

Technology Smooths Airport Passenger And Cargo Traffic

(NAPS)—U.S. airports are busier than ever, processing about 2 million passengers a day on 23,000 domestic and international flights. In addition, planes haul more than 20 billion-ton miles of freight and mail every year.

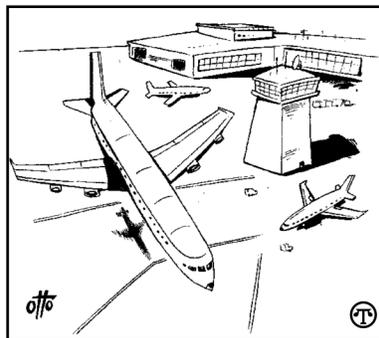
With no letup in sight, airports are turning to intelligent transportation systems to make the flow of people and goods at airports more efficient and secure, according to the Intelligent Transportation Society of America (ITS America).

“Airports need intelligent transportation systems to remain a significant economic force in the regions they serve,” says Thomas Walker, commissioner of Chicago’s Department of Aviation at O’Hare International Airport, and a member of the ITS America Board of Directors.

For example, in the Midwest, O’Hare is using smart card technologies to develop a secured, Internet-based cargo manifest. The system will automate transfer of comprehensive cargo data from one mode of transportation to another and across jurisdictions. It will speed the movement of freight into what has become a just-in-time economy. This program builds on an earlier effort that uses a fingerprint smart card system to speed up the transfer of cargo from trucks to airplanes and enhance security.

In the Southwest, motorists at the Dallas/Ft. Worth Airport can use a single electronic tag at airport parking facilities, surrounding toll roads and city parking garages, providing nonstop convenience and improving traffic flow. More than 60,000 vehicles go through the airport per day during peak travel times.

In the East, John F. Kennedy International Airport’s Terminal 4, handling overseas arrivals and departures, installed 20 interactive touchscreen public telephone units that offer local and long distance calling, e-mail and in-depth electronic directories, in several languages, of JFK airport facilities,



metro transport, and amenities.

In the West, traveler information services in the Denver area link callers to information about Denver International Airport as well as statewide road reports and real-time, route-specific information for the surrounding roadways.

In the Northeast, Boston plans to link the downtown area and terminals at Logan Airport with the city’s first direct transit system between these areas. A major leg of the route is so centrally located that 20 percent of the city’s population live within half a mile of it. Transit-priority communications systems at traffic signals will let the Global Positioning System-equipped buses get through.

“The private sector is doing its share too,” Walker says. “For instance, companies are offering satellite-based car navigation systems for rental car service available at airports. The in-car navigation system provides detailed, easy-to-follow, turn-by-turn driving directions.”

ITS America is an educational and scientific public-private partnership of over 900 member organizations promoting the use of advanced technologies in surface transportation to save lives, time and money and improve the quality of life. For additional information on intelligent transportation systems, write: Communications Department, ITS America, Suite 800, 400 Virginia Ave., SW, Washington, DC 20024-2730, or visit the ITS America Web site at <http://www.itsa.org>.