

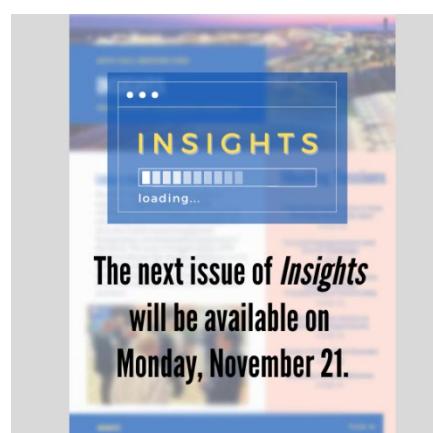
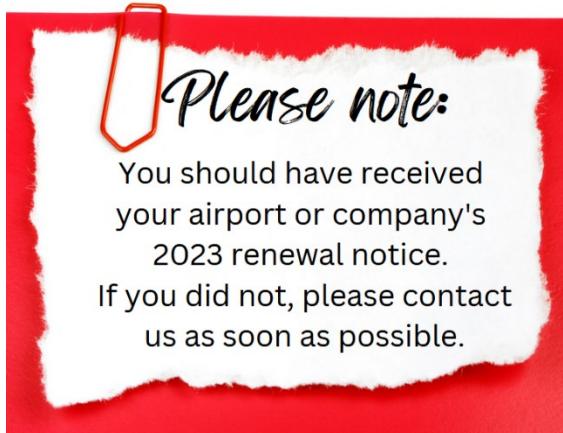


## AGTA News from the Airport Curb



CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT

### AGTA NEWS



### GROUND TRANSPORTATION NEWS

#### [Uber, taxicab firm Flywheel partner up in San Francisco pilot program](#)

CBS News - Nov. 11, 2022

SAN FRANCISCO -- Some users of Uber may have noticed the option to complete a trip with the company using a San Francisco taxicab as part of a new partnership with Flywheel Technologies to match riders with more drivers in the city. But some taxi drivers worry about Uber's growing presence in their industry.

"For me, I guess the first thought I have is price, if it's the same price then I don't really care but if the price will fluctuate, then I wouldn't want to use it," said Briana Nettie, an Uber user who lives in San Francisco. "The options are generally okay, usually Ubers come within a couple minutes, especially in San Francisco."

Flywheel Technologies already helps taxis get access to customers using an "e-hail" platform similar to what they experience with rideshare apps. The new partnership will allow Uber users to select a traditional trip or "Uber X" on their phone and then get notified they have been paired with a taxi driver. The customer will know upfront the cost of the trip and they can decline to use a taxi for their ride. The taxi driver can also decline to accept an Uber customer.

"It's almost hard to believe, taxis and rideshare have been archenemies for maybe a decade," said Hansu Kim, president of Flywheel Technologies. "We're now actually partners in terms of servicing the public in a very similar fashion and I think the big winner here is the public by far."

Kim says while this is a pilot program limited to San Francisco for now, he believes this is the direction the industry will take across the country with more users able to access taxis on secondary apps in the years ahead. He believes this will not only provide more customers to the taxi industry, some that it lost to rideshare companies years ago, but it could also give drivers more income over time.

"For some taxi drivers, it might be good, just not for me. I don't want to pick up Uber customers and have Uber take a percentage out of every fare," said Joseph Mullins, who has driven a taxi in San Francisco since 2010. "I make pretty good money out here in the daytime."

Members of the San Francisco Taxi Workers Alliance say they worry about meeting the new demand for rides when Uber customers join their requests along with traditional passengers. Leaders for the union say their business has picked up in recent months and they're already struggling to keep up with it. One of their greatest concerns is that their industry will become too dependent on Uber.

Uber reiterated in a statement Thursday that it has a goal of getting every taxi on their app by 2025. The company explained that taxi drivers would receive the same earnings as those who drive for the rideshare app. Their earnings would be calculated differently than the meter-based system but taxi driver could make less, the same, or more money compared to a cab fare with an Uber customer.

"I think it's quite understanding, if you look at the past history, the rideshares were very devastating to the taxi business over the years and I think that drivers are understandably suspicious," Kim told KPIX 5 on Thursday.

He also explained that this partnership hopes to have a positive environmental impact by using fewer vehicles for more ride requests and creating less congestion. The Taxi Alliance says it's too soon to know the impact and if that will actually happen with this new partnership.

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**"That, my friends, is new Metro station smell": Inside the opening day of Metro's Silver Line Phase II**

**Greater Greater Washington - Nov. 7, 2022**

After years of planning and challenges, Metro's Silver Line finally opened its doors at Washington Dulles International Airport on Tuesday, marking the completion of one of the largest capital construction projects in the US, according to a [Metro press release](#).

"Do you smell that?" Rep. Jennifer Wexton (D-Va. 10th) asked the crowd at the Dulles ribbon cutting. "That, my friends, is new Metro station smell. It's like new car smell but it's much better because it will actually remove thousands of cars from the road every single day."

A 2002 [report](#) projected 23,829 daily riders on Silver Line Phase II by 2025. Since that report came out twenty years ago, Loudoun County's population has more than doubled to 427,592. There's also enormous ridership potential for reverse-commuters in addition to the more than 19,000 airport employees who have to navigate to Dulles daily.

WMATA officials, regional stakeholders, and residents throughout Greater Washington celebrated the opening of Silver Line Phase II, which consists of six new stations. The extension added about 11.4 miles of track to the 128-mile system, and includes a new rail maintenance facility.

The project has been [long delayed](#) — Sen. Mark Warner (D-VA) quipped that he started working on it when Secretary Buttigieg was in the third grade — with the final hiccup, approval from the Washington Metrorail Safety Commission (WMSC), resolved just last week.

