

AGTA News from the Airport Curb - 7/21/22.



AGTA News from the Airport Curb



Please welcome AGTA's new Corporate Partner Member: [eCar Florida](#) dba SuperShuttle Express/ExecuCar, Tampa FL, Marty Haynes - Owner

In case you missed the AGTA's Zoom conference yesterday, click on the link below to access a recorded copy of: ***What changes are being made and what is needed in a post pandemic environment.***

Zoom Recording Information:

https://us02web.zoom.us/rec/share/qIYXwcpyY-MGYFgTJ5Os09_VrOO-Jn7RQjOf_jAGOVrDDWUJobxQkFwB2KKejQvL.xYtufpwKsR-WjPhr

Passcode: kl0@6L&!

SAVE THESE DATES! Mark your calendar for the **October 23 - 26 "AGTA Airport Ground Trans Rally in Raleigh"**, and watch your mail for further details soon.

Nominations for Airport AGTA Director Vacancy accepted until July 26 (*Check your June 28 emails*)

CAREER OPPORTUNITIES

- **Assistant Director, Operations - Business & Strategy, BNA**
[Click Here for more info. & to Apply](#)
- **Commercial Manager - Ground Transportation, ONT**
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GROUND TRANSPORTATION NEWS

[How to get to Phoenix Sky Harbor Airport if you don't want to drive and park](#)

AZcentral.com - July 21, 2022

Depending on your mode of transport, your flight schedule and where you are in the Valley, a taxi, Uber, Lyft, train or bus ride can be more economical than self-parking. And there's an unexpected option that's free. But it's not for everyone.

Sky Harbor contracts with three taxi companies: AAA/Yellow Cab, Mayflower Cab and VIP Taxi.

Rates for the three companies are the same regardless of number of passengers and number of bags: \$5 for the first mile and \$2.30 for each additional mile, with a minimum fare of \$15. Each hour of a traffic delay is \$23.

Taxis offer a \$17 flat rate to downtown Phoenix within the boundaries of Roosevelt Street to the north, Lincoln Street to the south, Seventh Avenue to the west and Seventh Street to the east.

Uber and Lyft can sometimes be a better value than a taxi, depending on where and when you're going.

But rideshare fares vary widely based on time of day and other conditions. A fare check on a Wednesday afternoon showed a range of \$20.72 to \$51.15 for a ride from Sky Harbor to downtown Phoenix at 3:30 p.m.

The range was \$19.68 to \$69.63 for rides from downtown Phoenix to Sky Harbor around that same time.

The airport's PHX Sky Train intersects with Valley Metro's light rail station at 44th and Washington streets in Phoenix. People who live along the light rail can use that as an alternative to driving or getting a ride to the airport.

Valley Metro also has two bus routes that serve Sky Harbor: [Route 13](#), which stops near the operations building west of Terminal 3; and [Route 44](#), which connects with the airport via the PHX Sky Train station.

Fares for the light rail and bus are \$2 for a single ride and \$4 for a day pass. You can buy them at the station.

If you're staying in a hotel close to Sky Harbor, it probably has an airport shuttle. Shuttles are typically complimentary and offer rides from the hotel to the airport.

Yes, you can ride your bike to Sky Harbor.

In fact, the PHX Sky Train station at 44th Street has racks and lockers where cyclists can store their bikes before boarding the Sky Train to the terminals.

[Lyft Rentals shuts down as the ride-sharing company lays off about 60 people](#)

The Verve - July 21, 2022

Lyft launched its rental car service in December 2019, more than a year after Uber shut down a similar program that provided rental cars and access to bike rides and public transportation. Lyft Rentals stood out for its low starting rate of \$35 a day and lack of mileage limit that also allowed renters as young as 22 years old. Now, *The Wall Street Journal* reports Lyft has decided to call it quits, and the

company confirmed to *The Verge* that it laid off about 60 employees in the rental car service as well as a smaller number of people in operations.

