



## Survey of Laws and Regulations of Airport Commercial Ground Transportation

### DETAILS

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## TABLE OF CONTENTS

AIRPORT COMMERCIAL GROUND TRANSPORTATION SURVEY OF LAW: OVERVIEW AND METHODOLOGY .....	7
AIRPORT REGULATORY SCHEME REVIEW .....	9
OVERVIEW OF FEDERAL REGULATION .....	11
Federal Motor Carrier Safety Administration .....	11
National Highway Traffic Safety Administration.....	14
Real Interstate Driver’s Equity Act .....	15
STATE AND LOCAL REGULATIONS	
Alabama <i>no qualifying airport</i>	
Alaska .....	16
Alaska—Ted Stevens Anchorage International Airport (ANC).....	16
Arizona .....	18
Arizona—Phoenix Sky Harbor International (PHX) .....	18
Arizona—Tucson International Airport (TUS) .....	19
Arkansas <i>no qualifying airport</i>	
California .....	22
California—Bob Hope Airport (BUR) .....	22
California—Los Angeles International Airport (LAX) .....	23
California—Metropolitan Oakland International Airport (OAK) .....	26
California—Ontario International Airport (ONT).....	29
California—San Diego International Airport (SAN) .....	31
California—San Francisco International Airport (SFO).....	33
California—Norman Y. Mineta San Jose International Airport (SJC).....	36
California—Sacramento International Airport (SMF) .....	37
California—John Wayne Orange County International Airport (SNA).....	38
Colorado .....	40
Colorado—Denver International Airport (DEN) .....	40
Connecticut .....	43
Connecticut—Bradley International Airport (BDL).....	43
Delaware <i>no qualifying airport</i>	
Florida .....	46
Florida—Fort Lauderdale/Hollywood International Airport (FLL) .....	46
Florida—Jacksonville International Airport (JAX).....	48
Florida—Orlando International Airport (MCO) .....	49
Florida—Miami International Airport (MIA) .....	52
Florida—Palm Beach International Airport (PBI) .....	54
Florida—Southwest Florida International Airport (RSW) .....	55
Florida—Tampa International Airport (TPA).....	56

Georgia .....	59
Georgia—Atlanta-Hartsfield International Airport (ATL) .....	59
Hawaii .....	62
Hawaii—Hawaiian Airport System .....	62
Idaho <i>no qualifying airport</i>	
Illinois .....	64
Illinois—Chicago Airports .....	64
O’Hare International Airport (ORD) and Midway International Airport (MDW).....	64
Indiana .....	69
Indiana—Indianapolis International Airport (IND).....	69
Iowa <i>no qualifying airport</i>	
Kansas <i>no qualifying airport</i>	
Kentucky .....	71
Kentucky—Cincinnati/Northern Kentucky International Airport (CVG) .....	71
Kentucky—Louisville International Airport—Standiford Field (SDF) .....	74
Louisiana .....	76
New Orleans—Louis Armstrong New Orleans International Airport (MSY).....	76
Maine <i>no qualifying airport</i>	
Maryland.....	78
Maryland—Baltimore/Washington Thurgood Marshall International Airport (BWI).....	78
Massachusetts .....	80
Massachusetts—Boston Logan International Airport (BOS) .....	80
Michigan .....	83
Michigan—Detroit Metropolitan Wayne County (DTW).....	83
Minnesota .....	87
Minnesota—Minneapolis-St. Paul International Airport (MSP).....	87
Mississippi <i>no qualifying airport</i>	
Missouri .....	91
Missouri—Kansas City International Airport (MCI) .....	91
Missouri—Lambert-St. Louis International Airport (STL) .....	94
Montana <i>no qualifying airport</i>	
Nebraska.....	98
Nebraska—Omaha Eppley Airfield (OMA).....	98
Nevada .....	100
Nevada—McCarran International Airport (LAS).....	100

Nevada—Reno/Tahoe International Airport (RNO).....	102
New Hampshire.....	104
New Hampshire—Manchester Airport (MHT) .....	104
New Jersey.....	107
New Jersey—Newark Liberty International Airport (EWR).....	107
New Mexico.....	110
New Mexico—Albuquerque International Sunport (ABQ).....	110
New York .....	112
New York—Buffalo Niagara International Airport (BUF) .....	112
New York—John F. Kennedy International Airport (JFK) and La Guardia Airport (LGA) .....	114
North Carolina.....	117
North Carolina—Charlotte Douglas Airport (CLT).....	117
North Carolina—Raleigh-Durham International Airport (RDU).....	119
Ohio .....	121
Ohio—Cleveland-Hopkins International Airport (CLE) .....	121
Ohio—Port Columbus International Airport (CMH).....	122
Oklahoma <i>no qualifying airport</i>	
Oregon.....	124
Oregon—Portland International Airport (PDX) .....	124
Pennsylvania .....	127
Pennsylvania—Philadelphia International Airport (PHL).....	127
Pennsylvania—Pittsburgh International Airport (PIT).....	130
Rhode Island.....	132
Rhode Island—T.F. Green State Airport (PVD) .....	132
South Carolina <i>no qualifying airport</i>	
South Dakota <i>no qualifying airport</i>	
Tennessee.....	134
Tennessee—Nashville International Airport (BNA) .....	134
Tennessee—Memphis International Airport (MEM) .....	135
Texas .....	139
Texas—Austin-Bergstrom International Airport (AUS) .....	139
Texas—Dallas Love Field (DAL).....	141
Texas—Dallas-Ft. Worth International Airport (DFW).....	143
Houston Airport System .....	145
Texas—George Bush Intercontinental Airport (IAH) and Texas—Houston Hobby Airport (HOU) .....	145
Texas—San Antonio International Airport (SAT).....	147
Utah .....	149