Official festivities began Tuesday beneath the cathedral ceilings of the new Dulles Airport station with remarks from local, regional, and national leaders followed by a ribbon cutting and a dignitaries' ride out to Ashburn, the farthest terminal station from the District in the Metro system. About 500 people attended WMATA's event at Dulles, including a long list of local, regional, and national leaders.

Transportation Secretary Pete Buttigieg emphasized the importance of these investments during his remarks.

"We have been waiting a long time nationally for the investments that are allowing us to fix roads and bridges to allow us to reconnect communities that were divided in the past," Buttigieg said. He also highlighted "improvements at ports, and airports, including, by the way, right here at Dulles where a new 14 Gate concourse will improve access to passengers flying in and out of this region. [That is among] the literally thousands of projects that are underway, and that reflect the vindication of those who believe that we need and must pursue these kinds of infrastructure investments."

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**[Cyberattacks On U.S. Airport Websites Signal Growing Threat To Critical Infrastructure](#)**  
**Forbes** - Nov. 16, 2022

The transportation industry appears to be waking up to a renewed specter of threats following a series of [distributed denial-of-service \(DDoS\) attacks](#) that temporarily took down several U.S. airport websites. These sorts of targeted hacks on critical infrastructure often precede necessary and crucial advancements in the application of cybersecurity best practices. While strong security measures have always been an objective, the airline industry now looks to emphasize backup plans, threat exercises, and visibility as a response to the system outages caused by these types of attacks. The October outages for Los Angeles International Airport (LAX), Chicago O'Hare (ORD), and Atlanta Hartsfield-Jackson International appear to be part of ongoing pro-Russian cyberattacks escalation of a recent campaign protesting the U.S. government's support for Ukraine in its war with Russia. Unfortunately, the general media have minimized the urgency these threats truly pose. There are a lot more on the way.

Cyber-attacks on airport systems, websites, and the entire transportation ecosystem could be just a taste of something larger than ever thought possible. These most recent attacks appear to be inconvenient disruptions on the surface, but once you understand how the ecosystem of attackers operate, you cannot eliminate the possibility that today's technology inconvenience is a Phase 1 component of a grander attack.

Halfway through 2021, a small group of hackers launched an attack on the [Colonial Pipeline](#). This pipeline network connects the United States with refined petroleum products and gasoline for delivery throughout most parts of the east coast; when it shut down its main lines (which could be compromised by cyberattacks), nearly half our country's fuel supply became disrupted. Drivers drained supplies in gas stations across the southeastern United States, airlines had to reroute flights around impacted airports, traders were rocked by unexpected price volatility, and logistics companies tried to desperately locate new sources rapidly enough to prevent things from becoming even worse.

The Colonial Pipeline hack is a sobering reminder that we all live in dangerous times. Attacks against transportation, fuel supply, and major utilities are urgent matters that prescribe awareness, preparation, and a shift toward pre-emptive thinking that begs the question: What's next?

In order to put ourselves into a pre-emptive mindset, we must think of the worst possible scenario first. In the airline industry, air traffic controls are one of the most vulnerable and critical types of systems that could face a crippling attack. From there, the targets could be commercial airplanes themselves. The next 9/11-style hijacking could conceivably be a cyber-takeover of passenger liners.

Over the last several years, security researchers have demonstrated the vulnerabilities of in-flight systems with ethical hackers being able to take over a [commercial plane's engine operations](#).

Several of these reports indicate that a dependence on legacy technologies served as an exploitable weakness, with some ethical hackers even successfully [hacking a plane from the ground](#) through various communication systems. As experienced in the Colonial Pipeline incident, a small, seemingly innocuous event can be all that is needed to cripple an entire portion of the country. Considering how catastrophic the aftermath of one of these attacks has proven it can be, a proactive response for preventing a cyber incident should be a top priority.

Readiness and response capabilities are the prerequisites to any critical infrastructure security strategy. All these components are measurable in accordance with the sequencing, severity, and impact of a ‘minor’ attack. In the wake of major incidents, we can trace the chain of events to a finite point of reconnaissance that was ultimately used to conduct the broader attack.

These industries need continued, perpetual modernization. We should never hear about legacy technologies being a technical obstacle to the health and security of systems that drive needed and required services. Flexible, rapidly updatable technology is a must, but by the same token, great care must be put into the integrity of the update process and the validation of critical systems.

To ensure the integrity of their business-critical assets and services, organizations need a thorough understanding of the technology that powers them. This includes seeing all sides objectively in an incident as well as being able to monitor for potential threats and cyberattacks from anywhere at any time.

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**[Brightline Train “to” Disney World: Everything We Know \(Opening Timeline, Stops & More\)](#)**  
**DisneyTouristBlog.com - Nov. 9, 2022**

Despite Disney canceling plans for a Brightline high-speed rail station at Disney Springs, the project is full steam ahead and will have a stop “at” Walt Disney World.

The current saga started when Brightline signed a letter of intent with Walt Disney World several years ago. At the time, Brightline had secured rights to issue \$1.75 billion in tax-free bonds, and the 170-mile Central Florida corridor had 35 miles of new train right-of-way, built alongside the Beachline Expressway.

Then in November 2020, Walt Disney World revealed plans to significantly expand its transportation network by adding a Brightline train station at Disney Springs. The parties issued a joint announcement revealing that Brightline and Disney formalized plans and entered into an agreement on station construction.

However, that agreement was scrapped in Summer 2022, when Walt Disney World revealed that the company’s plans for an on-property station to connect to the multibillion-dollar Brightline project are no more.

That wasn’t the end of it, though. Shortly thereafter, Brightline released a statement that although the original plan called for a single station at Disney Springs, a broad range of stakeholders came up with an alternative solution known as the Sunshine Corridor that would service more of the tourist corridor—and add another station to the line.

