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GROUND TRANSPORTATION NEWS

[Joby eVTOLs to provide airport air taxi service to Delta passengers under new deal](#)

DroneDJ.com - Oct. 12, 2022

Delta has added itself to the list of airlines partnering with developers of [electric vertical takeoff and landing](#) aircraft (eVTOL) in its deal with [Joby](#) to transport premium passengers by air taxis to airports for quicker commutes to their flights.

The companies said the project calls for Joby to operate its [eVTOL](#) planes for air taxi service to airports that Delta travelers will be able to book at the same time as their traditional flights. They said the “transformational, sustainable, home-to-airport transportation service to Delta customers” will be the first of its kind, and initially begin in New York and Los Angeles before being expanded to other cities.

Though it’s unlikely those commutes would actually begin from passengers’ driveways or lawns – much less hotel sidewalks – air taxi flights from nearby spots would potentially cut 50% or more of travel time to airports compared to ground options.

Detailed provided describe Delta making an up-front \$60 million investment in Joby, which is currently advancing its [eVTOL prototype](#) toward Federal Aviation Administration certification and intended launch in air tax service in 2024. As their work providing Delta clients speedy aerial commutes to airports grows, the companies said the total flow of funds to Joby under the mutually exclusive partnership could rise to \$200 million.

The link-up covers an initial five-year period and is eventually expected to operate in cities in both the US and UK. Use of Joby eVTOL for transport of premium Delta passengers will take place parallel to the next-generation aircraft developer managing its own air taxi services for the wider pool of potential clients.

The move by the Atlanta-based airline is the latest example of a traditional carrier taking a position in next-generation, battery-powered plane development before those craft have taken to the skies in an established, stand-alone air taxi sector.

“This is a groundbreaking opportunity for Delta to deliver a time-saving, uniquely premium home-to-airport solution for customers in key markets we’ve been investing and innovating in for many years,” said Delta CEO Ed Bastian.

[Dulles to join Reagan as the most public transit-accessible Virginia airports](#)
Virginia Mercury - Oct. 12, 2022

Washington Dulles International Airport is preparing to become one of Virginia's most public transit-accessible commercial airports with the eventual opening of a Metrorail station for travelers.

The Silver Line extension of the Metro system, which includes the station at Dulles, has been in the works for more than 15 years. Construction issues pushed back the estimated completion date for more than three.

"Metro has not set an opening date for the Silver Line extension," said Sherri Ly, a spokeswoman with Metro, in an email. "We continue to work closely with [Washington Metrorail Safety Commission] and expect to be prepared for safety certification this month."

The Washington Metrorail Safety Commission, an oversight committee commissioned by Congress, must inspect the rail line before the station can open.

Last year, the commission [took hundreds of railcars out of service](#) after a derailment investigation. The commission approved [Metro's plan](#) for returning "more reliable" trains to service shortly last month. Ly said the agency is working to add more than 7,000 new railcars as passenger demand is expected to grow.

Dulles International Airport is one of nine public airports in the commonwealth that provide commercial service, according to the Virginia Department of Aviation. Most airports offer designated spaces for shared rides, including Uber and Lyft, rental car services and taxis.

Ronald Reagan Washington National Airport in Arlington, which the Metropolitan Washington Airports Authority operates, has the most ground transportation offerings of the nine airports, including a Metrorail station.

While Reagan's Metro station has an elevated connection to the airport, Dulles's link will be on the ground level.

The first phase of Metro's Silver Line extension opened in 2014, expanding rail service from East Falls Church to Wiehle Avenue in Reston. The second phase includes Metrorail stations at Ashburn, Herndon, Reston and Dulles International Airport, making up 11.4 miles of new track.

Metro has also replaced more than 5,000 Metrorail maps with updated versions to include six new Silver Line stations and the Potomac Yard Station in Northern Virginia.

Metro riders will be able to access Dulles' main terminal via an existing underground passenger walkway that runs from a parking garage to the terminal.

[SP Plus Corporation Acquires K M P Associates Limited, Including its Global E-Commerce Platform AeroParker](#)

Yahoo Finance - Oct. 11, 2022

CHICAGO (GLOBE NEWSWIRE) -- SP Plus Corporation (Nasdaq:SP), a leading provider of technology-driven mobility solutions for aviation, commercial, hospitality and institutional clients throughout North America, today announced that it acquired K M P Associates Limited, "KMP", a software and technology provider serving aviation and commercial parking clients throughout the United States and Europe.

