

AGTA News from the Airport Curb for the week of 1/6/22.



AGTA News from the Airport Curb



In memoriam: Harold Dede, Landside Manager at Louis Armstrong New Orleans International Airport passed away unexpectedly on Friday, December 31 after a brief hospital stay. With Harold's passing, the industry lost one of its most likeable and accomplished landside managers, well-known in the industry for his several managerial roles in ground transportation and his easy way of greeting everyone with a big smile. Harold was always interested in what others were doing and how he might improve his operations. He was active over many years in AGTA and a former Board Member. His pleasant demeanor will be sorely missed. Cards of condolence can be sent to his wife, Collette, and family at their home: 105 Cameron Court, Slidell LA 70461. For anyone wishing to provide a charitable memorial contribution in his name, his family said Harold's favorite charity is Cafe Reconcile, 1631 Oretha Castle Haley Blvd., New Orleans, LA 70113, a charity that supports underprivileged youth in a culinary career, and is co-sponsored by celebrity chef Emeril Lagasse.

GROUND TRANSPORTATION NEWS

[Uber rider trapped in interstate shutdown refunded \\$600 after disputing charge](#)

CBS News - Jan. 6, 2022

A Richmond man has been refunded the \$600 he was charged for an Uber ride where he became trapped with hundreds of others on an icy stretch of Interstate 95 in Virginia.

Andrew Peters was returning from San Francisco and did not understand the severity of the situation when he took an Uber from Dulles International Airport on Monday and got stuck in the traffic disaster, WTOP-FM [reported](#).

Hundreds of motorists were stranded in freezing temperatures along a 40-mile stretch of I-95. Police said part of the road became impassable when tractor-trailers jackknifed in a winter storm. The interstate fully reopened Tuesday night after more than a day of blockage.

After a nine-hour trek, Peters got home Tuesday and paid a \$200 bill. But then Peters said Uber added \$400, raising his total bill to \$600. He disputed the additional charge.

In a statement sent to the Associated Press, Uber said Peters would get his original fare and additional charges back.

According to Uber's website, "heavy traffic may cause your trip to take longer than expected and to compensate your driver for the additional time, your fare may change."

Peters [told](#) WTOP-FM that the company reached out to him on Wednesday and apologized for the mistaken charge.

"They were sorry to hear that I had ... so many problems with the app, and with the override, and with the highway and that they would love to issue me a full refund," Peters said.

[Disney World Gets Rid of Free Airport Transportation — and Replaces It With These Paid Options](#) *Travel and Leisure* - Jan. 5, 2022

Disney World's Magic Express transportation service has officially ended, leaving park goers to look for alternative solutions when it comes to getting to and from Orlando's

airport. And while there are some options available, all will come at an additional cost.

Disney has started to erect signs referencing new "Airport Shuttle Departures," according to photos posted on Disney blog *WDWNT*. These replace the previously free Magic Express service, which offered transportation and luggage delivery from the Orlando International Airport to Disney Resort Hotels.

The blog said the new signs, which have so far been placed outside Disney's Contemporary Resort, advertise Mears Connect, a paid service that costs \$16 per adult for a one-way trip or \$250 for round trip express service for up to four people.

For another transportation service, The Sunshine Flyer, launched in December, offers guests an immersive ride — in a bus-type vehicle decked out to look and feel like a 1920's old-fashioned train — from the airport straight to Walt Disney World.

Prices for adults traveling one way begin at \$17 and children \$12.50. To honor the 50th Anniversary of Walt Disney World the Flyer is celebrating by donating 50% of the ticket sales to Make-A-Wish of Central & Northern Florida for the first 50 days of service. The Flyer officially begins service Feb. 1 and guests can pre-book online.

While Mears Connect advertises its lack of surge pricing, other rideshare options, like [Uber](#), may show increased prices due to demand.

Since the elimination of the Magic Express, park-goers have reported a notable jump in Uber prices, fan site *Inside the Magic* reported. Typically, an Uber ride from the airport to a Disney resort would cost as much as \$30, according to the site, but prices rose to as much as \$60 on a recent day. The surge in pricing may be attributed to the busy New Year's holiday week as well as a recent increase in COVID-19 cases in Florida, an Uber spokesman noted to *Travel + Leisure*.