Utah—Salt Lake City International Airport (SLC).....	149
Vermont <i>no qualifying airport</i>	
Virginia .....	152
National Airport System .....	152
Virginia—Washington-Dulles International Airport (IAD) and Reagan National Airport (DCA).....	152
Virginia—Norfolk International Airport (ORF).....	156
Washington.....	158
Washington—Seattle-Tacoma International Airport (SEA) .....	158
Wyoming <i>no qualifying airport</i>	
Wisconsin.....	161
Wisconsin—General Mitchell International Airport (MKE).....	161
APPENDIX A.....	165

## **AIRPORT COMMERCIAL GROUND TRANSPORTATION PROGRAMS SURVEY OF LAW: OVERVIEW AND METHODOLOGY**

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This survey of airport commercial ground transportation laws and regulations is intended to provide a listing of federal, state, and local commercial ground transportation rules with extensive examples of each. To that effect, this report examines the commercial ground transportation regulatory schemes at each of the nation's busiest airports. This overview provides an explanation of each project's scope, the research methodology, and the report structure.

### **Scope**

The report of airport commercial ground transportation laws and regulations is not intended to be either a comprehensive review of all statutes and regulations that could potentially affect commercial ground transporters operating at an airport, nor a study of every ground transportation regulation at all U.S. airports. This project is a survey of the regulatory schemes at the nation's busiest airports.

The following materials include a more detailed review of the regulatory scheme at the 67 busiest and most-regulated U.S. airports. As of February 2008, there were over 5,000 public airports in the United States, of which over 500 maintained regularly scheduled commercial airplane service. Quite naturally, the level of regulation varies tremendously. Large hub airports like Chicago O'Hare (ORD) and Los Angeles International (LAX) have entire departments dedicated to ground transportation, while small airports like Anaktuvuk Pass (AK) or Adirondack Regional (NY) have essentially no commercial ground transportation rules.

This report includes all airports designated by the Federal Aviation Administration (FAA) as large- or medium-sized hubs. An airport qualifies as a "Large" or "Medium" hub if it is responsible for respectively either more than 1 percent or 0.25 percent to 1 percent of total U.S. passenger enplanements (for a full listing of U.S. commercial airports and their yearly enplanements, see Appendix A). This point of demarcation and method were chosen for several reasons. First, as the breadth of commercial ground transportation is directly related to the number of passengers using an airport, it is logical to base the survey scope upon the number of enplanements. This survey, then, addresses where the bulk of the commercial ground transportation is located. Second, the FAA's delineation between medium- and small-sized hubs conveniently and intuitively matches up with the point where decreasing passenger loads reduce the need for a more extensively regulated ground transportation system. There are exceptions to every rule, and there are some small hubs with rather thorough regulatory systems, but the majority have either a simple set of regulations or no real ground transportation policies. By focusing the survey's attention upon the large and medium hub airports, this survey is kept to a reasonable size while still providing a high-level reference guide.

### **Research Methodology**

This survey was researched in several stages. Initially, a general survey of the statutory and readily available data regarding ground transportation regulations was coordinated. Unsurprisingly, little was found in a cohesively presented format. Thereafter, airport managers, academics, and transportation specialists were interviewed; several representative airports were thoroughly researched; and academic literature was reviewed. Using this information, a research methodology was developed based on the three sources of ground transportation regulation: federal, state, and local government laws and regulations.

At both the federal and state level, there are several statutes that directly or indirectly affect commercial ground transporters. As this project is intended for use by airport managers, administrators, researchers, legislative analysts, and aviation attorneys, the applicable statutes have been summarized in a manner that outlines the breadth and purpose of the statutes. Summaries of important court decisions have been included when they provide useful guidance. In addition, agency regulations have been summarized and included whenever appropriate. When rules directly affect commercial ground transportation operations at a specific airport, they have been included.

Federal and state agencies develop both regulations and operating policies to regulate commercial ground transportation. This information was taken from official government documents (codes, common law case reporters, and agency rulings) and supplemented with the most current opinions and policies created by the agencies.

At the local level, commercial ground transportation is directly governed by the government agency controlling the airport. As many airport transportation policies are constantly in flux, the research was focused upon official airport rules, government policies, and other permanent sources of regulations. Each airport or controlling authority was contacted by the researchers directly. All disclosed and discussed statutes and regulations directly affecting commercial ground transportation arriving at or departing from the airport premises were reviewed, and any important information was summarized in the survey.

## **Structure**

This survey has been organized in several different sections: (1) airport reports, (2) state reports, (3) federal summaries, and (4) survey information.