Headquartered outside Manchester, United Kingdom, KMP's industry-leading SaaS platform is currently deployed at over 35 airports in the U.S. and Europe and over 100 commercial parking locations in Europe. Operating under the AeroParker and MetroParker brands, KMP delivers online booking for parking and other travel services, dynamic pricing, and e-commerce capabilities which are designed to reduce congestion, enable frictionless transactions and provide a first-class consumer experience. In addition, KMP also provides comprehensive digital marketing capabilities through its award-winning digital marketing agency, KMP Digitata.

Commenting on the transaction, Marc Baumann, Chairman and Chief Executive Officer of **SP+**, noted, "The acquisition of KMP is aligned with our strategy of complementing organic growth with acquisitions that further strengthen our industry-leading technology capabilities, particularly in those areas that support digital transactions and the development of smart cities. Through this combination, we have the opportunity to leverage our respective relationships and expertise to bring innovative technology solutions to airports and commercial parking operations both within and outside of North America. In addition to expanding our addressable market, the acquisition of KMP has the potential to serve as a growth platform for us, advancing the digital transformation of our industry."

SP+ facilitates the efficient movement of people, vehicles and personal belongings with the goal of enhancing the consumer experience while improving bottom line results for our clients. The Company provides professional parking management, ground transportation, remote baggage check-in and handling, facility maintenance, security, event logistics, and other technology-driven mobility solutions to aviation, commercial, hospitality, healthcare and government clients across North America. For more information visit www.spplus.com.

KMP is a market leading technology and digital marketing company providing services via the following three brands:

- AeroParker is a SaaS ecommerce platform that increases non-aeronautical revenues for multiple major US and European airports through prebooked parking, revenue management and sales of other products such as access to airport lounges.
- MetroParker enables downtown parking operators to unleash profit from their parking assets by enabling prebooking of spaces with dynamic pricing.
- KMP Digitata delivers digital marketing strategies, campaigns, and digital systems for travel, manufacturing, professional and financial services. This includes its own product, Hangar, a digital platform for airports that provides significant ROI by commercializing the passenger's digital journey across multiple channels.

[There's a new, entirely local rideshare company in town](#)

SooToday.com - Oct. 12, 2022

EZ Ride is Sault Ste. Marie's newest and only locally owned rideshare company. Offering the lowest fares in town with the most up-to-date app on the market today.

Chris Morris, co-owner of [EZ Ride](#), a rideshare taxi service, said they launched their app five weeks ago. He and co-owner Daniela Parrotti built EZ Ride to help fill a gap.

"If you speak to anybody in the Soo, they are going to say it's very difficult to get a cab these days. So, it's not so much trying to compete with everybody else. It was more about increasing options for the people out there."

But unlike many ride-share apps that come with rate spikes, EZ Ride is based on standard [time and distance service fees](#).

"We wanted to avoid adding additional premiums," Morris said. "This is how much it costs to go from A to B today, tonight, tomorrow, next week and six months from now. It will be the same cost pending red lights and traffic."

And once you download the EZ Ride app and set up your account, you're automatically enrolled into EZ50, where you get your eleventh ride at 50 percent off.

EZ Ride also offers airport pickups and drop-offs. Skip the frustration of waiting for a cab after a long flight and reserve an EZ Ride ahead of time—all they require is a minimum of two hours' notice.

"We need to ensure that our drivers are happy and that our drivers are taken care of," Morris said. "With the drivers being happy and staying on board, the passengers will start using our service, and then all of a sudden, they're hooked. And then, over time, the volume increases. Even though the margins are small, it benefits us in the long run."

[Perth's new airport train derails Qantas passengers](#)

Executive Traveller - Oct. 11, 2022

Following a two year delay, Perth's newest Metronet railway line linking the CBD and the airport in under 20 minutes is finally open – but it's going to sidetrack Qantas and Jetstar passengers.

With the new Airport Central station nestled beneath the Terminal 1 and 2 precinct, and only a few escalators between the check-in counters and baggage carousel, it's highly convenient for Virgin Australia travellers and anyone on international flights.

However, there's no direct access from Terminals 3 or 4, which are used not only by domestic Qantas, Jetstar and [QantasLink](#) flights but also some international Qantas services.

Domestic flyers at Terminals 3 and 4 will need to hop an additional 11-minute shuttle bus ride which runs every 15 minutes in order to catch the Perth-bound train – an impost likely to result in more frequent fares for taxis and rideshare drivers.

(It's a \$40 Uber fare one-way between the Perth CBD and the airport, with the journey taking around half an hour door to door.)

Trains on the new line run every 12 minutes along the line during peak times and twice per hour in the evening, with tickets capped at \$5 per person or \$4 for holders of the reusable SmartRider fare card.

Buses connect Terminals 3 and 4 with Redcliffe Station, one of three new interchanges on Perth's shiny railway line to the city centre and onward to Claremont in the south-west.