Beyond the Magic Express, Disney's 'Minnie Van' service in partnership with Lyft is also temporarily unavailable. That service allowed travelers to request a ride within the Walt Disney World Resort on their smartphones through the Lyft app for up to six passengers.

['Nightmare' Parking Lot by LAX Baffles Internet: 'Glitch in the Matrix'](#) *Newsweek* - Jan. 5, 2022

A parking lot seemingly making a woman's car disappear has bewildered people across the internet, after a video of the moment was viewed more than 34 million times.

Alexia Petruzziello parked her car in a parking lot located near LAX Airport, and expected to be able to find it exactly where she left it on the fifth floor. Despite being able to see her car from another level, she couldn't actually get onto that level.

A stressed Petruzziello told the camera. "I parked on floor f***ing five okay. I could have sworn I parked in like one of these," she added, gesturing towards spaces.

She then headed over to the ledge, where you can peek into the lower and upper levels. She pointed out her car on the level below, which was clearly visible.

Petruzziello sprinted down and showed what was on the next floor, revealing an empty parking lot. "Where is my car?" she asked, mystified by the apparent disappearing act.

Petruzziello described the confusing parking lot as "long term parking at LAX" in the video, but LAX Airport confirmed to *Newsweek* that this particular lot wasn't one of its own at the airport itself.

Ultimately, Petruzziello required the help of staff at the parking garage to help her locate the car, with the worker even driving her to the space after shutting the gates.

As pointed out by many viewers, the parking lot was likely a double helix garage - a type of parking lot that coils around in itself in order to create one-way traffic. Some versions have connecting paths in the middle.

Double helix garages may be common in LA, but that doesn't make Petruzziello the only one to have a confusing experience with them, as shown by the endless anecdotes shared by TikTok users.

[Six reasons you should book airport parking in advance](#)

Travel Daily News - Jan. 5, 2022

1. Avoid the last minute rush

When you book a parking spot at the last minute or not at all, you run the risk of missing out on the best spots, like parkade parking or economy pricing. If you're flying during a busy season, there may not be space for you at the airport, meaning you'll have to book off-lot or take an Uber.

2. Booking-off lot or uberimg

Booking off-lot can actually provide a lot of benefits. For example, several off-lot PDX parking lots in Portland offer gated, secure, self-park facilities complete with car care and a 24-hour shuttle. However, if you book at the last minute, you may have to walk with your luggage to the airport.

3. Less walking to the airport

Since you're booking last minute, you'll likely have to park far away from the entrance, which requires you to rush to your flight with your luggage. While this would be cumbersome for a smaller airport, larger airports can increase your walk time by 10 minutes or more.

4. Compare difference services

When we book at the last minute, we often default to the most convenient option: the airport itself. However, parking

directly at the airport will be more expensive than other, slightly less convenient options, like hotel parking, parkade parking, or economy/discount parking.

5. Better prices, better spots

All airports gouge their last-minute customers. While this practice is unfair, it's what you have to work with, so it's best to beat the system when you can. You can bargain for better rates when you book in advance, which is especially important for secured, long-term parking spaces.

Last-minute spaces are often short-term, meaning you have to triple, sometimes quadruple, book parking for your trip. Unless you're in a Frequent Flyer Miles program or you snagged free airport parking, you'll save more money booking off-lot, even if you book a day before the flight.

6. Increased security

If you're parking your car for longer than three days, security should be your top priority. Open airport parkades are broken into constantly, and you don't want to return from your relaxing vacation or conference only for your vehicle to be gutted, trashed, or completely unusable.

Parking at the last minute requires you to settle for whatever service an airport, hotel, or parkade offers, but if you want your car to stay in good shape, you at least need 24-hour surveillance. Ideally, your parking spot should have a roof, gate, security guards, and an on-site mechanic.

[Kansas City Airport installs wireless charging for electric buses](#)

International Airport Review - Jan. 5, 2022

As part of the \$1.5-billion Kansas City International Airport (KCI) New Terminal project, the Kansas City Aviation Department is investing in the first wireless, vehicle charging system installed at a U.S. airport.