## **Airport Reports**

The bulk of the survey is a compilation of reports summarizing the different commercial ground transportation rules applicable at each of the qualifying airports. These Airport Reports will contain the local, state, and federal commercial ground transportation rules specific to the airport. When practical, current contact information has been included.

Several qualifying airports are operated jointly or under a special arrangement with a common authority. When practical and appropriate, two or more airports are combined into a single report.

## **State Reports**

Immediately preceding the Airport Reports for a given state, there is a report summarizing any statewide statutes or rules of interest to commercial ground transporters. This section is not a comprehensive review of any state's transportation laws and regulatory schemes, and commercial ground transporters should contact the appropriate state agencies before conducting any commercial activities. Rather, a state report highlights important state regulations governing commercial ground transportation, and provides summaries when appropriate.

## **Federal Summaries**

Federal statutes and agency rules have been grouped into separate reports summarizing their roles in governing commercial ground transportation. In addition, any federal rules specific to an individual airport have been included in the appropriate Airport Report.

## Survey Information

To make this document more useful to the average reader, a brief discussion of the basic systems for airport commercial ground transportation regulation has been included.

## AIRPORT REGULATORY SCHEME REVIEW

An airport's system for regulating commercial ground transportation can be described as closed, open, or semi-closed. This section addresses each type of scheme as each system has distinguishing characteristics, costs, and benefits.

### Closed System

#### *Characteristics and Trademarks of a Closed System*

A closed commercial ground transportation system is one where the right to serve the airport's passengers is limited to certain companies. Typically, a commercial operator wins a bidding process and is allowed to provide ground transportation for a set period of time. The contract is usually very detailed and requires the operator to meet numerous service and quality obligations. In addition, the contracting authority almost always sets fares.

The operator may or may not have exclusive rights to provide service. Larger airports require more types of transportation services, and may award several contracts to meet their needs.

#### *Benefits and Costs*

##### Benefits:

- **Direct airport control.** The airport can easily mandate that service be provided to certain areas, at certain times, and with acceptable quality. Proper contracting gives the airport significant control over contractor operations.
- **Easier enforcement.** When only authorized operators are permitted, rule enforcement is easier because there are only a limited and identified number of operators, and operators have contractual incentives to comply with airport rules.

##### Costs:

- **System overhead.** To implement a closed system, an authority must invest human resources to develop the system, work with operators, and enforce agreement terms.
- **Lack of competition.** Once an operator has locked in the right to serve an airport, new entrants are not permitted. This creates an additional barrier to entry, potentially alters cost structures, and new operators will have a more difficult time during subsequent bids and negotiations.

#### *Examples of Airports*

Washington-Dulles International Airport (IAD)  
Albuquerque International Sunport (ABQ)

## Open Systems

### *Characteristics and Trademarks of an Open System*

Open systems allow any operator to pick up passengers. This does not mean that taxicabs unlicensed by the appropriate city or state body are permitted, but rather that the airport itself does not limit which operators may serve its passengers.

Open systems still regulate commercial ground transportation. These systems almost always restrict how and where transportation is offered. Many systems charge fees or require the operator to notify the airport before serving passengers. The hallmark of an open system, however, is that it does not restrict the number of operators as long as they comply with airport rules.

### *Benefits and Costs*

#### Benefits:

- Easy and inexpensive to maintain. With fewer rules and restrictions, an airport does not need to invest significant resources into developing agreements or overseeing commercial operators.

#### Costs:

- Lack of control. Operators have less incentive to comply with airport rules if they do not risk losing the right to service the airport. Fines and penalties are more difficult to impose without the strong oversight system of a more closed system.
- Service and availability may suffer. Open system airports cannot require operators to serve the airport at less profitable times or in less profitable manners. Therefore, open systems tend to have more problems with short-trip refusals and late-night/off-peak services.

### *Examples of Airports*

Philadelphia International Airport (PHL)  
Chicago O'Hare International Airport (ORD)

## Semi-Closed Systems

### *Characteristics and Trademarks of a Semi-Closed System*

A semi-closed system is one where operators may only serve the airport after complying with numerous airport requirements. The number of operators is not limited. Authorized users are usually afforded more freedom than under a purely closed system.

Typical requirements include:

1. Proof of insurance.
2. Driver background checks.
3. Vehicle inspections.

*Benefits and Costs*

## Benefits:

- Balances the need for airport control with the costs of overseeing a regulatory system.
- Strict regulatory schemes are expensive to maintain. A semi-closed system can provide revenue for the airport, and provide practical quality control.
- The costs of enforcing the system are not as high as in a fully closed system.
- The lower barriers to entry make it easier for competitors to replace a poorly performing operator.

## Costs:

- Without proper oversight, the system can become unruly.
- An airport must strictly enforce its policies to maintain the benefits of a semi-closed system. If the rules put in place by the airport are not enforced, then airport revenue and/or customer service are likely to suffer.

*Examples of Airports*

Atlanta-Hartsfield International Airport (ATL)  
San Diego International Airport (SAN)

**OVERVIEW OF FEDERAL REGULATION**

The federal government generally regulates commercial transportation in the United States through the U.S. Department of Transportation (USDOT). The Federal Motor Carrier Safety Administration (FMCSA) and the National Highway Traffic Safety Administration (NHTSA) specifically address via regulation and rule making commercial ground transportation at U.S. airports. Title 49 of the United States Code (U.S.C.) grants these administrations the authority to regulate transportation.