The Sunshine Corridor features two new stations and integrates Brightline’s intercity service with SunRail, through an east-west expansion. In addition to the airport, one new station will be located near Universal’s Epic Universe and Orange County Convention Center.

There will also be an alternative station placed near the original Disney Springs site, albeit not on land owned by Disney as part of the Sunshine Corridor plan. (From what we understand, the location is not significantly different—it’s Disney’s involvement and the lower likelihood that they’ll incorporate the station into Walt Disney World’s transportation network that have radically changed the equation.)

Taken together, these three integrated stations will provide access to the largest economic and employment centers in Central Florida and offer the best opportunity for the success, according to Brightline and SunRail. Crucially for readers of this site, it means that Brightline will service Universal Orlando, SeaWorld, and Walt Disney World.

The Sunshine Corridor will now take Brightline along State Road 528 and Taft-Vineland Road, through the International Drive corridor, and down Interstate 4. Walt Disney World's previously-proposed plan had the route bypassing the tourist corridor.

However, representatives of I-Drive businesses, Universal Orlando, Orange County Convention Center and even the City of Orlando all pushed for the Sunshine Corridor route in order to service many more theme parks, hotels, and related businesses in need of rail transportation to the airport. Universal even pledged land and monetary support to make the Sunshine Corridor a reality.

Fast-forward to Late 2022, and there are a handful of developments. Earlier this fall, the SunRail Central Florida Commuter Rail Commission voted unanimously to approve a resolution in support of the Sunshine Corridor proposal. This paves the way for that route to move forward, although nothing is official with trains in Florida until it actually happens.

The SunRail resolution will help local governments solicit federal funding for the expansion, Orlando Mayor Buddy Dyer told the Orlando Business Journal. A good working relationship between SunRail and Brightline will be vital to attracting federal grants in addition to the \$15.9 million grant for the Tampa route awarded to Brightline over the summer.

Brightline expects to start service from South Florida to Orlando International Airport by mid-2023. Brightline's West Palm Beach to Orlando expansion is over 80% complete and expected to finish construction by early 2023.

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#### [\*\*Lucid Gravity range, reliable hybrids, flywheel fast-charging: Today's Car News\*\*](#)

**Green Car Reports** - Nov. 16, 2022

Lucid is going for range numbers that will top all other electric SUVs with its upcoming Gravity. Flywheel energy storage may be used to help charge rental cars in New York. And a major annual survey again finds that hybrids are more reliable than EVs. This and more, here at Green Car Reports.

The U.S. EV maker Lucid has revealed more about its upcoming Gravity SUV—specifically, that it's going to shake up the world of electric SUVs in the same way it has with the efficiency-topping Air sedan. While the Gravity might not hit the 516 miles offered by some of the Air lineup, Lucid suggests it will be the [electric SUV range king](#).

In results from its annual car survey, Consumer Reports found that hybrids are hitting a sweet spot for ownership costs and reliability—with reliability of hybrids generally better than that of plug-in hybrids or EVs. The Ford Maverick, Toyota Corolla, and Lexus NX are top-rated for [reliability and high mpg](#). Meanwhile CR singled out the Ford Mustang Mach-E for having “declining reliability.”

And [flywheel energy may soon help fast-charge rental cars](#) at New York's LaGuardia airport. The alternative to battery-boost charging tech allows fast-charging where the grid might not support it. The flywheel-tech company, Zooz, is aiming for a pilot program with an unnamed rental-car company for a year, starting in Q2 2023.

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#### [\*\*Uber's New Viator Partnership Highlights Increased Fragmentation in Online Travel\*\*](#)

**Skift.com** - Nov. 16, 2022

Do you remember a few years ago how there was so much talk in online travel about the Booking Holdings–Expedia Group duopoly? How Expedia Group, which owned Expedia, Travelocity, Orbitz and Hotels.com, and Booking, with brands including Booking.com, Kayak, Priceline and Agoda, controlled the hotel market and a whole lot more in travel?

Well, the duopoly concept was a bit overblown at the time, and now Airbnb and Google Travel have stepped in with muscular market share regardless.

But if intense consolidation characterized the online travel universe back then, there have been a bevy of new players emerging in online travel in the interim that are spearheading what might be characterized as a de-consolidation movement.

Rideshare leader Uber's announced partnership this week with tours and activities brand Viator, owned by Tripadvisor, highlights the influx of nontraditional players into the online travel arena.

Uber is rolling out an integration with Viator that enables customers to view and book a curated set of top experiences in their destination and to be able to book an Uber ride to and fro.

Uber Travel, which offers the ability to book airport ground transportation, buses and trains, has expanded into 10,000 cities. Uber also has partnered with AwardWallet to take your email confirmations for flights, hotels and restaurants, and to aggregate them into one viewable itinerary similar to what Google Travel and Triplt do.

Singapore-based rideshare service Grab is offering hotels from Booking.com and Agoda, and experiences from Klook, not to mention delivery and financial services in its superapp strategy.

Then there's U.S.-based superapp wannabe Hopper, which is becoming a high-profile flight seller, and claims to be generating more revenue from rate freezes and travel disruption protections than from selling airline tickets or accommodations' reservations.

If Hopper is making strides in these so-called fintech services, then cue the banks and credit card companies such as Hopper partner Capital One, JPMorgan Chase, and Citi that are making new or invigorated forays into providing travel services in competition at times with American Express Travel, which partners with Expedia.

This fragmentation of travel service providers represents opportunities and challenges for incumbent online travel agency leaders, which can pick up incremental revenue in partnerships, but risk powering the ascension of newbie rivals.

An increasing number of nontraditional travel players may be breaking out similar strategies. This doesn't mean that there are no antitrust concerns in the travel industry. Regulators still need to take a hard look at Google's penchant to favor its own travel products over those of rivals given its search near-monopoly.