In an emailed statement, the company told *The Verge* it discontinued the business to instead focus on partnerships with rental car companies Sixt and Hertz. "This decision will ensure we continue to have national coverage and offer riders a more seamless booking experience," said spokesperson Jodi Seth.

[Smart Airport Market Forecast to 2028](#)

Yahoo Finance - July 20, 2022

The Smart Airport Market size is expected to grow from US\$ 26,073.62 million in 2022 to US\$ 66,763.46 million by 2028; it is expected to grow at a CAGR of 17.0% from 2022 to 2028. The emerging need for cost-effective and efficient systems across airports is one of the major trends in the smart airport market.

According to International Air Transport Administration, the airport operational costs can be as high as US\$ 9.95 per passenger aeronautical revenue, US\$ 7.08 per passenger non-aeronautical revenues, or US\$ 13.69 per passenger total cost. The systems deployed for performing airport operations are expensive and incur recurring costs to airports for servicing, upgrading, and maintenance.

The deployment of smart parking in smart airports is one of the major examples of cost-effective airport systems. These systems provide directions to passengers to find available parking spaces.

Mobile smart parking apps can also be integrated with e-ticketing for parking to provide a seamless passenger experience and improve operational efficiency and reliability of parking areas, resulting in greater revenue generation at a lower cost for airport administrations.

[How Toronto's accessible taxi service was blown up by Uber](#)

Toronto Star - July 20, 2022

In short: purchasing, customizing and keeping an accessible van on the road as a private-sector business is an expensive proposition — one which has always depended on the optimism and good will of the driver making the monthly payments.

Before Toronto legalized ride-sharing, the drivers who provided these accessible vans counted on picking up nonaccessible jobs throughout the day or night to increase revenues and subsidize onerous costs. Airport runs, closing time at bars and restaurants, let-outs of a sporting event or theatre, and business runs throughout the day dovetailed with accessible runs to generate enough money to keep the whole enterprise afloat.

Enter Uber and Toronto Mayor John Tory's motion at city council to provide a regulatory framework for a completely new and different form of transportation which would be allowed to scoop up the easiest, most lucrative work.

Poof! The airport runs, bar pickups and business runs in the downtown core disappeared almost overnight.

Passengers loved the half-price fares; ride-share drivers loved picking and choosing the most productive hours and runs. They are not compelled to provide any accessible services at all.

It's hard to imagine a more unequal system, which is bad enough for your average sedan-driving taxi driver. For an accessible driver, it's simply financially unsupportable. A graph illustrating massively higher costs with plummeting revenues is what business analysts call "The Jaws of Death." Maybe

Amazon or Google could stay afloat in this scenario for a while, but the average independent accessible driver making monthly vehicle, insurance and fuel payments simply cannot.

The fig leaf of an “Accessible Fund,” which was pulled out of a hat in 2020, is a pathetic gesture, funded by the very taxi drivers least able to afford it.

Now, in 2022, the last accessible vans purchased before Toronto shredded its social contract with taxi drivers are aging out, and many owners have no plan to reinvest. Already, riders are experiencing difficulties booking rides, and on July 15, Canadian Taxi Association president Marc Andre Way [issued an apology statement](#) on the service gaps.

Toronto city council is currently considering a motion to allow the existing vans to stay on the road until 2025. This is at best a Band-Aid solution in a situation that requires intelligent assessment, co-operative conversation with industry and good-will negotiation with the very group Denzil Minnan-Wong admits council “crushed” in 2016.

[Winners Selected for the 2021-2022 TRB Airport Cooperative Research Program University Design Competition for Addressing Airport Needs](#)
NationalAcademies.org - July 20, 2022

The Transportation Research Board’s Airport Cooperative Research Program (ACRP) has selected winners for its annual **University Design Competition for Addressing Airport Needs**. Now in its 16th year, the prestigious competition encourages students to design innovative and practical solutions to challenges at airports. Four first-place winners were chosen across the four technical challenge areas: Airport Environmental Interactions; Airport Operation and Maintenance; Runway Safety/Runway Incursions/ Runway Excursions Including Aprons, Ramps, and Taxiways; and Airport Management and Planning.