The Aviation Department will use this technology to extend the range of its electric buses without installing an above-ground charging station or taking buses out of service for charging. Momentum Dynamics will provide the charging solution, which will be in place when the New Terminal opens in 2023.

KCI has long been at the leading edge of environmental innovation. In the mid-1990s, the City of Kansas City, Missouri, Aviation Department was an early adopter of Compressed Natural Gas technology when it incorporated CNG vehicles into its shuttle bus fleet, complete with a fueling station. In 2017, the Aviation Department was the first U.S. airport operator to use all electric buses when it added four to its fleet and three more in 2020.

The inductive system will provide incremental charging to the existing KCI Economy Parking electric shuttle buses, thus keeping the buses in service longer along the seven-mile loop. The system will be supported by two 300kW wireless chargers located at shuttle bus stops at the New Terminal. While awaiting passengers, the electric buses will park over the charging pads and will automatically receive incremental charging. Charging takes place while passengers are loading and unloading, and each session ends when the bus leaves the pad.

[Gig Economy Companies Brace for Crucial Year as Challenges Mount](#)

Bloomberg Law - Jan. 4, 2022

The gig economy faces yet another year of upheaval as the Biden administration eyes actions to address worker rights, court battles continue to play out across the country, and more states confront ongoing disputes about drivers' employment status.

App-based giants, including Uber Technologies Inc., Lyft Inc., and DoorDash Inc., ended 2021 still locked in fierce litigation and lobbying to defend their business models, which rely on independent contractors who don't receive the same job protections and benefits as employees.

Massachusetts is set to be the next political battleground, with a potential ballot initiative this fall that would mirror California's Proposition 22 to allow some gig companies to classify their drivers as contractors.

At the federal level, agencies such as the U.S. Labor Department, the National Labor Relations Board, and the Federal Trade Commission aim to join the worker misclassification fray.

Meanwhile, the U.S. Supreme Court will hear two cases this year that could affect arguments used by gig workers to circumvent arbitration agreements they signed to keep their claims in courts.

In 2021, gig companies such as [Uber](#) and [Lyft](#) won federal appeals court cases that said drivers must arbitrate their federal claims for minimum wages, overtime, and paid sick leave.

The courts found that the drivers didn't qualify as interstate transportation workers exempt from the Federal Arbitration Act—an issue the Supreme Court will soon address in a case involving a Southwest Airlines Co. cargo ramp supervisor.

Gig companies also have experienced court setbacks that will reverberate into the year. In California, a state judge ruled that the \$200 million voter initiative known as Prop. 22 was unconstitutional. California will defend the ballot measure in a state appellate court in 2022.

Meanwhile, Uber and Lyft also face hundreds of state court lawsuits filed by Jane Doe plaintiffs who say they were sexually assaulted by drivers. These cases have the potential to put the rideshare companies on the hook for damages and to bolster safety requirements. Lyft's cases are scheduled for bellwether trials in May 2022, while Uber's coordinated cases move forward.

The NLRB announced last week that it will reconsider its legal test for determining employment status and potentially overrule Trump-era precedent that made it easier for companies to prove their workers are contractors.

Separately, FTC Chair Lina Khan has said independent-contractor gig workers should be allowed to act collectively without triggering antitrust prosecution.

In addition to efforts at the NLRB and the FTC, the [U.S. Equal Employment Opportunity Commission](#) has indicated it would address workplace civil rights in the context of complex employment relationships that include the gig economy.

Arguably, the regulator that gig companies most fear is the [Labor Department](#), which has said it's "committed to ending the abusive practice of misclassifying employees as independent contractors, which deprives these workers of critical protections and benefits."

Biden's Labor Department is currently tied in litigation over its rescission of a Trump administration independent contractor rule that would have made it easier for the gig companies to defend their business models. The department hasn't issued a new rule and, for now, will rely on past enforcement standards under the Fair Labor Standards Act.

[Tom York on Business: Big Changes in Airport Parking as Terminal 1 Project Gets Underway](#) *Times of San Diego - Jan. 3, 2022*

Heads up, business travelers! San Diego International Airport has announced a series of changes as the massive \$3.4 billion-plus reconstruction of Terminal 1 gets underway.

For example, as of Jan. 3, the airport has moved the cell phone lot to the Terminal 2 West lot on McCain Road, according to a media release.