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[Victoria](#)      [airport](#)      [adds](#)      [2nd](#)      [ride-hailing](#)      [service](#)

## **CTV News Vancouver Island - Nov. 13, 2022**

Travellers to and from Victoria International Airport now have another ride-hailing option to get to their destination.

Richmond-based ride-hailing company KABU began operating at the airport last week, according to a news release from YYJ.

"The airport is pleased to welcome KABU," said Rod Hunchak, the airport's director of business development and community relations, in the release.

"As air travel continues to rebound and we see more passengers at YYJ, we are excited to offer new ground transportation options for travellers."

KABU CEO Austin Zhang said the company has seen "tremendous growth" since it launched in the Victoria area in October.

The company has provided more than two million trips to 200,000 customers, mostly in its original operating area of Metro Vancouver, Zhang said.

"We're excited to finally bring to Greater Victoria residents and visitors the type of on-demand services they have been looking for," he said in the airport's release.

KABU is the second ride-hailing company to serve YYJ. The first, Lucky To Go, [launched airport service in May](#).

The ride-hailing industry's largest companies – Uber and Lyft – are not currently licensed to operate in Greater Victoria.

Uber is hoping to launch in the city by purchasing a licence that was previously awarded to a startup called ReRyde.

If that purchase is approved by the B.C. Passenger Transportation Board, Uber says it wants to be ready to hit the road running. The company [held a recruiting event](#) in Victoria earlier this month to attract drivers ahead of what it hopes will be a late-2022 launch date.

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### [\*\*Alexandria cutting back on taxi regulations to help struggling industry\*\*](#)

**ALXnow.com** - Nov. 16, 2022

Alexandria's taxi cab industry is going through some changes as a result of ongoing used vehicle supply issues.

New and used vehicles remain very expensive as a result of pandemic-related disruptions to car production. As a result, local taxi cab drivers with vehicles that are coming up on the city's age limit for taxis have expressed concerns they won't be able to afford vehicles in compliance with the city's limit that non-hybrid taxi vehicles can't be older than 10 years.

At a meeting earlier this week, the [Traffic and Parking Board](#) reviewed potential changes to taxi regulations in Alexandria. Among the recommendations working their way through the city review process are changes that would eliminate the age requirement for vehicles and allow taxi companies to determine if an age limit is necessary.

Other changes focus on making city policy flexible, allowing taxi companies to reduce size to meet demand without incurring penalties, and continuing fee reductions implemented last year.

The city is increasing some fees on taxis though, adding a \$1 surcharge and a \$0.50 increase to the initial meter charge.

A staff report to the Traffic and Parking Board said the taxi industry is still in rough shape following the double hits of competition from companies like Uber and Lyft and then the pandemic.

"The taxi industry continues to face challenges resulting from the pandemic and the increased competition from Transportation Network Companies, such as Uber and Lyft," the report said. "Regarding the impacts of the pandemic, many taxi trips start or end at hotels and National Airport. While travel is increasing, it is not back to pre-pandemic levels."

Kyle Summers, Chief Operating Officer of Alexandria Yellow Cab, said the removal of the limit on the age of taxis will be a relief to many local drivers.

"We support the proposed changes," Summers said. "With Covid, we lost quite a few vehicles with drivers no longer able to work. They are coming back, but drivers whose vehicles are going to expire soon are struggling to find options to replace their vehicles. Removing the ten-year limit on vehicles is really going to help the industry continue to work, continue to make a living, and serve the public."

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### [\*\*New York City taxi fares about to rise 23%, highest jump in a decade\*\*](#)

**The Washington Times** - Nov. 16, 2022

For residents of Washington D.C., getting to Washington Dulles International Airport (IAD) may now be easier and cheaper. The Metrorail's Silver Line has been expanded to extend rail service to IAD and additional stations in Northern Virginia. For those who live near a metro station and travel frequently, this could result in saving money.

The second phase of Metrorail's 1.5-mile Silver Line expansion project has been years in the making. Despite many hiccups, the project is now complete, and it's possible to take the metro from D.C. to IAD.

As of Nov. 15, 2022, passengers can now ride the metro to and from the airport. In addition to connecting to the newly-added Dulles Airport Station, the line expansion added more metro stops in northern Virginia -- which expands public transportation options for many people.

Previously, travelers had to make other arrangements to get to the airport. For those without a car, rideshare services like Uber and Lyft provide a popular way to get to the airport. However, this was a pricey choice.

Now, travelers can save money and get to and from IAD more conveniently. If you live in the area, this news could help you keep your credit card balance low.

We used two popular rideshare apps to calculate the estimated cost and travel time from the Dupont Circle area to IAD, on a Wednesday afternoon, with an arrival time of around 3 PM.

- The lowest price for Uber is \$62; the journey would take around 40 minutes.
- The lowest price for Lyft is \$57; the journey would take around 40 minutes.

Of course, it could cost much more during a busier time of day and when rider demand is high. So, is it cheaper to take the Metrorail? Metro ride costs are determined by the length of the journey and time of day.

- When traveling during peak hours, a one-way journey costs \$2.25 to \$6.
- When traveling during off-peak hours, a one-way journey costs \$2.00 to \$3.85.

That means the highest possible one-way ride cost is \$6, and the lowest possible price is \$2. At those prices, you don't have to give up on your budget.

We used the metro trip calculator to calculate costs for a similar route.

Let's imagine you're traveling from the Dupont Circle station to the brand-new Dulles Airport station. If you're traveling on a Wednesday and plan to arrive at the airport around 3 p.m., you'll spend \$3.85, and the total travel time will be around 75 minutes.

