

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D.C.

ORDER NO. 365

IN THE MATTER OF:

Served June 17, 1964

Application of Airport Transport, )  
Inc., for a certificate of public )  
convenience and necessity. )

Applications No. 227 & 229

Docket No. 56

APPEARANCES:

LINWOOD C. MAJOR, JR., Attorney for Applicant;

JOHN R. SIMS, JR., Attorney for D. C. Transit System,  
Inc., as its interest may appear;

S. HARRISON KAHN, Attorney for A. B. & W. Transit Company  
and The Gray Line, Inc., as their interest may appear;

MANUEL J. DAVIS, Attorney for W. V. & M. Coach Company,  
Inc., as its interest may appear.

By applications filed November 30, 1962, Airport Transport,  
Inc., hereinafter sometimes referred to as applicant, seeks a certifi-  
cate of public convenience and necessity as follows:

IRREGULAR ROUTES:

Passengers and their baggage:

(A) CHARTER OPERATIONS:

Between the Dulles International Airport  
on the one hand, and points in the Metro-  
politan District, except points in Virginia,  
on the other; restricted to passengers and  
aircraft crews having a prior or subsequent  
movement by air.

**(B) SPECIAL OPERATIONS:**

Between the Dulles International Airport on the one hand, and points in Prince Georges County, Maryland, on the other.

Pursuant to public notice duly given, a hearing on the application was held on May 18, 1964, before an examiner. No party having requested the issuance of a proposed report, the matter is properly before the Commission for a decision.

The application was originally protested by W. V. & M. Coach Company, Inc., which protest was withdrawn at the commencement of the hearing. The record in this case consists of the testimony of applicant's Operations Manager, Dulles International Airport, and includes ten exhibits submitted by applicant. Although the applicant maintained that it had grandfather rights to operate pursuant to the authority sought herein, to and from the Dulles International Airport, it nevertheless elected to ask for a hearing and to establish proof of public convenience and necessity for such authority.

The applicant is under contract with the Federal Aviation Agency "to operate a non-scheduled, specialized motor vehicle transportation service for airline passengers and baggage" to and from the Dulles International Airport. The applicant presently holds authority from this Commission to transport passengers by motor vehicle in special operations between the Dulles International Airport, and points in the Metropolitan District, except Prince Georges County, Maryland.

The applicant has a large fleet of motor coaches and fifteen (15) eleven-passenger limousines with which it performs ground transportation to and from the Dulles International Airport. These vehicles are air-conditioned, radio-equipped and otherwise specially designed for ground transportation for airline passengers. Applicant has in its employ at the Dulles International Airport, among other employees, sixty-one full-time or part-time drivers and dispatchers.

A number of buses and limousines are kept available at the Dulles International Airport, on a stand-by basis, to provide around-the-clock ground transportation for airline passengers as the need arises. Frequent charter trips to and from the Airport are required on short notice due to diverted or cancelled flights. Applicant is presently transporting a minimum of eighteen (18)

charter trips daily between the Dulles International Airport and points in the Metropolitan District.

The evidence shows that applicant is financially able, and is properly equipped with all the facilities required, to render the proposed service.

#### FINDINGS

The Commission finds that the present and future public convenience and necessity requires operation by Airport Transport, Inc., by motor vehicle, as follows:

##### IRREGULAR ROUTES:

Passengers and their baggage;

##### (A) CHARTER OPERATIONS:

Between the Dulles International Airport, on the one hand, and points in the Metropolitan District, except points in Virginia, on the other; restricted to passengers and aircraft crews having a prior or subsequent movement by air.

##### (B) SPECIAL OPERATIONS:

Between the Dulles International Airport on the one hand, and points in Prince Georges County, Maryland, on the other.

The Commission further finds that Airport Transport, Inc., is fit, willing and able to properly perform such services and to conform to the requirements of the Compact and the Rules and Regulations prescribed thereunder, and that upon compliance with the Compact and the Rules and Regulations prescribed thereunder, a certificate of public convenience and necessity authorizing the transportation of passengers as set out herein should be issued Airport Transport, Inc.

THEREFORE, IT IS ORDERED that upon compliance with the provisions of the Compact and the Rules and Regulations prescribed

thereunder, a certificate of public convenience and necessity authorizing the transportation of passengers as more fully set out herein, be issued Airport Transport, Inc.

It is further ordered that this Order become effective thirty (30) days after the date of issuance hereof.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script, appearing to read "Delmer Ison", written in black ink.

DELMER ISON  
Executive Director