In both directions, the line runs along Perth's major commuter thoroughfares and stops at all stations including East Perth, Claisebrook, Mclver and main Perth interchange.

[Green Infrastructure, Flying Taxis Highlighted as Key Investments in Houston Airports' Future Greater Houston Partnership - Oct. 10, 2022](#)

Investing in infrastructure and advanced technology at Houston's airports will be critical in keeping up with Houston's rapid growth. That was the message Houston Airports Director Mario Diaz shared during the Partnership's annual State of the Airports event on October 5.

"We can no longer make any improvements at the airports on the margin," Diaz said. "No more minor fixes here and a band-aid there. No more nibbling at the edges. We've got to take big bites."

[Capital improvement projects are underway at Bush and Hobby Airports](#) aimed at creating a better experience for passengers and accommodating increased demand. The [IAH Terminal Redevelopment Program](#) (ITRP) includes a new 17-lane security checkpoint, roadway improvements, a new concourse, a fully renovated Terminal D and more.

"It's going to be a phenomenal, one-of-a-kind, best-in-class terminal when it's finished," Diaz said.

Southwest Airlines is adding seven new gates at Hobby Airport, one of which will accommodate international travel. Additional improvements also include more gates, renovated baggage systems, replacing the Skyway and installing energy-efficient equipment among other things.

Diaz also provided insight into the future of aviation by highlighting electric vertical takeoff and landing vehicles (eVTOLs), which look like flying taxis and could eventually be used for short trips without the need to use an airport. [United recently announced a \\$15 million investment in Eve Air Mobility for 200 four-seat eVTOLs](#), expecting the first deliveries as early as 2026.

"Their potential to greatly increase our efficiency while helping to lower the heavy carbon footprint are endless," Diaz said.

The success of Hobby's solar panel array, which Diaz said is "generating power that is saving almost 7,000 pounds of carbon emission every month," has the Houston Airports System exploring the possibility of a solar farm at Bush Airport as it continues to explore ways to reduce greenhouse gas emissions.

Passenger traffic has increased compared to last year, but it remains below pre-pandemic levels. According to the [Partnership's latest aviation data](#), the Houston Airport System handled 52.2 million passengers between August 2021 and August 2022, a 45% increase over the same period a year earlier.

Houston is the only city in Texas with two international airports and one of only eight in the U.S. Houston's airports deliver roughly \$36.4 billion to the local economy and support approximately 190,000 jobs.

"Our airport system is one of the region's key economic drivers. It fuels growth across the region and is an important factor in advancing Houston as a great, globally-connected city," Partnership President and CEO Bob Harvey said during the event.

[Customer Satisfaction with Rental Car Companies Affected by Rapidly Rising Costs, J.D. Power Finds](#)

Business Wire - Oct. 12, 2022

TROY, Mich.-- Although North American airport-based rental car companies have largely solved the vehicle supply shortage that caused a significant decline in customer satisfaction in 2021, overall customer satisfaction levels have not improved in 2022. According to the J.D. Power 2022 North America Rental Car Satisfaction Study,SM released today, rapidly rising rental fees—which are up 14% this year—are suppressing overall customer satisfaction and driving a steady decline in rental car company brand image.

"When it comes to rental cars, price is the biggest factor affecting satisfaction, and the combined effects of inflation and high fuel prices are really pushing customers to their limits—and that could affect brand image," said Michael Taylor, managing director of travel, hospitality and retail at J.D. Power. "If rental car companies want to offset the influence of these cost increases on customer satisfaction and their brand loyalty, they are going to have to work hard to deliver outsized value by ramping up service."

Enterprise ranks highest in overall customer satisfaction for a second consecutive year, with a score of 865. National (859) ranks second and Alamo (837) ranks third. Overall customer satisfaction for the industry is 829, down from 830 in 2021 and 841 in 2020.

The 2022 North America Rental Car Satisfaction Study is based on responses gathered from 8,445 business and leisure travelers who rented a vehicle at an airport location from August 2021 through August 2022. The study was fielded from September 2021 through August 2022.

For more information about the North America Rental Car Satisfaction Study, visit: <https://www.jdpower.com/resource/north-america-rental-car-satisfaction-study>.

[Biden administration proposes new rule that could upend "gig" work](#)

CBS News - Oct. 11, 2022

The Biden administration is proposing a rule that could result in more "gig" workers being considered full-time employees, a potentially major shift in the nation's labor laws that could disrupt ride-sharing, delivery, construction and other companies that employ independent contractors.