Airport Environmental Interactions Challenge:

A team of undergraduate and graduate students from the College of Aeronautics at Florida Institute of Technology won first place for its proposal titled *Implementing Alternative, Renewable Energy Sources for Ground-based Airport Operations*. The students proposed a system for converting low-cost degradable waste into usable fuel. The team concentrated on developing an alternate energy source for ground operations that can be implemented in most climatic and geographical conditions. Faculty adviser: Deborah Carstens.

Airport Operation and Maintenance Challenge:

A team of graduate students from the University of South Florida’s Civil and Environmental Engineering Department won first place for its proposal titled *Design the Allocation of External Alternative Aircraft Taxiing System at Airports*. The team submitted a design proposal that modeled and simulated the use of external tugs to replace engine-powered taxiing. The proposal offers the potential for cost savings as well as a reduction of jet fuel consumption and associated emissions. Faculty advisers: Yu Zhang and Joseph Post.

Runway Safety/Runway Incursions/ Runway Excursions Including Aprons, Ramps, and Taxiways:

A team of graduate students from Purdue University’s School of Aviation and Transportation Technology captured first place for its proposal titled *Simple, Affordable, Flexible, and Expandable Runway Status Lights*. The team submitted a design proposal that uses aircraft position information from Automatic Dependent Surveillance-Broadcast transmissions to activate runway status lights. Faculty adviser: John Mott.

Airport Management and Planning Challenge:

A graduate team from the School of Aviation and Transportation Technology at Purdue University won first place for its proposal titled *Airport Unmanned Self-Driving Wheelchair*. The design proposal offers an innovative idea to provide an inclusive environment, especially for lesser-accommodated and disadvantaged groups. Faculty adviser: Mary Johnson.

[**Rhode Island officials break ground Airport Connector project in Warwick**](#)
Transportation Today - July 20, 2022

Rhode Island Gov. Dan McKee joined U.S. Sens. Jack Reed and Sheldon Whitehouse, U.S. Rep Jim Langevin (D-RI) and other officials to break ground on the Airport Connector project in Warwick Monday.

Officials said the project would improve paving and safety while installing landscaping of more than 400 trees and plants in the median and shoulder of the airport. The landscaping is designed, officials said, to blend seamlessly with the existing plantings around the Rhode Island T.F. Green International Airport to add to the facility's visual appeal.

"For thousands of visitors to Rhode Island, the Airport Connector is Rhode Island's welcome mat," McKee said. "These improvements will make vital safety improvements while providing a great first impression of our great state."

The project is one of the major paving projects scheduled for this year, officials said, replacing paving on four miles of road, as well as installing new guide signs along the Airport Connector and I-95. The \$12.9 million Airport Connector and Post Road resurfacing project is part of the Rhode Island Department of Transportation's \$92 million paving project plan. RIDOT will spend \$492 million over the next five years on paving.

[**A 'Zero-Emission Flying Taxi' Will Take Flight From Bristol Airport In 2024!**](#)
TechTimes.com - July 19, 2022

To create the first electric flight ecosystem, two test flights of a zero-emission "flying taxi" between Bristol Airport and a South West airfield are scheduled for 2024, according to BusinessLive.

Besides the two actual flights between Bristol Airport and the other South West location, a third demonstration flight will also be conducted between London Heathrow airport and a new "vertiport" innovation center, which is set for construction by airspace infrastructure company Skyports.

The third flight will be a digital simulation between Bristol Airport and London City Airport to demonstrate the aircraft's potential for linking urban centers.

According to BusinessLive, the demos will focus on important facets of the passenger experience, vehicle management, airspace navigation, ground charging, security support, and local stakeholder involvement.

Vertical Aerospace has previously stated that the flying taxi will be able to carry four people more than 100 miles at a maximum speed of more than 200 mph while emitting little to no noise and pollutants during its flight.

The test flights are scheduled to take place in the spring of 2024, in time for the VX4 to receive its type certificate and begin operations by 2025.