The Terminal 2 West Lot is no longer be available to travelers seeking to park over the one-hour courtesy allowed. The only available Terminal 2 parking will be in the Terminal 2 parking plaza.

On Jan. 10, officials will partially close off parking at Terminal 1 with limited parking available. The airport says that travelers flying from Terminal 1 should consider parking in the Terminal 2 parking plaza.

Travelers parking at the Terminal 2 parking plaza but flying in and out of Terminal 1 can take the new shuttle available. The shuttles operate every 10 minutes. Pick-up areas are curbside outside Terminals 1 and 2.

Curbside valet at both terminals will also be available starting Jan. 10. Click [here](#) for valet reservations.

The airport encourages travelers to reserve parking at the Terminal 2 parking plaza through the airport reservation system at san.org.

Maybe leave the car at home? The airport also offers the [San Diego Flyer](#), a free shuttle between the Old Town transit station and airport. The buses operate daily, with service every 20 to 30 minutes.

The airport said pick up and drop-offs are timed to meet the first and last trolleys, Coaster and Amtrak trains and MTS busses with the first pick up at 4:45 a.m. and the last pick up and drop off at 12:30 a.m.

[London could have air taxis 'as cheap as Uber by 2024' that fly across the capital in 12 minutes](#)

MyLondon.news - Jan. 2, 2022

London could soon be swarming with air taxis with fares as "cheap as an Uber" if one ambitious developer's plans come to fruition.

Martin Warner has said he hopes his six-seater Y6S Plus craft will be making short trips within two years.

The millionaire entrepreneur claims his 125mph air cab will carry a full load of passengers for as little as £100.

His firm Autonomous Flight aims to begin taking "pre-orders" for the battery-powered shuttles, which do not require runways, next month reports the Express.

He aims to have the Y6S Plus, which has six propellers and would travel up to 100 miles on a single charge, ready by 2024.

Up to nine London routes are planned, including a 12-minute hop between Heathrow Airport and Charing Cross.

A source said: "This will become a very affordable way to travel. An air taxi for a typical 12-minute flight in a city like London will eventually come down to about £100 for a group of six - similar to a high-end Uber fare."

[Uber is back at Ontario airport after 2-year absence](#)

DailyBulletin.com - Dec. 30, 2021

After more than a two-year absence, Uber, the behemoth ride-hailing company, is once again dropping off and picking up customers to and from Ontario International Airport.

Uber, the first ride-hailing app in the market with more than 90 million riders and about 4 million drivers, returned to ONT on Dec. 22, just in time to catch the wave of holiday travelers going to and from the Inland Empire commercial gateway.

New signs inside the airport terminal advertise Uber's return to ONT. And additional signage reading "Ride-Share Pick-Up Location" are posted on the east end of each terminal's inner curb. Also, ONT has a [cell phone waiting lot](#) for private cars to make contact with passengers and then pick them up at the curb, as well as taxis and Omnitrans bus services.

[Uber abruptly quit serving the airport in September 2019](#) and terminated its contract after the two sides could not settle a dispute over airport ground access fees ONT placed on ride-app services called Transportation Network Companies (TNCs).

At the time, Robert W. Mitchell, Uber's airports business development lead, wrote that \$4 per ride provided by an Uber driver dropping off or picking up passengers at ONT was "the highest in the United States for an airport of its size," and prompted the company to terminate its contract.

Steve Lambert, ONT spokesman, did not give details on the new agreement with Uber. But he did say the company is applying the access fees, which get passed on to Uber passengers. "Those fees are still in place," Lambert said.

At LAX, TNCs are charged the same as at Ontario airport. Uber has operated there continuously for several years. "It's \$4 each trip for both pick-up and drop-off," wrote Health Montgomery, spokesperson for LAX, in an email.

Uber has operated at Hollywood Burbank Airport without interruption since 2015, said Tom Janowitz, senior manager of ground access. Janowitz noted that Uber and Lyft have been doing a brisk business this month. "We've definitely seen an increase in drop-offs with Uber and Lyft," he said.

At Long Beach Airport, Uber has operated continuously since October 2017. Rideshare companies at the airport are charged a \$3 fee per trip, said Kate Kuykendall, airport spokesperson.