The [draft rule](#), to be formally published on Thursday, is a test that the Department of Labor uses when it determines if employers broke wage and hour laws. It formally directs the agency to consider six factors when determining if a worker is an employee — and therefore entitled to minimum wage, overtime and the right to unionize — or an independent contractor, which is essentially a self-employed individual in business for themselves.

"We continue in our enforcement work to identify workers who are not properly classified, in construction, health care, even in restaurants, where we found that dishwashers were improperly classified as independent contractors to avoid paying them overtime," Jessica Looman, principal deputy wage and hour administrator with the Labor Department, told reporters on Tuesday.

After the Labor Department proposal is published, the rule will remain open for public input for 45 days, officials said.

Gig Workers Rising, a group that advocates for more protections for platform workers, praised the proposed rule.

"Uber, Lyft and DoorDash make their money off of drivers like me and govern my pay and working conditions, yet they claim they don't need to protect my safety or even pay me a living wage. They can't continue to have their cake and eat it too," Rondou Gatt, a driver and organizer with the group, said in a statement.

Independent contractors are typically much cheaper to hire since they are responsible for their own payroll taxes and job expenses and don't qualify for overtime or minimum wage. The National Employment Law Project, a pro-worker think tank, has estimated that as many as 30% of workers may be wrongly categorized as independent, lowering their pay and costing states billions of dollars in tax revenue.

The proposed rule formally replaces a [Trump administration regulation](#) that made it easier for companies to legally classify workers as independent contractors. Labor Secretary Marty Walsh maintains that thousands of workers, including [gig workers who drive cars](#), deliver food and clean houses, are actually employees, because the companies that hire them set their hours and pay.

Gig company stocks plummeted on the news. Uber and Lyft fell more than 12% in early trading, while DoorDash dropped about 9% in early trading. The stocks later recovered some of their losses.

The proposal is "a clear blow to the gig economy and a near-term concern for the likes of Uber and Lyft," Dan Ives, an analyst with Wedbush, said in a note.

However, Uber and Lyft said on Tuesday that the new rule would not damage their business model. In a [statement](#) echoing the Labor Department, Uber said the rule "takes a measured approach, essentially returning us to the Obama era, during which our industry grew exponentially."

Tech companies with large on-demand workforces have maintained that "gig" workers prefer the flexibility that comes with being an independent contractor over what they call "traditional" employment.

[1st public hearing held on NYC taxi and limousine rate hikes proposal](#)

ABC7NY.com - Oct. 6, 2022

NEW YORK CITY (WABC) -- Not only has hailing a cab in New York City gotten more difficult, it could soon get more expensive. A public hearing was held Thursday on a rate hike proposal from the Taxi and Limousine Commission (TLC). Uber and Lyft customers could also feel the pinch soon as well.

The TLC proposed the hike because of inflation and rising gas prices. It has been 10 years since the last rate increase.

The comprehensive proposal is being called Raise For All -- which also includes fare increases for ride share app drivers and surcharges for rush hour and trips to Newark airport.

The hike is not yet official. The TLC is holding public hearings to get more input about their plan before a final vote within the next 30 days.

If adopted, the average passenger's fare would increase about 23% and driver pay would go up 33%. It would likely go into effect around Thanksgiving.

The increase wouldn't be dramatic for passengers, but drivers say it would make all the difference.

"I suffer, but I still work," said one driver from Taxi Workers Alliance. "I can't stop. I have family. I have kids. With the raise, and the debt forgiveness on the medallion loans that we've been fighting for, I think you'll see more Yellow cabs on the streets."

The proposed increases include the following:

- The base fare will be raised 50 cents to \$3.
- The rush hour fee would be upped by \$1 to \$2.50.
- A flat fee of \$65 would be charged to go from Manhattan to JFK airport.

-Trips to and from LaGuardia airport would have a \$5 surcharge.
-And there would be a \$20 surcharge on trips Newark Liberty International Airport.

Express bus from airport to downtown seen as business boost

Taproot Edmonton - Oct. 7, 2022

An express bus from the [Edmonton International Airport \(YEG\)](#) to downtown could become a reality if city council approves the idea during the upcoming 2023-2026 budget deliberations.

"I've been hearing very strongly from the airport and the downtown business community that this service is needed," Coun. Anne Stevenson told Taproot. She is expected to make a motion as early as Oct. 7 to request an unfunded service package for council's consideration.

Stevenson said she had previously been skeptical of the need given the existence of the [Route 747](#) service, which runs from Century Park to YEG seven days a week at either 30- or 60-minute intervals, depending on the time of day. "I felt the transfer to the LRT at Century Park was reasonable."

But a couple of factors caused her to rethink that position. "I heard from the business community that it might be a barrier to having events come downtown," Stevenson said. "And I learned that a majority of taxi rides from the airport are to downtown."