Through a program called the "Future Flight challenge," the most recent funding for the project has been obtained. As part of the UK's commitment to cut carbon emissions net zero, it is provided by the government-backed organization UK Research and Innovation (UKRI), which aims to assist in developing more environmentally friendly flying methods such as all-electric aircraft and drone deliveries.

[**ABM "Revving Up" for the 2022 IPMI Parking & Mobility Conference & Expo**](#)
Yahoo Finance - July 19, 2022

ABM (NYSE: ABM), a leading provider of integrated facility services, announced today it will participate in the 2022 IPMI Parking & Mobility Conference & Expo in New Orleans, La., July 24–27, 2022 in Booth #119.

As one of the nation's largest providers of parking, electric vehicle (EV) charger, and transportation services, ABM is set to launch the next generation of innovative, tech-enabled parking and EV solutions. With a "driver first" experience, ABM will demonstrate its latest offerings for parking operators to achieve greater efficiencies, profitability, and new revenue streams.

During IPMI, ABM will showcase the industry-leading transformation unifying the landside parking ecosystem at Los Angeles World Airports (LAWA), whose Los Angeles International Airport (LAX) also recently ranked as the fifth-busiest airport in the world¹. In Booth #119, ABM will demonstrate offerings for EV charging, frictionless payments, and more.

On Sunday, July 24, at 2:00 p.m. in room 238-239 of the New Orleans Ernest N. Morial Convention Center, ABM will lead an educational session within the Technology & Innovation track titled, "Creating a New Ecosystem: Airport Parking Focused on Net Revenue."

In October 2021, Los Angeles International Airport (LAX) opened one of the most advanced economy parking facilities in the country. The new \$294.1 million facility (funded by LAWA) is a four-level, 1.7-million-square-foot structure with approximately 4,300 parking stalls and direct transportation to the terminals, as well as more than 1,200 EV charging stations. The heart of the new facility is its innovative smart parking integration platform that allows all systems to share data in real-time, which provides operations with a complete picture of the parking facility and customers with a more seamless parking experience.

More specifically, the session will cover LAWA's commitment to revolutionizing its parking environment as clearly defined in their vision statement: LAWA's Smart Parking solution will monitor in real-time and monetize any chargeable parking space with the goal of increasing revenue and improving the customer experience. The process began with the development of an industry-unique request for proposal (RFP) that promoted creativity while maintaining accountability.

[SKT Aims to Become First to Debut Air Taxi by 2025](#)

AviationPros- *July 19, 2022*

SK Telecom, the nation's leading telecom carrier, said Friday it aims to debut air taxi service by 2025, calling UAM or urban air mobility a "game changer" for future mobility innovations.

SK Telecom is leading one of the three consortiums that recently submitted their bids to join the K-UAM Grand Challenge, a government-led program to select a UAM business operator. Hyundai Motor Group and Kakao Mobility also compete to win the deal by creating separate consortiums, respectively. Unlike its rivals that have teamed up with air carriers, SK Telecom has no aviation partner.

SK Telecom stressed its competitive advantage as a total solution provider, saying communications in the air will be crucial for the success of air vehicles.

According to the company, its "Mobility as a Service" platform creates a business-to-customer service based on a system that connects UAM operation with real-time traffic information on roads by using data on its mobility platform affiliate Tmap Mobility. This will allow passengers to make reservations in advance or freely transfer from air taxi to bus, subway or taxi.

SK Telecom that is also investing heavily in artificial intelligence and machine learning more recently said its accumulated technological prowess and business knowhow will be greatly helpful to upgrading its UAM services like autonomous flying.

Applying its knowhow on operation of data plans and phone far system, SK Telecom, the nation's No. 1 telecom carrier in terms of subscribers, said it is also planning to come up with ride plans for commuters based on the current fares for taxis and buses from the city center to airport.

[New ground shuttle service, Roaring Fork Express, to debut this month](#)

PostIndependent.com - July 19, 2022

A ground transportation service called Roaring Fork Express announced Monday it will enter the local market this month with service on a scaled basis, with plans to expand its offerings this winter.