**Federal Motor Carrier Safety Administration**

The FMCSA was created in 1999 by the Motor Carrier Safety Improvement Act.<sup>1</sup> The stated purpose of the FMCSA is to reduce crashes, injuries, and fatalities involving commercial vehicles.

Records and Permits	<p>Companies that operate commercial vehicles transporting passengers or hauling cargo in interstate commerce must be registered with the FMCSA and must have a USDOT Number. 49 C.F.R. § 391 (2007).</p> <p>The following states require a USDOT number for all carriers, even those that only operate intrastate:</p>
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<sup>1</sup> 106 Pub. L. No. 159, 113 Stat. 1748.

	<p>Alabama, Alaska, Arizona, Colorado, Florida, Georgia, Iowa, Kansas, Kentucky, Maine, Michigan, Minnesota, Missouri, New York, Ohio, Oklahoma, Oregon, South Dakota, Tennessee, Utah, Washington, West Virginia, Wisconsin, and Wyoming.</p> <p>Companies that operate as “for hire” carriers (for a fee or other compensation) that transport passengers or federally regulated commodities, or arrange for their transport, in interstate commerce are also required to have interstate operating authority. 49 C.F.R. § 392.9a (2007).</p> <p>Drivers must be licensed in order to operate a motor vehicle, and may not possess more than one driver’s license at one time. 49 C.F.R. § 383.21, 23 (2007).</p> <p>Fees will be assessed to apply for motor carrier registration and insurance. 49 C.F.R. § 360.3 (2007).</p>
Vehicle Operations	<p>Commercial vehicles must be inspected, repaired, and maintained on a regular basis in order to remain in operating condition. 49 C.F.R. § 396.3 (2007).</p> <p>FMCSA establishes federal motor vehicle safety standards to be met for all functioning aspects of motor vehicles. 49 C.F.R. § 571 (2007).</p>
Driver Rules	<p>Drivers may not operate vehicles while impaired by drugs, alcohol, fatigue, or illness. 49 C.F.R. § 392.3-5 (2007).</p>
Suspensions and Appeals	<p>Operators may have their permit suspended or revoked for failure to adhere to FMCSA, state, or local regulations. 49 C.F.R. § 385.421 (2007). Operators may appeal suspensions of operating authority pursuant to 49 C.F.R. § 385.423 (2007).</p>
Exemptions	<p>Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of U.S. airports are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits in which the airport is located is also exempt. 49 United States Code Service (U.S.C.S.) § 13506 (2007).</p> <p>The following locations contain special commercial zones that are exempt from FMCSA regulation:</p>

	<ol style="list-style-type: none"> <li>1. New York, N.Y.</li> <li>2. Chicago, Ill.</li> <li>3. St. Louis, Mo.—East St. Louis, Ill.</li> <li>4. Washington, D.C.</li> <li>5. Los Angeles, Cal., and contiguous and adjacent municipalities.</li> <li>6. Philadelphia, Pa.</li> <li>7. Cincinnati, Ohio.</li> <li>8. Kansas City, Mo.—Kansas City, Kan.</li> <li>9. Boston, Mass.</li> <li>10. Davenport, Iowa; Rock Island and Moline, Ill.</li> <li>11. Commercial zones of municipalities in N.J. within 5 mi of New York, N.Y.</li> <li>12. Commercial zones of municipalities in Westchester and Nassau Counties, N.Y.</li> <li>13. Tucson, Ariz.</li> <li>14. Albuquerque, N.M.</li> <li>15. Ravenswood, W. Va.</li> <li>16. Lake Charles, La.</li> <li>17. Syracuse, N.Y.</li> <li>18. Baltimore, Md.</li> <li>19. Cleveland, Ohio.</li> <li>20. Detroit, Mich.</li> <li>21. Seattle, Wash.</li> <li>22. Albany, N.Y.</li> <li>23. Minneapolis-St. Paul, Minn.</li> <li>24. New Orleans, La.</li> <li>25. Pittsburgh, Pa.</li> <li>26. Portland, Ore.</li> <li>27. Vancouver, Wash.</li> <li>28. Charleston, S.C.</li> <li>29. Charleston, W. Va.</li> <li>30. Memphis, Tenn.</li> <li>31. Houston, Tex.</li> <li>32. Pueblo, Colo.</li> <li>33. Warren, Ohio.</li> <li>34. Louisville, Ky.</li> <li>35. Sioux City, Iowa.</li> <li>36. Beaumont, Tex.</li> <li>37. Metropolitan Government of Nashville and Davidson County, Tenn.</li> <li>38. Consolidated City of Indianapolis, Ind.</li> <li>39. Lexington—Fayette Urban County, Ky.</li> </ol> <p>49 C.F.R. § 399 app. F (2007).</p>
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### Contact Information

General Information (800) 832-5660

Licensing (202) 366-9805

Web site: <http://www.fmcsa.dot.gov>

## National Highway Traffic Safety Administration

NHTSA is granted authority by the USDOT. 49 U.S.C. ch. 501 (2007). The stated mission of NHTSA is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity. NHTSA prescribes motor vehicle safety standards for vehicles involved in interstate commerce and conducts safety research and development. 49 U.S.C. ch. 301 (2007).

