

AAAE DELIVERS FOR AIRPORT PROFESSIONALS

AAAE ACT Smart Landside Task Force

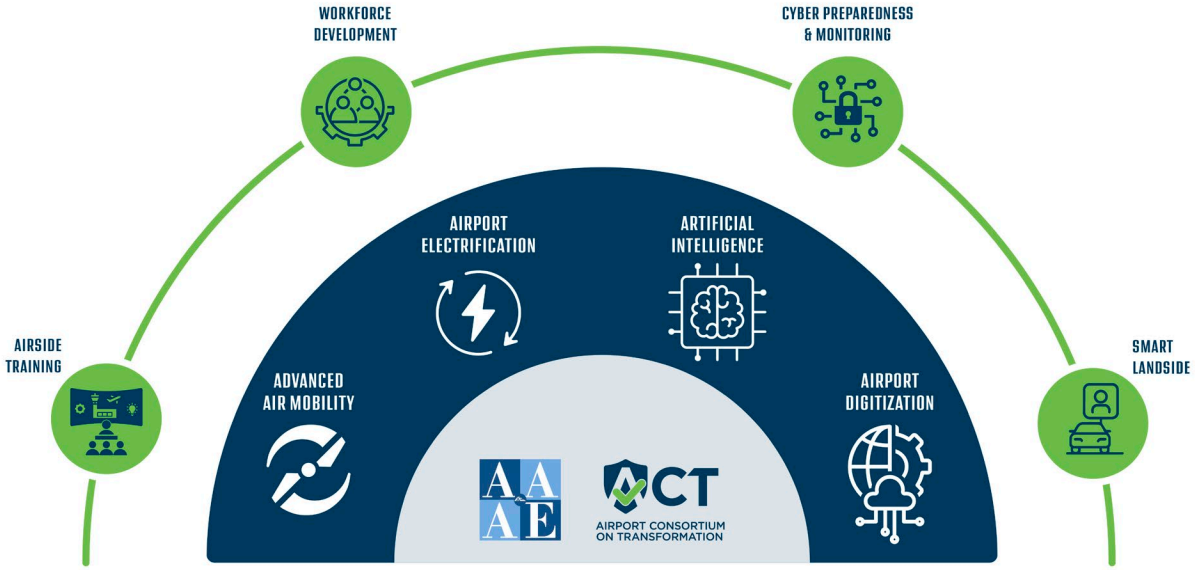
Progress, Priorities & Path Forward

Automotus

Background & Purpose

Why Are We Here?

- Through the AAAE Airport Consortium on Transformation (ACT), the Smart Landside Task Force is bringing airports and industry partners together to address shared landside challenges, exchange real-world experiences, and develop a practical, industry-driven resource that airports of all sizes can use.
- **Our success depends on airport participation.** We need the perspectives of those managing these challenges firsthand to identify what works, where gaps remain, and how we can translate those lessons into actionable guidance for the broader airport community.
- We are not asking airports to join another industry committee. We are asking airports to help create an industry resource that does not exist today.



Progress Timeline: Spring 2026

Member Survey and Priority Identification

- Given how broad the term Smart Landside is, one of our first priorities was to narrow the scope and determine where we should focus our efforts. ACT surveyed participating airports to identify the most pressing landside challenges.

- Two topics emerged as leading priorities:

  1) Congestion Management
  2) Ground Transportation Centers



SMART LANDSIDE
5/14/26

AAAE SMART LANDSIDE PLAYBOOK CANDIDATES

AIRPORTS RESPONDING: CLT; FAT; PDX; PHX; PSP; RNO; SEA

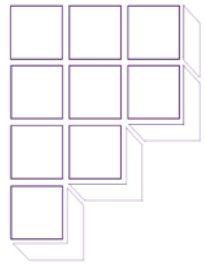
TOPIC	SCORE (OUT OF 12)	AIRPORT LEAD(S)	INDUSTRY SMES
1. CONGESTION MANAGEMENT – CURBSIDE, LOADING ZONES, GARAGE ENTRY/EXIT, WAYMO AV OPERATIONS AND SHARED RIDE SERVICES	10		
2. GROUND TRANSPORTATION CENTERS - CRITERIA FOR DETERMINING APPLICABILITY AND BEST PRACTICES FOR FACILITY DESIGN	10		
3. RESERVATIONS – LOTS, GARAGES AND CURBS (*"SMART LANDSIDE 4.0"* – ANYTIME, ANYWHERE ACCESS)	9		
4. BEST PRACTICES FOR WAYFINDING AND GROUND TRANSPORTATION	9		
5. CYBERSECURITY – BEST PRACTICES FOR LANDSIDE OPERATIONS, PARKING AND SMART MOBILITY SYSTEMS	8		
6. FLOW MANAGEMENT – LANDSIDE TRACKING OF VEHICLES AND PASSENGERS (SENSORS, LIDAR, AI-ENHANCED VIDEO, KEY PERFORMANCE METRICS)	7		
7. DYNAMIC PRICING – ABILITY TO ADJUST RATES ON DEMAND	7		
8. NEW TRANSIT MODES – MOBILITY WITHIN THE AIRPORT CAMPUS AND TO/FROM THE AIRPORT (INTERMODAL CONNECTIONS)	7		
9. PROCUREMENT AND P3 OPTIONS – STRATEGIES FOR FUNDING SMART LANDSIDE INNOVATIONS	7		

Progress Timeline: June 22, 2026

Inaugural Task Force Meeting

- Officially convened the Task Force under the co-leadership of Pueblo Technology Group (John Payne) and Automotus (Andrew Kirk).
- Congestion management and mitigation emerged as the preferred initial focus area.
- Identified the importance of gathering airport-specific perspectives before finalizing the direction of the playbook.