Roaring Fork Express, owned by Montrose-based CO West Transportation, will begin limited on-demand commercial operations July 22, offering daily shuttles to Denver International Airport and Eagle County Airport, along with wedding and event transportation.

The new service comes after Epic Mountain Express, formerly known as Colorado Mountain Express, stopped serving the Roaring Fork Valley in October. The CME shuttle service currently covers Eagle and Summit counties.

[Random drug tests for Phuket airport taxi drivers](#)

ThePhuketNews.com - July 19, 2022

Officials at Phuket International Airport have launched a campaign to conduct random drug testing on taxi drivers at the key tourism facility in the hope of having the airport declared a "White Airport" and boost confidence among tourists that they are getting a "clean" driver.

Under the campaign, AoT Phuket staff will conduct random urine tests on drivers at the airport. Drivers who test negative will receive a star sticker marked "White Airport". The sticker will also specify the license plate of the vehicle and the driver's name to deter drivers who had not tested negative from trying to cheat the system, Mr. Monchi said.

[7 Easy Ways to Get From the Airport to the Miami Cruise Port](#)

Cruzely.com - July 18, 2022

Luckily, there are a number of easy ways to get to the Port of Miami whether coming from the Miami International Airport, the Fort Lauderdale-Hollywood Airport, or other points in the area.

Expect the trip to take about **10-15 minutes** to get from the Miami airport to the cruise port. Trips take **35-60 minutes** from Fort Lauderdale to the Miami Cruise port, depending on traffic.

Below, we've covered the main options to get to the cruise port, along with estimated prices. Keep in mind that prices can change.

Miami Cruise Transportation	MIA -> Miami Port	FLL -> M
Rideshare (Uber/Lyft)	~\$20	~\$
Hotels with Cruise Shuttles	Free; up to \$15 pp	N
Taxi	\$27 (Flat Rate)	\$
Cruise Line Shuttle	~\$21 pp	~\$3
Independent Shuttle	~\$10 pp	~\$2
Private Car	Varies	Va
Public Transportation	\$2.25 pp	\$6-7

For most people, we recommend using Uber or Lyft as they are among the cheapest and most convenient options. If planning to stay in a hotel, then we recommend a Miami hotel with a cruise port shuttle.

If you are going from the Miami airport to the cruise terminal, taxis charge a \$27 flat-rate fee. That's based on the ride, not per person. So if you are traveling with a family of four, that's about \$7 per person (or \$14 round-trip) — a decent deal. As well, unlike shuttles, taxis leave whenever you're ready. There is no waiting for other passengers.

[Want to take an air taxi home from Pittsburgh International Airport?](#)

Next Pittsburgh- July 18, 2022

Think of eVTOLs as air taxis that take off and land vertically, like helicopters, but fly faster, like small airplanes. They're also going to be electrically powered, instead of reliant on (expensive and polluting) jet fuel.

Pittsburgh International Airport wants to be ready to accommodate these unusual vehicles as part of the ongoing \$1.4 billion Terminal Modernization Program.

"It will happen in the near future," says Paul Hoback, chief development officer at the Allegheny County Airport Authority. "You have to consider the design and location of vertiports. We'd like to have a plan and be prepared when these eVTOLs come to market."

Sites under consideration for a vertiport include the roof of the airport's short-term parking lot and the ends of concourses B or C in the airside terminal, Hoback says. Existing helipads can be used as landing sites, and the technology could include the potential for building new ones.

Currently, Florida is the furthest along in adopting this air taxi technology. The country's first high-speed, electric air mobility hub is planned for Lake Nona, a suburb of Orlando. [Lilium](#), a German aviation company, plans a network of at least 10 zero-carbon vertiports.

[Government gives £9million grant to test flying electric taxis at Heathrow and London City airports](#)

My London - July 18, 2022

Rideshare drivers are rejoicing with sweet relief, now that they have portable toilets at the Bradley International Airport cell phone waiting lot.