Motor Vehicle Safety	NHTSA implements and regulates the safety standard requirements for vehicles operating on U.S. highways. The standards apply to areas including but not limited to, emissions, air bags, child safety seats, and seat belts. 589 C.F.R. § 301 (2007).
Highway Safety	<p>NHSTA establishes guidelines and regulates the implementation of state highway safety programs. 23 U.S.C. § 402 (2007).</p> <p>NHSTA provides grants to states to implement programs to reduce drunk driving and increase general highway safety. It also conducts research and development of highway safety. 23 U.S.C. § 405-7 (2007).</p> <p>The NHSTA Advisory Committee advises, consults, and recommends actions to the Secretary of Transportation on matters regarding highway safety. 23 U.S.C. § 404 (2007).</p>
National Driver Register	<p>The National Driver Register (NDR) is a computerized database of information about drivers who have had their licenses revoked or suspended, or who have been convicted of serious traffic violations such as driving while impaired by alcohol or drugs. 49 U.S.C. ch. 303 (2007).</p> <p>Employers of motor vehicle operators may request an NDR file check on a current or prospective employee if he or she is seeking employment or is employed as a driver. 49 U.S.C. ch. 303 (2007).</p>

### Contact Information

General Information 1-888-327-4236

Web site: <http://www.nhtsa.gov>

## Real Interstate Driver's Equity Act

The Real Interstate Driver's Equity (RIDE) Act provides for the constitutional exercise of federal control over intrastate transportation. 49 U.S.C. § 14501 (2008). As a practical matter, RIDE has little direct effect upon airport ground transportation. While RIDE generally prohibits states and their political subdivisions from imposing fees on operators providing prearranged ground transportation, airport operators are specifically exempt. 49 U.S.C. § 14501(d)(3)(B) (2008).

Passenger Motor Carriers	<p>States and their political subdivisions may not enact any rule or law affecting carriers regulated by federal law regarding:</p> <ol style="list-style-type: none"> <li>1. Scheduling of interstate or intrastate transportation;</li> <li>2. Rate changes; and</li> <li>3. Authority to provide intrastate or interstate charter bus transportation.</li> </ol> <p>49 U.S.C. § 14501(a) (2008).</p>
Prearranged Ground Transportation	<p>Two or more states may not enact any rules or agreements having the force of law that affect prearranged ground transportation if the carrier:</p> <ol style="list-style-type: none"> <li>1. Meets the registration requirements of 49 U.S.C. § 13901 for interstate transportation of passengers, or</li> <li>2. Meets all intrastate licensing requirements of the operator's domicile state.</li> </ol> <p>49 U.S.C. § 14501(d) (2008).</p>
Exemptions	<p>Airport operators are broadly exempt from the requirements of § 14501(d) and may provide preferential access to one or more providers of pre-arranged ground transportation service.</p> <p>Transportation in the State of Hawaii is broadly exempted from the requirements of the RIDE Act. § 14501(a)-(d).</p>

## STATE AND LOCAL REGULATIONS

### ALASKA

#### Statewide Regulations

The State of Alaska generally regulates motor vehicles within the state. Alaska Stat. § 28.01.010 (2007). For more information, contact the Alaska Department of Transportation (DOT) at (907) 465-3900 or online at <http://www.dot.state.ak.us>.

#### Alaska—Ted Stevens Anchorage International Airport (ANC)

##### *Overview*

ANC is owned and operated by the State of Alaska. The primary source of regulation is the Anchorage International Airport Compendium of Operational Orders. The airport is granted authority to control its operations under Alaska Admin. Code tit. 17 § 42.010 (2007).

ANC is a semi-closed system.

##### *Local*

Anchorage International Airport Compendium of Operational Orders

Airport Compendium Section 6: Commercial Vehicles

Records and Permits	Operators must obtain a valid Airport Permit Sticker and display it properly in the vehicle.  Vehicles using the airport operational area (AOA) must display an AOA sticker issued by the airport.  Off-airport vehicle rental businesses must obtain a business activity permit issued by airport leasing.
Vehicle Operations	Vehicle operators must coordinate their use of airport roadways with airport operations or the Landside Operations Officer.
Driver Rules	Solicitation is forbidden at the airport unless it is advertising purchased by concessionaires. Vehicles may not be left unattended.
Shuttle Buses	Shuttle buses may only operate at designated pick-up/drop-off locations.
Courtesy Vehicles	Courtesy vehicles may only operate at designated pick-up/drop-off locations.

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of ANC are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Anchorage is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

General Information (907) 266-2526

Media (907) 266-2107

Operations (907) 266-2403

## ARIZONA

### Statewide Regulations

The State of Arizona generally regulates commercial transportation within the state. The transportation sections of the Arizona Code may be found at Ariz. Rev. Code tit. 28. Contact the Secretary of State for specific information regarding licensing and registration at (520) 628-6583 or online at [http://www.azsos.gov/public\\_services/](http://www.azsos.gov/public_services/).

### Arizona—Phoenix Sky Harbor International (PHX)

#### Overview

PHX is owned and operated by the City of Phoenix. All major airport decisions are made by the City Council and Mayor with the advice of the Phoenix Aviation Advisory Board. Rules and regulations can be found in the City Municipal Code and the Airport Rules and Regulations.

