

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2239

IN THE MATTER OF:

Served June 29, 1981

Application of EXECUTIVE LIMOUSINE)
SERVICE, INC., for Temporary)
Authority to Conduct Charter)
Operations - Air France)

Case No. AP-81-17

By application filed June 25, 1981, Executive Limousine Service, Inc., seeks temporary authority to transport passengers and their baggage, in the same vehicle with passengers, between Dulles International Airport, Chantilly, Va., on the one hand, and, on the other, Washington National Airport, Gravelly Point, Va., and those points within the District of Columbia and Maryland which are located in the Metropolitan District, restricted to the transportation of Air France aircraft crews and employees. 1/ Service would be performed in various types of equipment including limousines, vans and a busette, presumably depending on the number of passengers to be transported on a particular trip.

Executive's proposed temporary WMATC Tariff No. 1 contains a charge of \$51 for transfers between Dulles Airport and National Airport and the same amount for trips between Dulles and Washington, D. C. For other charter trips the following fares will apply:

<u>Vehicle Capacity</u>	<u>Rates Per Hour</u>
7 passengers or less	\$20.00
8-14 passengers	23.00
15 passengers or more	30.00

The transfer charges apply to one-way movements. If the vehicle is delayed more than one-half hour, the transfer rate will no longer apply and hourly charges would be assessed for the vehicles chartered with a three-hour minimum charge at the hourly rate.

In support of the application Air France states that it requires transportation of flight crews between Dulles and National

1/ Although both Washington National Airport and Dulles International Airport are located in the Commonwealth of Virginia, the natural route between the airports traverses Columbia Island, a point in the District of Columbia, thus invoking our jurisdiction.

airports and between Dulles and a hotel in Washington, D. C. Service was previously provided by Call-A-Messenger, Inc. (CAM), but that carrier's authorization to operate expired. No carrier authorized to provide the needed service is willing or able to handle the transportation, according to Air France. Taxicab service is not feasible because taxicabs are not authorized to traverse the ramp area at Dulles and pick up crews at their aircraft. The airline's airport manager states that Air France intends to enter into a long-term contract with Executive but needs service immediately pending execution of a contract.

Title II, Article XII, Section 4(d)(3) of the Compact provides that the Commission may, in its discretion, grant temporary authority to enable the provision of service for which there is an immediate and urgent need which no carrier service is capable of meeting. We find that these statutory criteria have been met in this proceeding. Executive has established the immediate and urgent need for service and the only existing carrier capable of providing the proposed service, Airport Limo, Inc., has stated that it has no interest in opposing this application.

The carrier previously serving Air France, CAM, does not hold authority to provide the service and was denied temporary authority to reinstitute service. 2/ CAM's application for temporary authority lacked a statement of support from Air France, unlike Executive's application, and failed to establish that Airport Limo, Inc., a certificated carrier, was not interested in providing the service.

Inasmuch as an appropriate tariff and evidence of insurance have already been submitted, no additional filing requirements will be imposed. The grant of authority will be framed to reflect the evidence of record.

THEREFORE, IT IS ORDERED:

1. That Executive Limousine Service, Inc., is hereby granted temporary authority to conduct charter operations transporting passengers and their baggage, in the same vehicle with passengers, between Dulles International Airport, Herndon, Va., on the one hand, and, on the other, Washington National Airport, Gravelly Point, Va., over a route traversing Columbia Island, and hotels and motels located in the District of Columbia, restricted to transportation of aircraft crews and employees of Campagne Nationale Air France.

2. That the application of Executive Limousine Service, Inc., except to the extent granted above, is hereby denied.

2/ See Order No. 2234, served June 19, 1981, Case No. AP-81-15.

3. That the temporary authority granted herein shall be effective Monday, June 29, 1981, and shall continue through Friday, December 25, 1981, unless otherwise ordered by the Commission.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS CLEMENT, SCHIFTER AND SHANNON.

A handwritten signature in black ink that reads "Gregory Paul Barth". The signature is written in a cursive style with a large, prominent initial 'G'.

GREGORY PAUL BARTH
Acting Executive Director