In fact, about half of all taxi trips from YEG head to downtown, a spokesperson confirmed to Taproot.

Brett Bain, director of parking and ground transportation at YEG, said the airport is supportive of the idea, in part because it would benefit employees who need to get to the airport for work.

"As a regional partner in transit, creating a direct route to Edmonton's downtown core will also help to strengthen business and tourism opportunities," he said in a statement. "As we continue to grow as an airport and a region, more transit services will be needed and this direct route to downtown is a natural next step in our regional transit journey."

Stevenson said she wasn't sure where the downtown terminus of the service might be, but suggested locating it close to hotels and convention space would make sense. "My expectation is that it would be informed by input from downtown partners."

Stevenson [told CBC's Edmonton AM](#) that the route might cost about \$2 million, but that's before taking into account any revenue it would generate.

Bain said YEG invested \$2.5 million to support the first five years of operation for Route 747. In 2019, the service carried more than 250,000 riders.

Riders on the Route 747 can use two adult ETS tickets or pay a \$5 one-way cash fare (riders with a UPass, Leduc Commuter pass, or other special fare products don't pay anything extra). Stevenson told Taproot that while a fee structure for the express bus to downtown is still to be determined, it would be "consistent with the existing Route 747 and other jurisdictions."

Even a larger fee than the \$5 fare for the Route 747 would be "much cheaper" than a taxi ride, she added.

Vicinity Supplies Lightning Electric Buses for Honolulu International Airport Transit

Next Gen Transportation - Oct. 6, 2022

[Vicinity Motor Corp.](#), a North American supplier of commercial electric vehicles (EV), has received an order from Sustainability Partners LLC (SP) for four Vicinity Lightning electric buses via Soderholm Sales & Leasing Inc. (SSL), Vicinity's Pacific Islands distributor, for Hawaii.

The Vicinity Lightning shuttle buses will be used at the Daniel K. Inouye International Airport in Honolulu. The Hawaii Department of Transportation will utilize SP's Electric Vehicles as a Service (EVaaS) program to finance the conversion of traditional government fleets to Vicinity's electric vehicles.

Soderholm will facilitate the sale and provide long-term technical and maintenance support for the project. The order of four new electric buses is scheduled for delivery in 2023.

“As the state of Hawaii works to meet its sustainability goals and accelerate fleet electrification, our EVaaS program replaces outdated and costly fleet infrastructure with modern electrified solutions like the Vicinity Lightning,” says Thomas Cain, CEO and founder of Sustainability Partners. “SP can pay for 100% of the purchase price while concurrently ensuring the vehicles are continually maintained in a state of good repair with embedded long-term support from SSL and Vicinity. We look forward to providing Hawaii and its largest airport an electric solution with a uniquely structured, month-to-month use-based service alternative to the traditional purchase of government fleets.”

“We continue to see significant interest from regional and international airports for EV passenger shuttle services given their inherent advantages,” concludes William Trainer, founder and CEO of Vicinity Motor Corp. “State and airport authorities are increasingly concerned by air quality impacts to local health from traditional gas and diesel buses at airport curbsides, exposing passengers to increased levels of air pollution. Today, over 40 airports in the U.S – including Honolulu – are participating in the Federal Aviation Administration’s Airport Sustainability Plan to integrate sustainability into airport planning. Progressive airports are including a shift to cleaner shuttle bus options to reduce emissions and address community needs in their strategy.”

[KCI to purchase more electric buses](#)

KCMO.gov - Oct. 7, 2022

The number of electric buses at Kansas City International Airport is doubling, thanks to the City Council’s decision to purchase seven new [BYD](#) battery-electric vehicles.

The new buses will supplement the seven already serving the Economy Parking operation at KCI and expand Kansas City’s growing list of green initiatives.

The Aviation Department will see major cost savings by operating the electric buses because they reduce fuel and maintenance costs by tens of thousands of dollars over the lifetime of the bus.

In 2017, the Aviation Department purchased four battery-electric coach buses – the first electric buses in airport passenger service in the United States. In another U.S. airport first, Aviation directed Momentum Dynamics (now InductEV) to install a wireless charging system in the New Terminal for its electric buses. The inductive system will provide incremental charging to the electric shuttle buses at stops, thus keeping them in service longer along the seven-mile loop.

“The Kansas City Aviation Department has long been at the forefront in implementing the latest in environmentally friendly programs and vehicles,” said Kansas City Director of Aviation Pat Klein. “In 1997, we deployed a fleet of the first compressed natural gas mass transit vehicles in regular use in Kansas City. We are one-upping that milestone by purchasing electric buses to lessen fleet emissions, with a goal of a 100 percent electric bus fleet in coming years.”

