

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2164

IN THE MATTER OF:

Served November 7, 1980

Application of CALL-A-MESSENGER, )  
INC., for Authorization to Perform )  
Charter Operations Pursuant to )  
Contract with American Airlines, )  
Inc. )

Case No. CP-80-07

By application filed October 10, 1980, Call-A-Messenger, Inc. (CAM), seeks authority to operate pursuant to WMATC Special Certificate of Public Convenience and Necessity No. 1 under contract with American Airlines, Inc., transporting airline flight attendants and flight deck crews as follows:

- (1) Between Dulles International Airport, Herndon, Va., and Washington National Airport, Gravelly Point, Va., on the one hand, and, on the other, points in the District of Columbia,
- (2) Between Dulles International Airport, Herndon, Va., and Washington National Airport, Gravelly Point, Va., via a route traversing the District of Columbia, and
- (3) Between Andrews Air Force Base, Md., on the one hand, and, on the other, Washington National Airport, Dulles International Airport, and Washington, D. C.

Order No. 2151, served October 16, 1980, generally described the evidence submitted with the application and that order is incorporated by reference herein. The Commission directed publication of notice of the application and provided for the filing of protests, if any. Notice of the application was duly published October 21, 1980, and no protests were received by the Commission. Although the contract calls for transportation ". . . between airports, hotels and other points within the Washington, D. C., metropolitan area . . .", it is apparent that the scope of service is between the airports and between the airports, on the one hand, and, on the other, hotels located in the District of Columbia. The contract is for a period of one year commencing November 1, 1980.

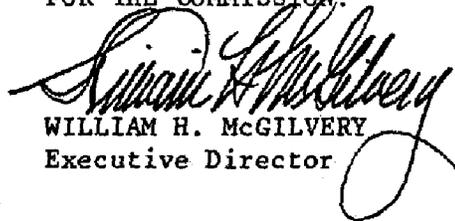
Commission Regulation No. 70 provides that the application will be granted if it is determined that the applicant is fit, willing and able properly to perform the proposed service and to conform to the provisions of the Compact and the rules, regulations and orders of the Commission thereunder, and if it is determined that the proposed operations conform to the provisions of Regulation No. 70. The issue of whether the public convenience and necessity require such service has been determined in Case No. MP-79-04. See Order No. 2004, served June 20, 1979.

Inasmuch as the contract is for a fixed term of at least 181 days and provides for the transportation of employees pursuant to a contract with their employer, the Commission finds that this application conforms to the requirements of Commission Regulation No. 70. It is further found, based on the evidence of record as described in Order No. 2151, that applicant is fit, willing and able properly to provide the service described above, and to conform to the requirements of the Compact and the rules, regulations and orders of the Commission thereunder.

An appropriate authorization is attached hereto.

IT IS SO ORDERED.

FOR THE COMMISSION:



WILLIAM H. MCGILVERY  
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

AUTHORIZATION NO. SP-55-06  
TO OPERATE PURSUANT TO  
SPECIAL CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 1

CALL-A-MESSENGER, INC.

PHOENIX, ARIZONA

BE IT KNOWN, that pursuant to Special Certificate of Public Convenience and Necessity No. 1 issued by the Washington Metropolitan Area Transit Commission by Order No. 2004, served June 20, 1979, and effective July 23, 1979, and pursuant to Order No. 2164, served November 7, 1980, approving the issuance of this authorization, the above-named carrier may engage in the transportation of passengers, in charter operations pursuant to contract, between points in the Metropolitan District, as follows:

CHARTER OPERATIONS PURSUANT TO CONTRACT with American Airlines, Inc., to transport American Airlines flight attendants and flight deck crews over irregular routes (1) between Dulles International Airport, Herndon, Va., and Washington National Airport, Gravelly Point, Va. on the one hand, and, on the other, hotels located in the District of Columbia, (2) between Dulles International Airport and Washington National Airport, via a route traversing the District of Columbia, and (3) between Andrews Air Force Base, Md., on the one hand, and, on the other, Washington National Airport, Dulles International Airport and hotels located in the District of Columbia.

This authorization is valid until October 31, 1981.

FOR THE COMMISSION:

  
WILLIAM H. MCGILVERY  
Executive Director