The primary source of regulation at PHX is the *Airport Ground Transportation Manual*. This manual is developed by the City Aviation Director in conjunction with the Commercial Ground Transportation Rules and Regulations of the City Code. Phoenix, Ariz., Municipal Code ch. 4 § 4-83 (2007). The manual is updated quarterly and is meant to be a guideline for commercial operators.

PHX is a closed system.

#### Local

*PHX Ground Transportation Manual*.—The manual outlines rules, regulations, and procedures for different types of commercial transportation, including taxicabs, limousines, shuttle buses, courtesy vehicles, VIP transportation, and scheduled ground transportation services. Regulation is essentially standardized amongst the different types of ground transportation.

Manual pp. 11–91 (2007).

Driver Regulations	Rules for drivers cover permit requirements, conduct, and operating rules. Drivers must be appropriately licensed and carry the necessary insurance.
Operator Rules	Rules for operators include fare restrictions, customer complaints, operations, and facility use. The airport requires background checks and performs regular vehicle inspections in accordance with FMCSA standards.
Dispatching	Dispatching procedures are regulated by the manual. Vehicles must be dispatched according to airport guidelines, and transportation companies must comply with airport rules regarding permits, record keeping, and operations.
Permit Requirements	All operators must secure a permit and display a decal before beginning operations at the airport.

## Notice of Violation Rules and Procedures

Procedures	The City Code and Airport Rules give specific procedures for reporting, documenting, notifying, and punishing rule violations. Phoenix, Ariz., Municipal Code ch. 4 § 4-2 (2007).
Notice Requirements	Authorized city or airport employees may issue Notices of Violation (NOV). Drivers that accumulate several NOVs within a specific timespan may be suspended or lose their airport driving privileges. Phoenix, Ariz., Notice of Violation Rules and Procedures §§ 2-4 (2004).
Appeals	When a permit is revoked, there is an automatic appeal. All other rulings may be appealed with a prompt filing. Phoenix, Ariz., Notice of Violation Rules and Procedures §§ 4-7 (2004).

## City Municipal Code

The manual and other airport rules generally mirror the City Municipal Code. In some instances the manual only refers to the code without citing its provision.

The code explains a permit and decal fee schedule, and it outlines the minimum and maximum fares the transporters can charge to and from designated municipal zones. Phoenix, Ariz., Municipal Code ch. 4 §§ 4-78, 4-83 (2007).

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of PHX are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Phoenix is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

General Information (602) 273-3300  
 Ariz. Department of Weights and Measures (602) 255-5211  
 Ariz. Department of Motor Vehicles (602) 255-0072

**Arizona—Tucson International Airport (TUS)***Overview*

TUS is owned and operated by the Tucson Airport Authority (TAA). TAA Rules govern all conduct at TUS. The TAA Commercial Ground Transportation Rules and Regulations are an additional set of rules given to commercial operators.

TUS is a semi-closed system.

*Local*

Tucson Airport Authority Rules (2005)

<p>§ 7.5—All commercial vehicle operators must have an airport permit before operating at TUS.</p>
<p>§ 7.7—All commercial vehicles must be licensed, registered, and inspected.</p>

Tucson Airport Authority Commercial Ground Transportation Rules and Regulations

*Cited as:* TAA Ground Transp. Rules § x.x (2007).

<p>Registration and Permits</p>	<p>Operators must provide extensive documentation to the Permit Office. Among other requirements, operators must show insurance coverage, proof of vehicle inspections, and title. TAA Ground Transp. Rules §§ 3, 5 (2007).</p> <p>Drivers shall ensure that permits are clearly displayed at all times. TAA Ground Transp. Rules § 4 (2007).</p> <p>Vehicles shall comply with TAA safety and equipment requirements. TAA Ground Transp. Rules §§ 9, 10 (2007).</p> <p>Operators must submit their vehicles to the TAA for regular inspections. TAA Ground Transp. Rules § 11 (2007).</p>
<p>Standards of Conduct</p>	<p>Permit holders must comply with airport standards of conduct. TAA Ground Transp. Rules § 6 (2007).</p> <p>Operators and drivers have general duties to transport all members of the general public with knowledge and skill. <i>Id.</i></p>
<p>Taxicabs</p>	<p>Only authorized vehicles are permitted, and operators must enter into an operating agreement with the authority. Drivers may not solicit passengers, and must comply with general commercial conduct rules. TAA Ground Transp. Rules § 6.9 (2007).</p>
<p>Shared Ride Service</p>	<p>Drivers may not solicit passengers, and must comply with general commercial conduct rules. TAA Ground Transp. Rules § 7 (2007).</p> <p>The airport mandates certain levels of service. For instance, operators must provide service</p>

	within a certain radius of the airport, accept prepayment, and have a full-time reservation system. TAA Ground Transp. Rules § 7 (2007).
Limousines	Drivers may not solicit passengers and must comply with general commercial conduct rules. TAA Ground Transp. Rules § 8 (2007).  The airport mandates certain levels of service. For instance, vehicles must meet certain quality standards, and operators must accept prepayment and have a full-time reservation system. TAA Ground Transp. Rules § 8 (2007).
Violations	Depending on the violation, the TAA may fine or suspend permit holders immediately or with reasonable notice. TAA Ground Transp. Rules §§ 13.1-13.5 (2007).  In cases of revocation, permit holders are entitled to an administrative hearing with the President/CEO of the authority. TAA Ground Transp. Rules § 13.5 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of TUS are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Tucson is exempt. 49 U.S.C.S. § 13506 (2007). In addition, the FMCSA has designated an additional exempt zone:

- (a) The municipality of Tucson, Ariz., itself.
- (b) All points within a line drawn 5 miles beyond the corporate limits of Tucson, Ariz.
- (c) All points in that area south of the line described in a paragraph (b) of this section, bounded by a line as follows: Beginning at the point where the line described in paragraph (b) of this section, intersects Wilmot Road, thence south along Wilmot Road to junction Nogales Old Vail Connection, thence west along Nogales Old Vail Connection, actual or extended, to the Santa Cruz River, thence north along the east bank of the Santa Cruz River to its joinder with the line described in paragraph (b) of this section.
- (d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section.
- (e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the city of Tucson or by any municipality included under the terms of paragraph (d) of this section.

40 C.F.R. 399 app. F (2007).

### *Contact Information*

General Information (520) 573-8000  
Administration (520) 573-8100  
Media Relations (520) 573-4868  
Ground Transportation (520) 573-8374

## CALIFORNIA

### Statewide Regulations

The California Public Utilities Commission (CPUC) generally regulates commercial carriers in the State of California. Cal. Pub. Util. Code § 5381 (2007). For more details, see the state report or visit the CPUC Web site at <http://www.cpuc.ca.gov/puc>.

### Case History

The plaintiff car rental company challenged an access fee and appealed a judgment from the United States District Court, which held that an airport access fee did not violate the Commerce Clause of the United States Constitution. U.S. Const. art. I, § 8 cl. 3. The Appellate Court affirmed the District Court, and held that access fees do not violate the Commerce Clause as long as they apply equally to passengers without regard for their destination. *Alamo Rent-A-Car, Inc. v. Palm Springs*, 955 F.2d 30 (9th Cir. 1992).

An appellant alleged that the parking tax imposed by the respondent was preempted by the Anti-Head Tax Act, and violated the Supremacy Clause of the United States Constitution. U.S. Const. art. VI, cl. 2. “The California Appellate Court held that a Transient Parking Tax (TPT) did not violate the Supremacy Clause, because it was not a tax on air commerce, was paid by the customer, and was not imposed exclusively upon airport businesses.” Therefore, there was no conflict with 49 U.S.C. § 40116. *Burbank-Glendale-Pasadena Airport Auth. v. City of Burbank*, 76 Cal. Rptr. 2d 297, 64 Cal. App. 4th 1217 (1998).

A tour operator challenged an exclusive contract as a violation of federal antitrust laws. The District Court denied the claim, finding that there was no antitrust violation. The tour operator argued that a 10-year exclusive contract awarded to the appellee violated federal and state antitrust laws. The Appellate Court determined that an airport may replace competition with regulation amongst its ground transportation service providers and not violate federal antitrust laws so long as the regulation is performed as part of a state policy. *Lorrie's Travel & Tours v. SFO Airporter*, 753 F.2d 790 (9th Cir. 1985).

### California—Bob Hope Airport (BUR)

#### Overview

BUR is owned and operated by the Burbank-Glendale-Pasadena Airport Authority. The authority generally regulates ground transportation, but it does not publish any formal rules or regulations. Rather, commercial ground transportation operators must enter into a contract with the authority, and all rules are written into the contracts. Contracts are written on a case-by-case basis, and BUR does not supply standardized contracts.

BUR is a semi-closed system.

Contact the Burbank-Glendale-Pasadena Airport Authority for more information, (818) 840-8840.

## California—Los Angeles International Airport (LAX)

### Overview

There are several sources of regulation for commercial vehicles at LAX:

1. The Los Angeles Department of Transportation (LA DOT) regulates taxicab registration and operation within the City of Los Angeles.
2. LAX regulates commercial ground transportation with rules published under authority of the Los Angeles City Charter. The charter grants the use and control of city airports to Los Angeles World Airports (LAWA). Los Angeles, Admin. Code §§ 632, 633 (2007).
3. Common carriers are regulated by CPUC. All commercial vehicles at LAX “shall strictly comply with...[the] applicable rules, regulations and laws found in the California Public Utilities and Vehicle Codes, the Los Angeles Municipal Code, the Los Angeles Administrative Code, and any other codes that are applicable.” Airport Rules and Regulations: Commercial Vehicle Permit Program, ch. 2 § 1 (2004).
4. For information on the general regulations created by the State of California Department of Motor Vehicles (DMV) or defined in the California Code, see the State Report for California.

LAX is a semi-closed system.

### Local

*City Regulations.*—LA DOT was created to oversee and manage the city’s transportation needs. It is given the necessary regulatory power under Los Angeles Admin. Code. § 22.481 (2007).

*Cited as:* Board Order No. x § x (2007).