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#### [\*\*Shuttle service launches rides from Pueblo to airports in Colorado Springs, Denver\*\*](#)

**The Gazette** - Nov. 15, 2022

Pueblo residents now have increased access to shuttle services to and from the Colorado Springs and Denver airports.

On Monday, Groome Transportation, a shuttle service connecting regional cities to major hub airports, launched 11 new daily round trips from Pueblo to the two airports, according to Groome Southern Colorado Operations Manager Christopher Schroeder.

The company has 20 original round trips between the Colorado Springs area and Denver, and 11 of those will be expanded to service Pueblo residents, who can either stop in Colorado Springs or continue north, Schroeder said.

"Pueblo is a wonderful community and they've been needing a service like this for some time," Schroeder said.

He said additional trips come in response to "increasing demand" after multiple Pueblo residents called to ask if Groome could service the area. Schroeder said the company anticipates a busy holiday season and asks that those needing a shuttle plan accordingly.

"We encourage people to book early, as shuttles do fill up," he said.

One-way fares from Pueblo are \$39 to Colorado Springs and \$98 to Denver but include discounted rates if purchased online, according to the company's website. All stops are by reservation only.

More information regarding fares and trip reservations can be found [here](#).

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#### [\*\*Get to the airport for only \\$2.50\*\*](#)

**TCU360.com** - Nov. 16, 2022

With Thanksgiving break approaching, students who are headed out of town by plane might want to consider taking the train to the airport.

[TEXrail](#) to Dallas/Fort Worth International Airport is a bargain compared to rideshare options or extended airport parking. A one-way train ticket is only \$2.50, while ridesharing charges can range between \$50 – \$100, not including tip.

The [Fort Worth Central Station](#) is 13 minutes away from campus located at 1001 Jones Street in downtown. Trains to the airport depart every 30 minutes. TEXrail operates from 4:55 a.m. until 11:55 p.m. on weekdays, and extends to 1:25 a.m. on Friday.

Tickets can be purchased from the vending machines located on the station platforms or at customer service locations within the station. Digital tickets are available through the [GoPass app](#), which provides real time tracking of the train. People ages 19 and under can buy one-way tickets for \$1.

The trip from Fort Worth Central Station takes about 53 minutes to reach the airport. The train compartment provides amenities such as comfortable seating, restrooms, tables and charging ports. There's also a designated "quiet car."

"I had never heard of the train, but now that I know how cheap and convenient it is, this will now be my go-to transportation for getting to the airport," said Maya Portillo, a junior education major.

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#### [Popular Dublin Airport bus route to return tomorrow with 18 services daily](#)

**DublinLive.ie** - Nov. 6, 2022

A popular [Dublin Airport](#) bus route is returning after being suspended for over two years.

Dublin Coach's 750 route from Dundrum to Dublin Airport via Red Cow Luas route will start back tomorrow, November 7. There will be 18 services daily in both directions.

The route was suspended in March 2020 due to Covid-19. The company announced the return of the service on social media this weekend, saying they "look forward" to welcoming their passengers back on board.

They said: "We are delighted to announce the return of Route 750 serving Dundrum to Dublin Airport via Red Cow Luas effective from Monday November 7th.

There will be 18 services daily in both directions. We look forward to welcoming you back on board."

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#### [United Airlines Partners With Archer In eVTOL Air Taxi Route](#)

**Simply Flying** - Nov. 10, 2022

United Airlines has partnered with [eVTOL](#) manufacturer and operator [Archer](#). Archer recently announced that its first eVTOL route using its iconic Midnight eVTOL air taxi will connect [Newark Liberty International Airport \(EWR\)](#) with the Downtown Manhattan Heliport located on Pier 6. The service will provide United customers with a fast and convenient connection to EWR. This will be the first route in a network of routes the partnership plans to launch at airports around the country.

This route is the first official eVTOL route announced in the industry. The partnership chose this route to be its first as it offers a fast connection between one of the largest business centers in the world and one of United's largest hubs. The route will take an estimated 10 minutes via the sustainable electric aircraft. The same trip can take over an hour in a car during rush hour traffic. Archer has stated that it plans to keep ticket costs low. It believes the low operation costs of the aircraft will allow it to charge rates competitive with rideshare services such as Uber and Lyft.

Archer plans to begin operations in 2025. United and Archer plan to launch similar routes in later years, connecting other parts of New York along with parts of New Jersey with Newark. These routes will form an Urban Air Mobility (UAM) network across the New York Metropolitan area. The companies believe that EWR is the best location available for the operation's commencement.

Archer has also announced plans to build UAM networks in Los Angeles and Miami, although no specific routes have been listed concerning those locations.

The Founder and CEO of Archer, Adam Goldstein, has shared the company's excitement for the new route service. "We're excited to be confirming New York as the first of many routes we'll be announcing alongside United as we work to build out our national UAM network. We look forward to continuing our collaboration with United and to working closely with state and local government leaders in the New York and New Jersey area as we bring this exciting new form of transportation to life."

The eVTOL program is a step towards the industry-wide goal of reaching carbon neutrality. This partnership will help United reduce its carbon footprint and set an example for other companies to do the same.

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#### **No more Airporter for Derry passengers to Belfast City Airport**

**DerryNow.com** - Nov. 16, 2022

The popular shuttle service, Airporter, was recently taken over by Ireland's leading private bus and coach operator, Aircoach. Airporter is a scheduled bus service connecting passengers directly between Derry and the two Belfast Airports.

However, after the recent takeover by Aircoach, it has been confirmed that the service from Derry to Belfast City airport will be dropped.

The new deal will see Aircoach expand its commercial operation and increase its daily routes with the new all-island route connecting the North West to Belfast International Airport, Dublin Airport and Dublin City Centre. The acquisition includes the Airporter base at the Springtown Industrial Estate in the city and the transfer of all Airporter drivers and operational staff to Aircoach to service the new timetable and route.