They've been placed in the lot after drivers complained about not having bathrooms and airport officials say there were "unfortunate sanitary circumstances," adding a burden on their staff.

While drivers tell NBC Connecticut Lyft does allow a five-minute grace period, it's usually not enough time to find a place to use the loo, park and get back to their other business.

Since the drivers' rallying caravan to the State Capital last week, the airport has made a concession, putting portable toilets in the lot.

"The reality is, for the most part, the drivers should not be in that cell phone lot for long periods of time," said Kevin Dillon, executive director of the Connecticut Airport Authority.

Adding to drivers' frustrations, passengers have to pay a \$2.25 fee to Bradley through their Uber and Lyft charge if they're dropped off or picked up at the airport. CAA tells us it goes to maintaining it.

"Because that infrastructure is what's generating the passengers that Uber and Lyft benefit from, so it's simply their fair share to balance the cost of the airport," Dillon explained.

Those fees are more the reason drivers say they deserve bathrooms.

"We doing rides 24/7. If it wasn't for us, these people would be stranded in the airport. They need us," Adam said.

Dillon said CAA is currently evaluating whether rideshare drivers will use the airport's new ground transportation center for their staging and facilities.

[Indianapolis airport parking garage to expand by 1,500 spots in \\$76M project](#) **Indy Star - July 18, 2022**

A \$76 million plan to expand the parking garage at the Indianapolis International Airport, put on hold at the onset of the pandemic, is now moving forward.

The five-story expansion is expected to begin construction this fall and open in early 2024, giving the airport an extra 500 public parking spots and 1,000 rental car spaces.

Traffic through the airport had seen growth in the span of a decade prior to the pandemic. In 2009, 3.7 million people boarded planes at the airport; in 2019, 4.7 million, according to airline activity reports.

After dipping to 2 million enplanements in 2020, traffic has started to rebound in 2021, climbing to 3.6 million enplanements.

The expansion will tack on five floors of parking on the north side — matching the height of the existing garage — along with a planned \$14 million solar-paneled roof. The airport plans to take out municipal bonds to pay for the project, then pay off the bonds with customer facility charges on rental cars, Klaas said. These are the small fees at the end of a rental car receipt that go toward the infrastructure that houses the rentals.

The expanded garage will also have more electric vehicle charging ports. The airport's board of directors recently approved a \$1.3 million contract to build more, with a goal of 2% of spaces having charging capability, Klaas said. By the time the project is complete, that would amount to 172 spaces.

Just as the garage and terminal came about through a master planning process, the airport is creating a new 20-year master plan that could very well call into question the need for this amount of parking, Klaas said. Perhaps one day, as autonomous vehicles become commonplace, the parking garage may have to be adapted for a different use.

[Uber agrees to pay disabled riders to settle federal lawsuit.](#)

New York Times - *July 18, 2022*

Uber agreed on Monday to settle a Justice Department lawsuit

that accused it of violating the Americans With Disabilities Act by charging wait fees to disabled riders who required extra time to get in their cars.

The Justice Department, which filed the suit last year, said Uber had started charging wait time fees in 2016 to passengers who took longer than two minutes to get in their car after it arrived to pick them up. Those fees, the lawsuit said, were also charged to riders whose disabilities required extra time to get in the car, such as blind passengers or those with walkers or wheelchairs.

Under the terms of the settlement, Uber agreed to waive wait time fees for riders who certify that they have a disability, and to refund disabled passengers who are charged for taking too long to enter their cars.

According to the settlement, Uber said it would also pay millions to compensate riders: \$1.7 million split among more than 1,000 disabled riders who complained about the wait-time fees and \$500,000 to "other harmed individuals" identified by the Justice Department. And the 65,000 riders who signed up for the waiver program will be compensated twice the amount of the wait time fees that they were charged.

The company said it had already initiated the waiver program being codified by the settlement.

"It has long been our policy to refund wait time fees for riders with a disability when they alerted us that they were charged, and prior to this matter being filed we made changes so that any rider who shares that they have a disability would have wait time fees waived automatically," Noah Edwardsen, an Uber spokesman, said in a statement.

