s Bradley and Tweed airports ‘two sick puppies’?](#)

**CTInsider.com** - Sept. 6, 2022

Connecticut’s flagship airport saw passenger traffic jump 57 percent year over year in the first half of 2022. But the head of the organization that owns and operates Connecticut’s flagship airport is not celebrating those numbers.

To the contrary, Connecticut Airport Authority Executive Director Kevin Dillon is worried about recent trends, particularly the declining passenger turnout in the spring. And a large source of his unease pertains to the growing activity at the airport about 55 miles south of Windsor Locks-based Bradley.

Tweed-New Haven Airport has been experiencing a revitalization since the new Avelo Airlines [launched service there last November](#). Dillon has expressed concerns about the increasing overlap in the airports’ routes and Tweed’s plans to extend its runway and build a new terminal. But Tweed officials and other aviation experts believe there is sufficient customer demand for both airports to thrive, while Bradley’s and Tweed’s management teams have expressed a willingness to communicate more in order to improve the airports’ relations.

In late spring, increasing service at Tweed started to noticeably affect the passenger numbers at Bradley, according to Dillon. After month-over-month increases in each of the first four months of this year, the total number of passengers at Bradley dropped 7 percent from 544,531 in April to 505,328 in May and then 3 percent from the May total to 487,653 in June. The decrease in the second quarter contributed to a 18 percent lag between the first-half 2022 total and its passenger tally of about 3.3 million in the same period in 2019.

Tweed’s comeback has been catalyzed by it becoming a hub for the new Avelo Airlines, which started flights out of Tweed last November. The June 30 launch of a route to Wilmington, N.C., marked the airline’s 14th and latest nonstop destination from Tweed.

While Tweed serves 14 nonstop destinations — all of which are in the eastern half of the U.S., including six in Florida — Bradley offers nonstop service to about 40 cities across the U.S., as well as flights to Toronto and Cancún, Mexico. Its route roster continues to grow, highlighted by the announcement last Thursday of a [new route to Montego Bay, Jamaica](#). Among other additions, the new Breeze Airways announced in February that it would establish an operations base at Bradley, with plans to create more than 200 jobs and [eight routes at the airport](#).

Tweed intends to further increase its reach, with plans to lengthen its runway and build a new terminal. To facilitate those upgrades, the Tweed New Haven Airport Authority [approved last month a new 43-year lease and management agreement](#) with a subsidiary of its longtime contract operator, Avports.

Meanwhile, Bradley has been pursuing its own infrastructure upgrades — namely, a ground-transportation center that opened at the beginning of the summer. The new facility has allowed all of the rental-car outlets serving Bradley to move onto airport property. It has also added about 850 covered parking spaces. In the long-term, it could pave the way for train service to Bradley.

### **[Up to Speed: Improving travel experiences at TPA](#)**

**wtsp.com** - *Sept. 5, 2022*

Traveling through the airport is often a stressful time for many people. It's why leaders at [Tampa International Airport](#) say they're doing what they can to make the experience as [stress-free](#) as possible.

One of the newest features put in place to make things easier for travelers is the recently opened [Blue Express Curbsides](#). They make the drop-off and pick-up experience a breeze for passengers without checked luggage.

While you'll often find quick security lines, parking can be tight during peak travel. It's why [online booking](#) for parking is offered to help.

Something being considered for the future is an air taxi service. Air taxis — also known as Electric Vertical Take-off and Landing aircraft — are a mix between drones and helicopters. The [Hillsborough Aviation Authority](#) has been preparing for the possibility of air taxis [for years](#), but the measure still needs to be approved.

For now, it's something TPA is working to make sure they're prepared for if air taxis are ever approved. The [Florida Department of Transportation](#) is also studying airports that could benefit from them. Findings will be presented to the governor next year.

If all goes to plan, air taxis could take to the skies locally in Tampa by 2025.