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Progress Timeline: Summer 2026

Airport Outreach and Problem Statement Development

Why did airports prioritize congestion management over other landside challenges?

- With congestion management emerging as a top priority, Task Force leadership began engaging airports individually to better understand the challenges they face and how congestion impacts their day-to-day operations.

- Progress toward a full Task Force reconvening was slower than initially anticipated.

Progress Timeline: September 2026

Leadership Transition

- John Payne, Principal at Pueblo Technology Group, has transitioned away from his role as Task Force Co-Chair.
- Automotus remains actively engaged, with Andrew Kirk, Vice President of Growth, taking the lead in guiding the playbook's development.
- Waymo is expected to engage with the Task Force later in Q4 2026.

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WAYMO

Progress Timeline: October 2026

Problem Statement and Renewed Coordination

- Developed a working problem statement focused on peak-period curbside and roadway congestion, while identifying outstanding questions requiring broader airport input to finalize the scope.
- Worked with AAAE Membership to identify additional landside operations contacts across ACT's airport membership, allowing us to broaden participation beyond the original Task Force roster.
- Reconvening the Task Force to review progress and discuss the working problem statement.



JOHN PAYNE
10/1/26

SMART LANDSIDE PROBLEM STATEMENT

Congestion Mitigation

Playbook Problem Statement

Draft for review | Version 0.1 | October 2026

Purpose of This Document

This draft combines input from participating airports into a single shared problem statement. Each airport is asked to review the statement, propose revisions, and confirm agreement so the group can align on a common, scoped problem before discussing solutions. This will be the *'basis of design'* for the Playbook that addresses how to mitigate airport landside cong

Problem Statement

Participating Smart Landside airports experience recurring, predictable landside congestion during daily peak periods that exceeds the capacity their roadways, curbs, and ground transportation facilities were designed to handle. Conditions intensify during holidays, peak travel seasons, and major regional events such as music festivals. Public lanes back up a quarter to a half mile onto approach roads, departure curbs become saturated while other curb segments remain underused, and designated pickup areas for transportation network companies (TNCs) and other commercial operators cannot absorb peak demand, leaving passengers waiting as long as 45 minutes for pickup. When parking fills, airports must activate overflow lots and shuttles, adding further vehicle volume. Many airports cannot build their way out of the problem: landside footprints are fixed, roads cannot be widened, and original designs did not anticipate today's volumes or vehicle mix.

The group's purpose is to build a common understanding of peak-period curbside and roadway behavior, identify practical and policy-compliant practices that member airports can adopt, and learn from one another's experience.

Airport Participation (11 Airports)

CLT
CHARLOTTE DOUGLAS®
INTERNATIONAL AIRPORT

FRESNO YOSEMITE
International Airport

JAA
Jacksonville
Aviation
Authority

LAWA
LOS ANGELES WORLD AIRPORTS

METROPOLITAN
WASHINGTON
AIRPORTS AUTHORITY

ONTARIO
INTERNATIONAL AIRPORT
So Cal. So Easy.

palm springs
INTERNATIONAL AIRPORT

PHX
PHOENIX SKY HARBOR
INTERNATIONAL AIRPORT

PDX
Portland International Airport

RENO TAHOE
Reno-Tahoe
Airport Authority

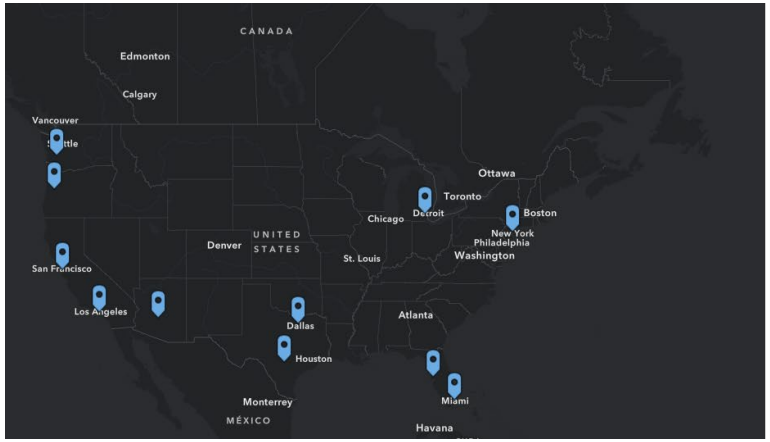
SEA
Seattle-Tacoma
International
Airport

Path Forward: ACT's Smart Landside Playbook

ACT Work Product Example

- In September, ACT released Phase 1 of its Advanced Air Mobility Guidebook for Airport Master Plans. While focused on a different area of airport operations, the Guidebook serves as a visual example of what we ultimately hope to achieve through the Smart Landside Congestion Management initiative: a practical resource that captures industry best practices and provides actionable guidance for airports.