[Longtime Pittsburgh International Airport parking operator loses out to national firm](#)

Pittsburgh Post-Gazette - *July 16, 2022*

The Allegheny County Airport Authority has dumped its longtime local contractor in favor of LAZ Parking, a national operator that will begin managing the Pittsburgh International lots and parking garage Oct. 1.

Authority board members awarded a three-year contract to the Hartford, Connecticut-based parking firm on Friday. Financial terms are still being negotiated, according to the authority.

The decision ends a decades-long relationship with Grant Oliver that dates back to the opening of the Greater Pittsburgh International Airport in 1952.

[Stansted named second most expensive airport for parking in the world](#)

The Points Guy - *July 14, 2022*

In addition to pints of lager and cab rides, it now appears that London is home to some of the costliest airport parking too with Stansted Airport (STN) and London Gatwick (LGW) among the world's priciest hubs.

According to data compiled by [Zutobi](#), Stansted is the second most expensive airport to leave your car at in the world, costing a minimum of £210 for a week's stay.

Only Qatar's glitzy Hamad International Airport (DOH), where you'd face a bill of £222.03 — roughly half of what you might pay off peak for a Qatar Airways economy seat from London to the gulf peninsula — was found to be pricier than Stansted.

Neighbouring Abu Dhabi International airport finished third on the list, with a week's parking space setting drivers back at least £182.15.

Barcelona El Prat — which is precisely what someone who pays £168.96 for a week's parking should be called — finished fourth on the list. Hot on its heels was Berlin Tegel (TXL), at £168.45, Boston Logan (BOS), at £161.68, and Zurich (ZRH), at £160, finishing in 5th, 6th and 7th place respectively.

Further down — sandwiched between 8th place Paris Orly (ORL), at £148.13, and 10th place Singapore Changi (SIN), at £141.91 — was London Gatwick, where you'd have to part with a cool £145 for the pleasure of leaving a car while jetting off for a week-long break.

A few other eyebrow raisers on the top 10 cheapest list (below) include Rome's Leonardo da Vinci-Fiumicino, at £26.24, and Los Angeles International (LAX), which, somehow, is £135.44 cheaper than seven days of parking at Boston Logan.

AIRPORT NEWS

[Raleigh-Durham International: North Carolina's Second-Busiest Airport](#)

Simple Flying - July 20, 2022

Come to the "AGTA Rally in Raleigh" October 23 - 26 to see for yourself!

Raleigh-Durham International Airport (RDU) is not only a significant point of air service in North Carolina but equally vital for The United States' Mid-Atlantic region. RDU offers a convenient location in Wake County, North Carolina. Specifically, it is 11 miles northwest of Raleigh, 10.5 miles southeast of Durham, and 17 miles east-southeast of Chapel Hill.

In addition to a substantial amount of passenger traffic, Raleigh-Durham International Airport houses some very active cargo facilities, including the North Cargo area, which houses FedEx and UPS carrier facilities, and South Cargo for freight shipped via commercial airlines. These two facilities process more than 136 tons of cargo each day,

From a passenger standpoint, several airlines operate in RDU, including Allegiant, American Airlines, Air Canada, Frontier, JetBlue, Southwest, United, and even Icelandair.

Today's numbers are impressive, with more than 1,088,000 passengers flying through RDU in June 2022. This represented a 41% increase over May 2021 and was the highest passenger count since the pandemic's start for the second month in a row. The average number of daily departures of 186 flights taking off is a 27% increase over May 2021. RDU's recovery is now at 83% of 2019 traffic levels. This rapid expansion and recovery have promoted the airport authority to embark on an ambitious expansion plan, including a \$1.4 million road asphalt replacement and new pavement markings project. However, RDU's most significant capital project involves replacing 5L/23R with a new runway.

This work is part of Vision 2040, the Raleigh-Durham Airport Authority's 25-year master plan for growth, focusing on four primary areas: the airfield, terminals, ground transportation, and general aviation. This course of action ensures short, medium, and long-term development needs to meet the region's future demand for aviation.