The approved purchase amount is slightly more than \$4.8 million, but the Aviation Department is looking to execute a contract with local environmental nonprofit [Metropolitan Energy Center](#) (MEC) to accept and approve \$732,800 grant funds from the U.S. Department of Energy to support the purchase of four of the seven buses. The balance of \$3,020,382 would come from airport revenues.

“MEC has gladly assisted the airport with its clean bus initiatives since 1996, upon the formation of Kansas City Regional Clean Cities Coalition,” Executive Director of Metropolitan Energy Center Kelly Gilbert. “Today we are excited to help usher in a new era for emission-free client transportation around the new airport terminal. The airport joins seven other area organizations electrifying their fleets during the first phase of a [new project](#) that will reduce emissions in, and increase funding to, under-resourced areas of Missouri and Kansas.”

[Shuttle service experiencing backups to and from Harry Reid airport](#)

Fox5Vegas.com - Oct. 10, 2022

LAS VEGAS, Nev. (FOX5) - A backup at Harry Reid International Airport has left travelers waiting hours before they can get to their gates. It has to do with the shuttle service between the rental car area.

The line wrapped all the way around the building starting at 10 a.m. Monday at the rental car drop-off.

Joe Rajchel, a spokesperson for the airport, said a third-party company that staffs the shuttles is experiencing staffing shortages which is causing the long lines.

“Since travel has started to recover from the impacts of the Covid-19 pandemic, we have seen record volumes of people coming back to Las Vegas, but we are still facing labor shortages so those who are using the shuttle buses to and from the rental car center we have been seeing longer wait times upwards to 30 or 45 minutes,” said Rajchel.

Rajchel said he doesn't know when they will be fully staffed again, but he said they are working on it and asks that people be aware of this issue in the meantime.

If you plan to use a shuttle, it is recommended you return your car three hours before your scheduled flight time or plan to use a taxi or an uber to get to the airport after dropping off your rental car.

AIRPORT NEWS

[Making the Airport Safe by Making Its Workforce Safe](#)

AviationPros.com - Oct. 12, 2022

As airports navigate an uneven return to pre-pandemic operations, they face complex security and safety challenges while trying to support unpredictable passenger volumes and associated staffing and operational requirements. Many of the largest are using a unified physical identity and access management (PIAM) solution for defending against security and safety threats while consolidating, automating, and simplifying associated administrative and regulatory processes.

International travel took a nosedive last year, but now the aviation industry faces the new challenge of cautiously returning to pre-COVID operations without ruling out the possibility of new surges.

Airports are addressing this challenge on top of the ongoing challenge of balancing safety, security and operational efficiency in a world of ever-evolving cyberthreats. They also have compliance mandates to worry about, not just for external customers and travelers but also their workforce consisting of thousands of employees, contractors and others who enter and exit the facility as part of daily airport operations. Any access control solution must address all these internal identities as airports work to restore their workforce numbers to pre-pandemic operation levels smoothly, safely and with the flexibility to adapt to each new challenge.

The solution is to automate and simplify airport access control for complex workforces while also streamlining management of associated TSA and COVID-19 compliance requirements. PIAM solutions accomplish this by combining an advanced access manager, badge manager, visitor manager and security reporter with operations analytics to provide complete security across the organization. Reporting and audit capabilities also ensure that compliance with regulations is enforced and any requirements to supply proof, e.g., 10/100 audits, aren't laborious tasks.

Today's PIAM offerings streamline how employee, contractor and visitor identities are managed while simplifying compliance with physical security regulations and making complex access policies easier to govern. These capabilities are especially valuable for airports, whose workforce identities are constantly undergoing role, license, endorsement, and contract changes that each affect the identity's access rights. PIAM solutions simplify and automate these changes to ensure appropriate and secure access and remove the burden of manual processes.

PIAM solutions solve three primary challenges:

1. Speed enrollment of new contractors, workers and employees as headcount demands fluctuate.
2. Ensure that staff members are fit to work and do not pose any risks to fellow employees or travelers.
3. Protect the complex environment of airport networks, data and employees against continuously evolving threats.

PIAM solutions consolidate information from various departments – from facilities to finance, and ticketing to the Security Operations Center (SOC). They also centralize critical capabilities, including

reporting, audit and attestation functions, as well as all biographic information, biometric enrollment, background check systems, credential production, and access control.

When planning for a PIAM deployment, it is important to look for a highly scalable solution with optional capabilities built specifically for airports. The solution should streamline identity, credential, access and policies management across multiple systems, user groups, buildings and regulations.