[Uber And Lyft Could Soon Have A Hard Time Denying Drivers Full Worker Status](#)

Jalopnik.com - Dec. 28, 2021

The legal test that determines whether a worker is an independent contractor or an employee could be under scrutiny from the National Labor Relations Board. The NLRB recently invited public briefing on how to classify workers, which means the federal government is possibly considering changing those guidelines, per Bloomberg. So cue the PR blitz from Uber and Lyft.

Companies like Uber and Lyft have relied on passing state ballots to classify drivers as independent contractors, excluding them from worker benefits and protections. But if the NLRB is considering changes, it could point to something concrete coming up, as former *NYT* journalist Steven Greenhouse noted.

Changing the guidelines won't guarantee tech companies will stop classifying their workers as independent contractors, but it'd make it harder for them to do so. In fact, the NLRB could try making misclassification a violation altogether, per Bloomberg:

The general counsel's office may push forward cases that result in a board ruling that makes it harder for companies to classify workers as contractors, something gig economy companies have been fighting with state ballot measures. In addition, Abruzzo is eyeing a change in precedent to outlaw misclassifying a worker as an independent contractor—making it an unfair labor practice in itself.

If the NLRB went ahead and changed the guidelines, that'd be a boon for delivery and ride-hailing app drivers (and riders, too.) But if just misclassifying workers were a violation of federal labor law, it'd be a big deal. That wouldn't just grant workers their due benefits and protections as employees, but it would also make the tech companies liable for illegal business practices.

[Twin Cities airport makes way for peer-to-peer car sharing service](#)

Star Review - Dec. 28, 2021

Lidji parked his car, snapped a few photos of its interior and exterior with his phone, locked the doors and caught a ride back to his home in Eagan. A few hours later, someone he didn't know arrived at MSP, picked up the Sonata after Lidji, unlocked it remotely using his phone and drove it off the lot — just like any other car rental.

But unlike the usual drill with Hertz, Budget or Enterprise, this is a new way of leasing a car through a service called Turo that MSP officials are embracing — at least for now.

Often called the "Airbnb of car rentals," Turo is a peer-to-peer car-sharing service that connects owners of personal vehicles to customers through its app or website. San Francisco-based Turo and other car-sharing services such as Getaround, Maven and HyreCar are part of a sharing economy that has exploded over the past two decades.

Airports would seem a natural fit for this emerging service, but many across the country have been slow, or even downright resistant, to welcome Turo. Founded in 2010, Turo is now available in 5,500 cities in the United States, Canada and United Kingdom, with a "community" of 14 million users and hosts. Airports serve as popular rental portals, but aren't the only location where vehicle handoffs occur.

Officials at MSP say they knew Turo had been quietly operating at the airport since 2017 on an ad hoc basis, but without paying any concession or access fees like those forked over by traditional rental car companies.

By the spring of 2020, the commission asked MAC staff to investigate Turo's presence at MSP, and an audit commenced last August. MAC officials discovered an average of 32 Turo vehicles were available to rent at MSP each day, with 106 vehicle owners advertising their rental services from the airport. Prices ranged from \$30 to \$499 a day, with vehicles delivered onsite or through an in-person pickup.

While some airport operators like the MAC have reached agreements with Turo, others have rejected the idea. At Boston's Logan Airport and the Los Angeles International Airport, the short history of peer-to-peer rentals has included lawsuits filed by both Turo and airports and resulted in Turo bans.

Last fall, the MAC formalized the relationship with Turo by launching a one-year pilot program that leases five spots for vehicle pick-ups on Level 6 of the Red Ramp in Terminal 1.

Turo also has access to the east upper-level roadway at Terminal 1 — the same pick-up zone for Uber and Lyft — for in-person car handoffs. And Turo must pay 10% of gross receipts as a "privilege fee" and submit monthly statements documenting the receipts.

The agreement at MSP comes as the COVID-19 pandemic has upended the traditional rental car market. Rental car companies sold off thousands of cars in the wake of declining demand to stay in business. But as vaccinations took hold, and people began to travel again, the dearth of supply sent prices soaring.