Chehalis-Centralia Airport (CLS) · Eugene Airport (EUG) · San Francisco International Airport… · Los Angeles International Airport…

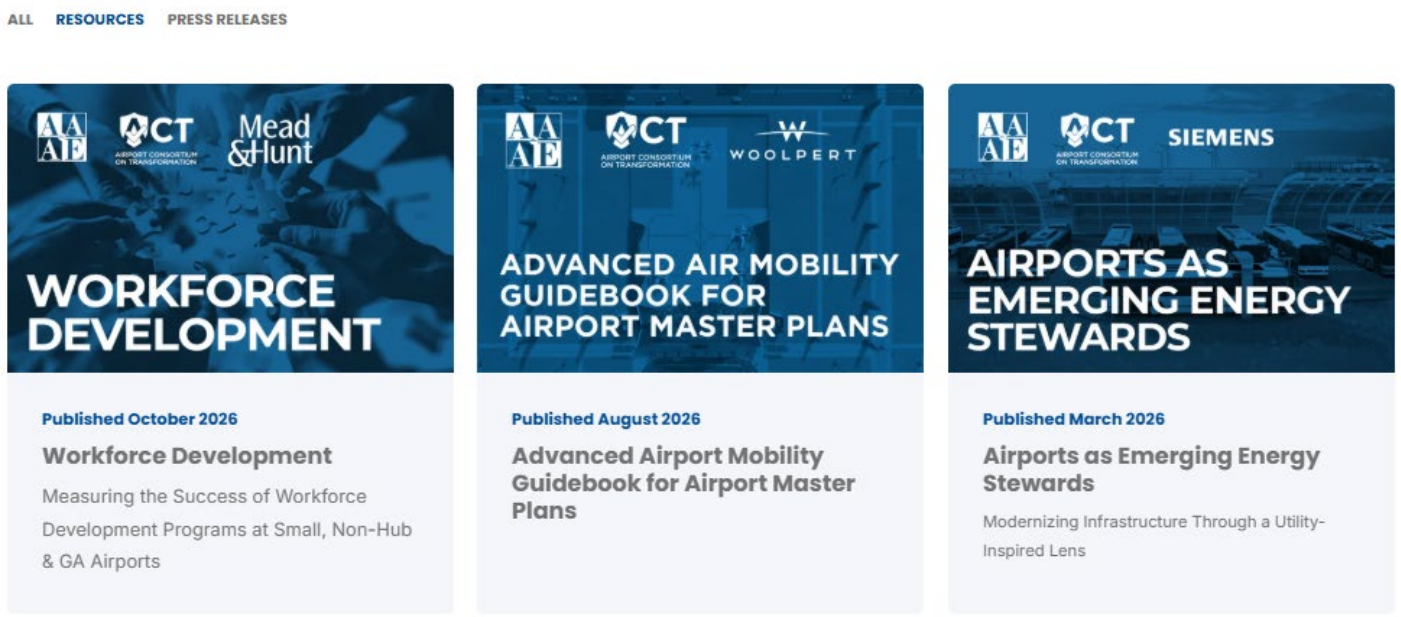
City of Phoenix (PHX, DVT, and GYR) · Port San Antonio (SKF) · Dallas-Fort Worth International Airport… · Tampa International Airport (TPA)

Miami International Airport (MIA) · Wayne County Airport Authority (DTW, YIP) · Port Authority of New York & New Jersey…

Path Forward Continued

Revised Target: Q2 2027

- We're proposing to target completion in Q2 2027, ideally in time for the AAAE Annual Conference. This would provide an opportunity to brief ACT's CEO Steering Group, representing the Consortium's 62 member airports, on the Task Force's findings.
- Publish the completed resource for the broader AAAE membership.



Airport participation remains essential to developing the resource, particularly in identifying relevant case studies, existing operational practices, and potential technology demonstrations that can inform its content and recommendations.

Questions for Task Force Discussion

Curb Access Fees: Should fee policies and the prioritization of customer groups be included in the initial scope, or deferred to a future workstream?

Autonomous Vehicles: Should autonomous vehicle operations and their potential impacts on congestion be incorporated into the core problem statement, or tracked as a separate emerging issue?

Cut-Through and Over-Height Traffic: Are these shared challenges across airports, or primarily site-specific concerns?

Camera and Sensor Data: How should the Task Force address privacy, public trust, and the use of technologies such as license plate recognition?

Data and Metrics: What common measures, such as queue length, curb dwell time, or passenger pickup wait times, would help airports quantify the challenges and evaluate potential solutions?