San Diego achieves top rating in Airport Carbon Accreditation programme

Airport World - Oct. 6, 2022

San Diego International Airport (SAN) has achieved the highest level of certification in ACI's [Airport Carbon Accreditation \(ACA\)](#) programme – Level 4+ 'Transition.'

The airport achieved this certification through a series of programmes that have increased the use of carbon-free electricity and all-electric vehicles, facilitated carbon-emission reductions by airline and rideshare partners, and enabled carbon-offset purchases by our passengers.

Airport Carbon Accreditation is the only institutionally endorsed, global carbon management certification programme for airports.

SAN is one of only three North American airports to achieve Level 4+ 'Transition' certification and the only airport in California to reach the milestone.

To achieve Level 4+, SAN has demonstrated that it continues to reduce carbon emissions under its direct control (i.e. emissions from building energy use and fleet vehicles), is on a trajectory to meet international Net Zero emission targets through implementation of its carbon management plan, has offset its remaining direct carbon emissions, and has effectively partnered with tenants responsible for Scope 3 emissions at the airport.

"Since achieving Level 3+ 'Carbon Neutrality' in 2018, our team has been working with our airline partners, ground transportation providers, and passengers to reduce their emissions which is a key component of achieving Level 4+ accreditation," said Kimberly Becker, San Diego County Regional Airport Authority's president and CEO.

"It's through collaboration that this goal was met and I would like to acknowledge the hard work of the airport authority team and the aviation partners that are committing to new ways of reducing emissions."

Some of the notable projects and initiatives SAN has successfully implemented that contributed to achieving Level 4+ include:

- The airport authority was one of the first organisations to enrol in San Diego Community Power's "Power100 Champions" program and now receives 100% renewable and carbon-free grid-delivered electricity to the entire SAN airport campus.
 - Transportation Network Companies (Uber, Lyft, etc.) conducting ridesharing services at SAN must meet an average fleetwide Greenhouse Gas Rating equivalent to the fuel efficiency of at least 52 miles per gallon by 2025.
 - Through its stormwater capture and reuse system at Terminal 2 Parking Plaza, SAN has captured, treated, and reused more than four million gallons since the system was commissioned in 2018.
 - The airport authority has developed one of the largest zero-emission shuttle fleets in the region, with a total of 33 all-electric buses.
 - SAN has partnered with airports, airlines, sustainable aviation fuel (SAF) producers, and other stakeholders to advocate for policies that would increase the use of low-carbon SAF to reduce greenhouse gas emissions in the aviation sector.
 - The airport is working with our aviation partners to convert ground support equipment (GSE) to use lower-carbon alternative fuels. Airlines are expected to transition approximately 80% of their GSE to electric and renewable diesel by 2024.
-

[Colorado Springs Airport bringing back half-off parking](#)

KKTV.com - Oct. 10, 2022

COLORADO SPRINGS, Colo. - The Colorado Springs Airport is gifting travelers with an early Christmas present!

The airport said Monday that it would be slashing parking prices in half starting next month and then again in December.

"We're so grateful to our community and to those who fly COS and we are very pleased to offer this discount over the holidays as a way to show our gratitude and encourage more people to choose to fly COS, especially during the holidays," said airport Director of Aviation Greg Phillips.

The first round of half-off parking will be Thanksgiving week starting on Monday, Nov. 21, and running through Sunday, Nov. 27. It will resume just before Christmas on Dec. 21 and continue through Jan. 2. Long-term airport parking is typical \$8 a day, so it will be \$4 daily during those weeks.

Coupons will not be required; the airport says travelers can get the discount by driving through one of the manned parking booths.

[Flying out of AVL? Better include time to find a parking spot in your plans](#)

ABCnews4.com - Oct. 10, 2022

FLETCHER, N.C. (WLOS) — People looking to park their cars when they fly out of Asheville Regional Airport are struggling to find spaces and sometimes even missing flights because of how long the search took.

In 2018, the 1,100-space parking deck adjacent to the terminal opened. At the time, airport leaders thought it would be ample parking based on passenger rate numbers and growth. But, the area's popularity broke flight travel and passenger growth predictions from around 2015, when the deck was being funded and planned.

"The airport was limited in height of the garage due to line-of-sight issues with the air traffic control tower and overall size due to cost and the debt service the airport could responsibly manage," Asheville Regional Airport spokeswoman Tina Kinsey said. "Additionally, growth projections at the time did not justify more parking construction."

"Asheville is in a similar situation of other fast-growing airports," Kinsey said. "The growth is positive for air travelers, due to the expanded flight options available locally. It is positive for other reasons, too - specifically, with growth comes local jobs and positive economic impact for the region. But with significant and fast growth comes growing pains, including parking congestion during peak travel times."

Kinsey said there are discussions about short- and long-term parking expansions.