AIRPORT NEWS

[Tampa Airport boosts green credentials with US\\$46m Central Utility Plant](#)

Passenger Terminal Today - Jan. 6, 2022

Tampa International Airport in Florida has completed the construction of its new 10,000ft² Central Utility Plant (CUP) as part of the second phase of its ongoing masterplan.

Developed at a cost of US\$46m over more than two years, the CUP is home to the heating and air conditioning for the Main Terminal and the Main Terminal SkyConnect station. The previous utility plant had been located in the airport's administration building which is set to be demolished to make way for the new Red Side vertical circulation building and express curbsides.

The utility plant is housed in a large, curved building just to the east of the FAA tower. As guests exit the red curbsides, they can look inside the building's large glass windows and see a maze of brightly colored pipes and mechanical equipment. The building is wrapped in metal cladding and the exterior will be lit at night with multicolored LED lighting to highlight the unique look.

The new utility plant is 30% more efficient than its predecessor, removing the equivalent of 620 vehicles from the road each year in carbon dioxide emissions. It also saves 25,000,000 gallons of water per year through the use of reclaimed water, increases overall capacity by about 33%, and features a new heat recovery chiller that reduces demand on the boilers and overall natural gas consumption.

[Top executive at Bradley International Airport says travel disruptions will continue as long as latest coronavirus surge persists](#)

Hartford Courant - Jan. 5, 2022

A top executive at Bradley International Airport said Tuesday flight cancellations and delays dogging air travelers nationwide through the holiday season and now, into the new year will most likely be tied to the course of the latest coronavirus surge.

Between Dec. 24 and Monday, airlines serving Bradley canceled 133 arrivals and departures at the state's largest airport, according to the CAA, about 9% of the flights scheduled for the period.

The recent surge in the pandemic is taking a toll on the airline staffing levels, which were already reduced after the air travel industry took a hit in 2020 at the start of the pandemic. This summer and fall also was marred by cancellations as travel soared and airlines struggled with staffing shortages.

Dillon said half of the flights canceled Monday at Bradley were due to winter weather, particularly crippling snowstorms in Washington D.C. and the mid-Atlantic region.

The Federal Aviation Administration warned last week that the number of air traffic controllers — those who guide aircraft during takeoffs and landings — also could be reduced if there are Covid infections.

Dillon said Bradley has taken steps such as mandatory masking and social distancing practices to ensure the roughly 130 employees of the airport stay healthy and are able to remain on the job. On Tuesday, just three were out ill, Dillon said.

Some airlines were hit harder than others simply because of where they tend to operate. Southwest and American had lower geographic exposure to the areas of the U.S. where weather was awful, and less of its staff is based in areas where COVID-19 cases are surging, Savanthi Syth, an analyst at investment research firm Raymond James, said.

[Sea-Tac Airport had Canceled More Flights than Any other Airport Wednesday and Thursday](#) ***Aviation Pros - Jan. 3, 2022***

Dec. 31— For the second day in a row on Thursday, Seattle-Tacoma International Airport earned a dubious distinction: Sea-Tac had more canceled flights than any other airport on the planet.

Thanks to another round of snow and continued pandemic-induced staffing problems, more of the same is likely Friday. By 7 p.m. on Thursday, airlines had already canceled 95 flights that had been slated for Friday.

Airport officials had forecast that Thursday would be the second busiest day of the holiday rush at Sea-Tac, when they expected 136,000 travelers to pass through. Instead, airlines canceled 301 arrivals and departures at Sea-Tac, more than a quarter of all of Thursday's scheduled flights and the highest number of any airport in the world, according to the website FlightAware.com.

Thursday's cancellations brought more frustration for many travelers who had already been hit by cancellations that were starting to surge even before Christmas.

COVID infections among flight attendants are rising across the country as the omicron variant spreads, said Sara Nelson, international president of the Association of Flight Attendants-CWA, in an emailed statement.

Although staffing issues have struck the industry as a whole, the problems have been exacerbated at airports beset by heavy winter weather.

At Sea-Tac, crews are working hard to keep runways clear and other operations running smoothly, Hudson said. The airport, which usually handles about 950 flights a day this time of year, has just 10 de-icing stations that waiting planes can use when not at a gate.

The airport has prepared terminals to handle stranded passengers. Restaurants and retailers stocked up for high demand, Hudson said, and some shifted to 24-hour operations.

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