In a statement, Dervla McKay, Managing Director of Aircoach said: "Our new service, connecting Derry to Belfast International Airport and Dublin Airport and City will transform airport connectivity for those in the region and reduce fares for passengers who can avail of early morning flights at the two main airports on the island of Ireland.

"Due to the reduced passenger numbers at Belfast City Airport, Aircoach have decided to prioritise end-to-end journey time for passengers travelling from the North West to Ireland's largest airports.

"Airporter customers who have booked tickets from Derry to Belfast City Airport will be refunded if they have booked travel when the service ceases to operate. Connections to Belfast City Airport will remain in place until the new service launches in the coming weeks."

Translink does not currently offer a direct route from Derry to Belfast City airport but advised those travelling there are other options available.

In a statement, a spokesperson said: "Customers are advised to use either our 212 Goldliner coach service to Europa Buscentre or train service to Great Victoria Street station to make easy onward connection to our frequent 600 bus service to George Best Belfast City Airport."

Aircoach say they are committed to improve connectivity as their takeover introduces an all-island service for the first time and their new route is "a major addition for those in the North West as it will enhance connectivity for thousands more tourists and visitors throughout the year. "

Aircoach added: "The new service will further transform airport connectivity for those in the region, reducing fares for passengers and enabling them to avail of early morning flights at the two main airports on the island of Ireland.

"Aircoach is fully committed to ensuring that the North West is connected to major travel and economic hubs to improve the attractiveness of the region as a place in which to invest."

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#### **Waymo is using its self-driving taxis to create real-time weather maps**

**Engadget.com** - Nov. 14, 2022

Self-driving cars frequently have [trouble with poor weather](#), but Waymo thinks it can overcome these limitations by using its autonomous taxis as weather gauges. The company has revealed that its latest car sensor arrays are creating real-time weather maps to improve ride hailing services in [Phoenix](#) and [San Francisco](#). The vehicles measure the raindrops on windows to detect the intensity of conditions like fog or rain.

The technology gives Waymo a much finer-grained view of conditions than it gets from airport weather stations, radar and satellites. It can track the coastal fog as it rolls inland, or drizzle that radar would normally miss. While that's not as important in a dry locale like Phoenix, it can be vital in San Francisco and other cities where the weather can vary wildly between neighborhoods.

There are a number of practical advantages to gathering this data, as you might guess. Waymo is using the info to improve its Driver AI's ability to handle rough weather, including more realistic simulations. The company also believes it can better understand the limits of its cars and set higher requirements for new self-driving systems. The tech also helps Waymo One better serve ride hailing passengers at a given time and place, and gives [Waymo Via](#) trucking customers more accurate delivery updates.

The current weather maps have their limitations. They may help in a warm city like San Francisco, where condensation and puddles are usually the greatest problems, but they won't be as useful for navigating snowy climates where merely seeing the lanes can be a challenge. There's also the question of whether or not it's ideal to have cars measure the very conditions that hamper their driving. This isn't necessarily the safest approach.

This could still go a long way toward making Waymo's driverless service more practical, though. Right now, companies like Waymo and Cruise [aren't allowed to operate in heavy rain](#) or fog using their California permits — the weather monitoring could help these robotaxi firms serve customers looking for dry rides home.

## AIRPORT NEWS

### [Dallas City Leadership Names Patrick Carreno as Interim Director of Aviation](#) Aviation Pros - Nov. 10, 2022

The City of Dallas announced Nov. 9 that Patrick Carreno has been appointed Interim Director of Aviation to oversee Dallas Love Field, Dallas Executive Airport, and the Dallas Vertiport. Previously, Carreno served as Assistant Director of Operations for the Department.

Since joining the City of Dallas in December 2021, Carreno has overseen Airport Security, Airside Operations, and Landside Operations including Terminal Operations and Passenger Support, Ground Transportation, Emergency Management, Transportation Regulation, and the Airport Operations Center divisions.

In his role as Interim Director, Carreno will focus on keeping customer-centric service at the forefront, recruiting and retaining an exceptional workforce, and positioning the Department at the top of the aviation industry.

"Overseeing the Dallas Airport System's Security, Airside Ops and Landside Ops divisions has allowed me to experience firsthand our organization's commitment and drive to provide a safe and enjoyable experience for our customers and partners," said Carreno.

"I could not be more excited for the opportunity to help lead the Department of Aviation through this period of transition," Carreno added.

Before joining the City of Dallas, Carreno served as a Vice President for Allegheny County Airport Authority where he was responsible for oversight of Airport Operations, Field Maintenance, and Security Departments at Pittsburgh International Airport. Holding a Bachelor of Science degree in Aviation Management from the Florida Institute of Technology and a commercial pilot's license, Carreno brings over 19 years of aviation experience in various roles at airports and an airline.

This appointment comes on the heels of former Director Mark Duebner's retirement announcement earlier this month.

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### **SFO Achieves Level 4 Carbon Accreditation by Airports Council International**

**Aviation Pros** - Nov. 10, 2022

The San Francisco International Airport (SFO) announced a major sustainability milestone, with the award of Level 4 Airport Carbon Accreditation by the Airports Council International (ACI), the foremost advocate for airport operators worldwide. This advanced certification, the first for a large airport in North America, recognizes SFO for greenhouse gas reduction from its own operations as well as collaboration with third parties, such as airlines and service providers, in reduction strategies. As part of this accreditation, SFO is committing to reach zero net emissions by the year 2030.

"We are honored to be the first large airport in North America to achieve Level 4 Carbon Accreditation," said Airport Director Ivar C. Satero. "This is a major milestone in our goal to be the first zero carbon airport in the world. My thanks go out to the entire SFO airport community for this accomplishment."