There is an overflow lot with a shuttle across the street from the airport, and another lot north of the terminal on Wright Brothers Way with 250 more spaces will open before the Thanksgiving holiday.

A surface lot with 500 spaces is slated for mid-2023 along Airport Road across from the WNC Agricultural Center. It, too, will have a shuttle but will likely add about 30 minutes to travelers' plans to get to the airport.

A second parking garage is also under discussion but wouldn't be built for years.

"We currently have approximately 3,000 public parking spaces," Kinsey said of the airport.

[Major US Airports Hit By DoS Cyber Attacks](#)

SimpleFlying.com - Oct. 10, 2022

According to a senior official, some United States major airports have been targeted in a series of [cyber attacks](#). The attacks did not target any critical systems but caused inconveniences.

ABC News spoke to a senior official briefed on the attacks, who confirmed that the cyber-attacks came from someone within the Russian Federation. The source said that the attacks were an inconvenience but that no airport operations were impacted. The systems targeted in the attack do not include air traffic control, internal airline communications, or security.

The first attack was reported around 03:00 EST by the [LaGuardia Airport](#), but the website has since been restored. Other airports affected were Des Moines International Airport, [Los Angeles International Airport](#) (LAX), [Chicago O'Hare International Airport](#) (ORD), and [Hartsfield-Jackson Atlanta International Airport](#) (ATL). Around 10:30 EST, the Atlanta airport announced that its website was up and running and that no airport operations had been impacted.

According to CNN, a hacking group known as Killnet listed US airports as its targets. Since Russia's invasion of Ukraine, the group has targeted organizations in the North Atlantic Treaty Organization (NATO). Last week, the group claimed responsibility for knocking out US state websites and is also blamed for temporarily disabling a US congress website in July.

Killnet claims to have launched cyber-attacks against dozens of airports in the United States, but it is not clear how many of the airports targeted were affected and if the attacks caused any disruptions.

The type of attack employed by Killnet is a "distributed denial of service" (DDoS). The method used to knock out websites is to flood them with fake traffic in order to overwhelm systems and servers. Differing from a normal denial-of-service (DoS) attack, a DDoS attack uses thousands and even millions of devices to fulfill its goal of knocking out a website. In a normal DoS attack, just one device is used to overwhelm a website.

DoS and DDoS attacks are quite frequent, though they do not pose any threat to privacy and personal information.

[Eugene Airport sees growth since pandemic, adds new routes while some are discontinued](#)

The Register-Guard - Oct. 9, 2022

The Eugene Airport has had a noticeable increase in business since the start of the COVID-19 pandemic, bringing in more travelers who might otherwise go to Portland for a flight, according to director Cathryn Stephens.

In August, the airport had around 32% more passengers in 2022 compared to 2021, Stephens said. For October, the airport is set to have 4% more overall seats for flights than in 2021, and 66% more than in 2020, she said.

Those increases are due both to adding various new routes in the last two years and airlines bringing in larger planes because the airport is gaining customers.

"We're finally moving the needle on that," Stephens said. "With each of those things, more air service means more people have connections locally, so then they feel like they can utilize their local airport instead of all those individual cars driving up to Portland International."

The airport has announced new routes over the past two years, including Southwest starting a nonstop flight in February to Hollywood Burbank Airport, and to Sand Diego starting in March. The airport has also added several airlines recently, including Southwest and Avelo.

At the same time, several routes have been canceled. [Aha! airlines](#), which was offering nonstop flights to Reno-Tahoe International Airport, went bankrupt, and ended all routes in August. In September, United Airlines informed Eugene it would no longer be offering nonstop flights to Los Angeles International or summer flights to Chicago.

The airline's reasons to discontinue the Chicago route included the timing — it was a red eye flight — and high fuel costs, Stephens said.

The Los Angeles route, which started in March 2019, will be suspended starting in January, Stephens said. The airline cited the nationwide pilot shortage and a delay on deliveries for new narrow-body United aircrafts used for the route in their decision to discontinue it, Stephens said.

Stephens said she hopes they can eventually get a nonstop flight back to Chicago.

The airport has also had some growing pains, including parking. The airport is working to complete a 350-spot parking lot expansion to accommodate the growing number of passengers. The expansion is nearing completion, Stephens said.

The closed parking area for the construction also required some creative solutions to find spots for employees and customers.

“Over the summer, for anybody who had a secure badge, we were all going through the fence and parking in the hangar area, and then we turned the employee lot into another long-term lot,” Stephens said.

Even with the expansion Stephens said she thinks the airport might need more parking spots, and said they are considering expanding its economy lot. She said her goal is to keep the airport convenient and easy to access despite the increase in passengers.