Airport Intermodal - The new Silver Ramp and the Minneapolis-St. Paul International Airport opens a 21st century gateway for transit connection
Archpaper.com - July 19, 2022

In Midwestern cities, airports are car intensive. They are increasingly ringed by parking structures—and not attractive ones. Thankfully, this can change. The new Silver Ramp at the Minneapolis

-St. Paul International Airport (MSP) showcases the possibilities for a more multi-modal future that is not yet here.

When you enter MSP on the long entry drive, the Silver Ramp looms into foreground view. It's an enormous, metallic, cube-like structure that glimmers with the changing daylight—a new kind of airport architecture that seems much lighter than it really is.

Despite its name, the Silver Ramp is more than a parking ramp. It serves as an intermodal hub and connection point for shuttle buses bringing passengers from the towns and small cities in MSP's service area, passengers on the Blue Line light rail corridor connecting to the downtowns in Minneapolis and St. Paul, city buses, and even bicycles.

The Silver Ramp demonstrates Koski's creative use of new materials and attention to detail, light, and color at a massive scale. Eleven stories high, the structure has 2.1 million square feet of structured parking for 5,000 vehicles, including levels 2–5 designated for car rental companies.

The structural composition of the baguettes is another innovation. Airport communications are critical, so with FAA requirements of radar clarity and safety restrictions in mind, the design team worked with the local company M.G. McGrath to remove the baguettes' standard aluminum structural core and replace it with a rigid fiberglass so that there would be no interference with MSP flight control. McGrath also suggested unitizing large groups of baguettes—40 to a panel—to speed up installation. The only metal included in the assembly are the structural aluminum shelf angles where the tops and bottoms of the panels are secured, in an effort to avoid radar deflection.

The Silver Ramp's soaring lobby is arguably one of the most beautiful public indoor spaces built in Minneapolis-St. Paul in the last thirty years—a remarkable achievement for a building that is essentially a massive parking structure. The coordination of colors, materials and patterns works to heighten the lobby's spatial compression and release.

What initially drove the creation of the Silver Ramp was the need for more public parking. Still, the airport also made the smart decision to invest in the Silver Ramp's public spaces and areas for public transit. The current volume of shuttle and bus traffic is likely to grow, and the Silver Ramp will serve these needs well for decades.

The million-dollar question is: Will the Silver Ramp become a true transit hub? Or will it remain just a parking garage with a nice screened facade? Is the vision of bringing multimodal transit to MSP possibly an act of greenwashing, which shallowly legitimates a structure that cost hundreds of millions of dollars, only to be occupied by gas-burning cars in a time of climate crisis?

Time will tell. There are improved waiting areas for shuttles and buses, ample bicycle parking (which goes largely unused today), and, most importantly, a direct connection to the LRT Blue Line, the most heavily used public transit corridor in the region. Improved wayfinding, increased ridership, and commercial activation could transform the Silver Ramp into a prime destination at the airport.

[Mandatory random COVID-19 testing returning for Toronto Pearson airport travellers](#)

CTVNews.ca - July 14, 2022

Starting next week, fully-vaccinated travellers entering Canada through Toronto Pearson International Airport will once again be subjected to mandatory random COVID-19 testing.

The policy, which was temporarily suspended last month amid long lines and delays at airports, will resume on July 19 for travellers arriving by air at Canada's four major Canadian airports in Vancouver, Calgary, Montreal and Toronto.

The testing, however, will be conducted off-site as to not disrupt service at the airports. Individuals can get the tests either in-person at testing locations and pharmacies or use a self-swab test at home during a virtual appointment.

Travellers who are picked for random testing at Toronto Pearson will receive an email notification within 15 minutes of completing their customs declaration. Information on how to arrange a test will be provided at that time.

Partially vaccinated and unvaccinated individuals will continue to be required to get a test upon arrival into the country and on day eight of their mandatory 14-day quarantine. All travellers must provide their information on the ArriveCAN app or website 72 hours prior to their arrival in the country.

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