



Agenda

Item 4A: Initiatives for the Development and sustainability of air transport in the Region (Declaration to promote Connectivity through the Development and Sustainability of Air Transport in the Pan American Region – Vision 2020- 2035 and goals of the A41)

MIXED PASSENGER TERMINAL CONCEPT

(Presented by IATA)

SUMMARY	
<p>This working paper proposes a shift in paradigm to move airport terminals to accommodate a mix of departing domestic and international passengers in the same infrastructure.</p> <p>As the COVID -19 pandemic comes to an end, global recovery is starting to surpass 2019 demand and saturation of airports is becoming more frequent, with the need for high-cost infrastructure becoming more efficient is ever more relevant.</p>	
References: <ul style="list-style-type: none">- ICAO Annex 9- ICAO Doc. 9184 Airport Planning	
ICAO Strategic Objectives:	<ul style="list-style-type: none">- Security and facilitation- Economic development of air transport

1. Introduction

1.1 Most airports in Latin America and the Caribbean have historically been designed and are legally required to physically segregate departing passengers depending on whether they are flying to a domestic or an international destination. This requirement forces airport operators to add additional infrastructure to ensure segregation once demand rises, ranging from adding extra floor levels all the way to building completely independent terminals. This additional infrastructure, which in most cases is only necessary to deal with non-concurrent domestic and international departing peaks, comes with significant CAPEX and OPEX costs to the airport operators, which in turn have a financial impact on the passengers and the airline community through airport charges.

1.2 Having this additional infrastructure also comes with a broad range of operational issues to several stakeholders, resulting in a duplication of resources (control authorities, airline, and ground handling staff; processing facilities, lounges, etc.) and a reduction of the flexibility and efficiency on the allocation of resources. It also results in additional operational requirements for the airlines such as towing of aircraft between international and domestic areas of the airport, increased number of remote operations (i.e., increase use of hard stands).

1.3 All these aspects result in airports having passenger terminal departing infrastructures that are underutilized, offer different – mostly lower - service levels to domestic passengers, negatively impact Minimum Connecting Times to passengers, reduced connectivity, and airlines not being able to fully utilize their aircraft fleet.

2. Discussion

2.1 Benefits for Government and industry are very significant, ranging from cost savings originated by higher utilization of existing airport infrastructure, more efficient use of resources including human, better passenger experience, and the associated reduction in carbon emissions from more efficient operation of aircraft and GSE. On the airline front, apart from potentially improving the fleet utilization, increasing flexibility, and reducing costs, it will support improvements of airlines operational aspects such as the improvement of passenger and baggage transfers and reduction of misconnections and the related seat spoilage, with potential safety improvements with the reduction of GSE movements between different areas of the ramp and towing of aircraft.

2.2 For the adoption of the mixed departing terminal concept in existing and new terminals, IATA proposes States to conduct a holistic review of the passenger processing requirements, including potential changes to the existing regulatory framework. Biometric technology is becoming ubiquitous and increasingly adopted by control authorities for passenger identification, thus facilitating control of passenger flows and allowing their mixing in terminal buildings operating both international and domestic departures.

2.3 Examples of the concept can be seen in the USA and Mexico, with more efficient use of the existing infrastructure and increased service offerings to passengers.

2.4 IATA held preliminary discussions of such concept with several airports globally, which have raised interest by several stakeholders and potential support.

3. Suggested action

3.1 The Meeting is invited to consider the information presented in this working paper and urge the States in the SAM Region to:

- a. Collaborate with the industry to review benefits of adopting the mixed passenger terminal concept and starting a review of the required legislation to allow for its operation.
- b. Review airport concession framework to promote the development of mixed terminals.