At Level 4 'Transformation' of Airport Carbon Accreditation, airports are required to align their carbon management ambition with global climate goals and transform their operations with absolute emissions reductions in mind, while also strengthening their stakeholder engagement.

SFO has achieved significant success in reducing its carbon footprint. Since 1990, the airport has reduced greenhouse gas emissions from airport-controlled operations by 35%. Reduction strategies include:

- Achieving a LEED Platinum Community designation from the U.S. Green Building Council, certifying 16 green and healthy buildings including the world's first net zero airport building (Airfield Operations Facility), LEED Gold (v2009 – Terminal 2) and LEED Platinum (v4.1 – Harvey Milk Terminal 1) Terminals, and a WELL Platinum and FitWel-certified Terminal.
- Leading the industry in sustainable aviation fuel (SAF) pipeline deliveries by Neste direct to aircraft. SFO is on track to receive 12 million blended gallons in calendar year 2022, avoiding 28,000 MT CO<sub>2</sub>e, the highest known volume of SAF of any airport in the world.
- Operating eight electric buses and expanding the AirTrain, an electric-powered light rail system that eliminated over 600 daily bus trips to shuttle passengers between terminals and the Rental Car Center.
- Decreasing electricity use by 17% despite a 27% increase in passenger growth pre-pandemic between 2013 to 2021 and generating enough solar power onsite to charge 30,000 electric scooters (4MW).
- Banning all single-use plastic beverage containers and plastic food service ware, eliminating 8,000 bottles per year from the landfill, achieving 65% diversion from landfill and donating 12,000 meals annually through SFO Unites Against Hunger, our food donation program.
- Creating a Clean Vehicle Policy to promote the adoption and deployment of energy efficient vehicles, by both airport departments and ground transportation providers.
- Conserving an area of the wetlands the size of 24 Levi's Stadiums via SFO's Biodiversity Program, helping to rehabilitate the California Red Legged Frog and the San Francisco Garter Snake.
- Implementing smart meters, leak detection, green infrastructure and broader building and irrigation conservation programs that has reduced SFO's water use per passenger by 228% from a 2013 baseline.

SFO achieved Level 3 Airport Carbon Accreditation in 2016. Administered by the Airports Council International (ACI – Europe), the ACA program is based on the World Resources Institute's "Greenhouse Gas Protocol" and confirms rigorous third-party validation of SFO's carbon footprint over the past four years. To date, SFO is one of just ten airports in North America to have achieved such an advanced certification, which recognizes its progress and collaborative commitment to reducing GHG emissions and energy consumption from operations across the airport.

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### **DIA wants to increase car rental fees**

**9News.com** - Nov. 14, 2022

DENVER — It could soon cost you more to rent a car at Denver's airport.

Denver International Airport (DIA) is proposing to increase the [Customer Facility Charge \(CFC\)](#) paid on car rentals at all on-airport rental car companies.

DIA said rental car customers currently pay \$2.15 a day and it wants to increase the fee to \$6 per day.

The proposal being considered would raise the CFC beginning Feb. 1, 2023.

The CFC has been in place since the airport opened in 1995 and has been \$2.15 since 2013. DIA said it's the lowest of all major airports. CFCs are primarily paid by out-of-town visitors who rent cars at DIA.

The airport said it uses CFC money for funding planning, facilities maintenance and management of the rental car programs.

"[DIA] continues to expand to prepare for 100 million annual passengers in the next 8-10 years," said DIA CEO Phil Washington. "By moving the various airport rental car companies to one location, consolidating or eliminating busing and improving the security of vehicle storage, we can create a much-improved experience for our customers as the airport continues to grow and modernize for the future."

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#### [\*\*Sac International Airport adds spots for Lyft drivers to cut down on wait times\*\*](#)

**KCRA.com - Nov. 15, 2022**

SACRAMENTO, Calif. — A trip to the airport can cause a lot of anxiety during the busy holiday season. But this month, Sacramento International Airport is trying to make it a smoother process.

SMF recently added additional spots for app-based ride-share vehicles, which officials say could help cut down on wait times.

Just like taxis are curbside waiting to give rides, some Lyft drivers are on standby at both terminals for the convenience of travelers who need a ride.

Instead of waiting 10 minutes or longer, travelers could hit the road in a matter of seconds once they get to the ride-share area.

A few weeks ago, Sacramento International Airport added more spaces for ride-share drivers.

The new feature is called "rematch." It allows Lyft drivers to be matched up with more passengers right before or after completing a drop-off.

It will be quicker to catch a ride, but you could still experience surge pricing in the evenings — prices can double or even triple.

If that happens, airport officials remind travelers that taxis are always at the airport in their designated areas, ready to offer cheaper pricing.

Airport officials said the new "rematch" feature is only available through Lyft. If you have the Lyft app, you can request a ride when you are at SMF.

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#### [\*\*New Orleans airport launches new parking tools ahead of holidays\*\*](#)

**WDSU.com - Nov. 10, 2022**

KENNER, La. — New services just launched at Louis Armstrong International Airport aimed at helping ease some of the stress of finding a place to park.

Three new tools just launched, and the timing is intentional with Thanksgiving right around the corner.

"To get them up and functioning well with plenty of lead time so any kinks could be worked out before the holiday season is really on top of us," said Kevin Dolliole, director of Aviation.

One thing that is new is valet parking in the "departures" area. It costs \$36 a day.

Another is online parking reservations. You can use your computer or smartphone and book by time and day on park.flymsy.com. A \$2 administration fee is added.

"You can book reservations in the facility of your choice, so you know you have that spot in that preferred facility when you come out to use the airport to travel," Dolliole said.

There is also a new 15-minute shuttle guarantee from the economy garage to the terminal.

"People really think they might need 30 minutes, 35, 40 minutes. We tell them, 'No it's less than 15.' So now we're putting our money where our mouth is. We're guaranteeing 15 minutes from that garage to this terminal, once you board that bus, or your parking is half off," said Dolliole.

For additional details, you can visit [flymsy.com](http://flymsy.com).

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#### **Reserve Valet Parking Early for Thanksgiving at San Antonio International Airport**

**Aviation Pros** - Nov. 10, 2022

SAN ANTONIO — For the first time, travelers gearing up for their Thanksgiving trips can reserve a valet parking spot ahead of time at the San Antonio International Airport.

And if you make reservations for a time between Nov. 20 and 26, you'll get a 10 percent discount. But you'll need to book soon — that offer ends Nov. 18.

Fly Away Valet launched at the beginning of 2020, but the airport quickly suspended it due to the pandemic. It returned early this year.

Airport Director Jesus Saenz said letting people book ahead of time will help the airport gauge how many users there will be during the busy holiday season. He said that a similar booking opportunity will be available around Christmastime as well.

It's just one way that the airport is bracing for the holidays. It also is adding 1,000 overflow parking spaces across two surface lots.

The parking garages have closed frequently throughout the year as they reach capacity. Peak holiday travel likely will exacerbate the problem.

Valet parking at the airport includes front-window cleaning and front-interior vacuuming, luggage assistance and bottled water.

Prices start at \$33 per day. Spots are available in the airport's short-term parking garage. Active-duty and reserve military members can get a 10 percent discount from the regular rates.

Spots can be reserved at [flysanantonio.com/home/parking/valet](http://flysanantonio.com/home/parking/valet).

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#### **Reno airport expanding with new ticketing, garage and concourses**

**ThisIsReno.com** - Nov. 15, 2022

Reno-Tahoe Airport Authority CEO Daren Griffin on Tuesday told members of the Washoe Board of County Commissioners that air travel in the region is booming, nearly fully recovered from the pandemic and expected to continue growth into 2023.

The Reno-Tahoe International Airport is projected to have more than 4 million passengers traveling through this year, a slight decline from the 4.5 million in 2019 but far more than both 2020 and 2021.

In 2023, Griffin said he expects the airport will handle up to 4.7 million passengers.

"We came back a lot faster than a lot of other airports in 2021. Of course leisure travel led that resurgence," he said. "We started coming back a lot faster than a lot of economists expected."

Griffin said with booming air traffic and more people moving to the region, the airport will need to expand to handle more passengers, allow for more parking and accommodate a greater range of destinations and carriers.

"People are flying at greater volumes than we've ever seen," he added, noting that people are more able to work remotely. "People have more freedom to travel with work... We see people staying in the parking lots much longer than they used to. It's creating a lot of challenges for us with infrastructure."

He shared details of MoreRNO, an improvement plan for the Reno-Tahoe International Airport that spans the next 18 years and is expected to cost nearly \$1 billion.

"It's a huge investment in infrastructure, but it won't get cheaper or easier as we wait," Griffin said. "If we don't move this forward right now people in 2030 will be wondering what we were doing because we will be so far behind the curve at that point. A little bit of this is catch-up, a little bit is playing offense, and mostly it's taking advantage of a great mindset at the federal level right now on the value of infrastructure investment."

Expansion of the ticketing area has already begun and will include more indoor space for ticketing kiosks and technology, restrooms and public art.

Other projects in the works include a new parking garage with rental cars, shuttles and rideshares that Griffin said will be ready in 2025. The project will also add nearly 800 parking spaces to the airport, "which is something we desperately need right now," he said.

A rendering of the planned car rental, rideshare and transportation building at Reno-Tahoe International Airport planned for completion in 2025. The building will be connected to the terminal by an enclosed walkway.

The biggest project, however, is replacing the existing concourses and their 23 gates, which are more than 40 years old. Griffin said aircraft from 40 years ago held far fewer people than the 737s of today, making for crowded gate areas.

Design for the concourses hasn't begun, but the intent is to make them wider and taller with views of the mountains and natural light. Access to outdoor spaces will also be included, which he said is a more recent innovation in airport design.

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#### [\*\*Park 'N Fly Announces Self-Parking at Bradley International Airport\*\*](#)

**PRNewswire.com** - Nov. 15, 2022

SUFFIELD, Conn. -- Park 'N Fly, the nation's leading off-site airport parking provider, now offers a self-park option for customers at Bradley International Airport (BDL) in Suffield, Connecticut.

With the holiday travel season approaching, Park 'N Fly customers can enjoy stress-free, off-site airport self-parking, at an unbeatable introductory rate of \$6 per day when making reservations online. Advance booking allows customers to reserve a space via Park 'N Fly's website or app—and avoid searching for a parking space upon arriving at the Bradley International airport, which can be a challenge during the busy holiday travel season.

Self-parking joins Park 'N Fly's Bradley Airport's long-standing valet parking option, along with unparalleled amenities such as car detailing, quick shuttle service to the terminal on departure and back to the lot upon arrival home, luggage assistance and staff on-site 24 hours a day.

Park Holding, Inc., a BCD Group company was founded in 1967 as the first off-airport parking company specifically geared toward the business or avid leisure traveler. Today, Park 'N Fly operates 13 facilities in 12 markets nationwide. Additionally, Park 'N Fly offers a network of off-airport parking services in more than 80 U.S. markets through its internet-based reservation system at PNF.com. Park 'N Fly's goal is to make customers' lives easier by providing more than just parking. The company offers an array of unique services, including car washing and detailing, pet boarding with Pet Paradise Resort®, [electric car](#)-charging stations and valet parking. These service offerings

and outstanding customer service make Park 'N Fly the first choice in airport parking. For more information, visit [www.pnf.com](http://www.pnf.com).