<p>Overview</p>	<p>LA DOT’s Board of Taxicab Commissioners suggests rules, makes inspections, and reviews taxicab operations. Los Angeles Admin. Code § 22.488 (2007). LA DOT publishes a Taxicab Rule Book under Board Order No. 471 of the Board of Taxicab Commissioners.</p> <p>The rules contain numerous guidelines for taxicab operators and drivers, including equipment requirements, fare schedules, necessary documentation, in-vehicle advertising, automotive inspections, registration, and other operational limits. Board Order No. 471 § 100-900 (2007).</p>
<p>Penalties and Violations</p>	<p>Violations, citations, and appeals are enforced under the provisions of § 900 of Board Order 471 (2007).</p> <p>LA DOT uses a progressive penalty system where penalties are increased for repeat violators. The penalties are explained in</p>

	<p>Schedule III of the LA DOT regulations. <i>Id.</i></p> <p>For every violation, a driver is entitled to a hearing in front of an administrative investigator, and drivers may appeal the investigator's decision. Board Order No. 471 §§ 903, 906 (2007).</p>
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*Airport Regulations.*—The Airport Permit Program's rules are published as the *Rules and Regulations of the City of Los Angeles Department of Airports Governing the Permit Program for the Operation of Commercial Vehicles Transporting Passengers at Los Angeles International Airport* (2004).

Cited as: Rules and Regs. § x (2004).

Vehicle Registration Requirements	<p>All vehicles must be registered with:</p> <ol style="list-style-type: none"> <li>1. California DMV.</li> <li>2. At least one of the following agencies: <ol style="list-style-type: none"> <li>a. CPUC,</li> <li>b. Interstate Commerce Commission (ICC), its successors,<sup>2</sup> or</li> <li>c. LA DOT.</li> </ol> </li> </ol> <p>Each commercial vehicle must register with the Department of Airports and obtain an operating permit, decal, and Automated Vehicle Identification (AVI) tag. Rules and Regs. § II.2 (2004).</p>
Vans and Buses	<p>Rules are designed to keep bus operators working within the limits of their airport permit. Van and bus permits only allow certain, limited activities at the airport. Rules and Regs. § III (2004).</p>
Courtesy Vehicles	<p>Courtesy vehicles must meet minimum display requirements. Rules and Regs. § IV (2004).</p>
Taxicabs	<p>Taxis must comply with Board Order Number 471 of the Board of Transportation Commissioners of the City of Los Angeles. Rules and Regs. § V (2004).</p> <p>Taxicabs serve the airport on a rotating basis. Each vehicle's identification number ends with an A, B, C, D or E. Every day of the year is designated as an "A day," "B day," etc. Only taxis with the appropriate decal may pick up passengers on that day. <i>Id.</i></p> <p>Taxis must pay a \$2.50 trip fee. Fee collections</p>

<sup>2</sup> The Rules and Regulations have not been updated to reflect that Congress has abolished the ICC.

	and taxi stand operations are supervised by a private taxicab oversight organization (ATS). This fee is collected separately from the Landside Operations fees collected through the AVI system. <i>Id.</i>
Charter Buses	Charters are required to obtain trip tickets between 7:00 a.m. and midnight. Airport rules include specific documentation requirements. Rules and Regs. § VI (2004).
Crew Transit Vehicles	Vehicles operating under contract with air carriers transporting only company employees are not required to pay fees under the permit program. However, they must follow other airport rules. Rules and Regs. § VII (2004).
Automobiles for Hire	All nontaxicabs that provide prearranged rides are defined as automobiles-for-hire. Rules and Regs. § VIII (2004). Automobiles-for-hire, usually limousines or town cars, may not have top lights or external company identification. <i>Id.</i>
Permits and Enforcements	<p>Airport rules are enforced by airport employees and airport police. Rules and Regs. § X (2004). Violations may lead to fines or suspensions. <i>Id.</i></p> <p>The city uses impartial hearing officers—made up of law school students, attorneys, or other noncity employees—to adjudicate violations. <i>Id.</i></p> <p>These administrative hearings are not required when a violation has been proved in a court of law. <i>Id.</i></p> <p>The executive director may immediately suspend a permit for nonpayment, CPUC suspensions, or insurance lapse. <i>Id.</i></p> <p>The terms and conditions of a license agreement define the city’s ability to terminate a permit. If an operator violates a term of the agreement, the city may suspend or terminate the relationship without an administrative hearing. <i>Id.</i></p> <p>The airport uses a points system to track all nontaxicab operator violations and issue standardized suspensions. <i>Id.</i></p>

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of LAX are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Los Angeles is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations describe a specific exempt area surrounding the Los Angeles area. “Within Los Angeles; any municipality contiguous or adjacent to Los Angeles; San Pedro; Wilmington; Terminal Island Districts of Los Angeles and Long Beach; and certain parts of Los Angeles County north of a delineated boundary (see Appendix F Sec. 1 for a specific delineation).”

49 C.F.R. 339 app. F (2007).

*Contact Information*

LAX Ground Transportation Permit Unit (310) 215-5326

LAX Parking Services Section (310) 646-9070

LAX Parking Audit Section (310) 646-5706

LA DOT (800) 501-0999

CPUC—Licensing (415) 703-2063

**California—Metropolitan Oakland International Airport (OAK)***Overview*

OAK is owned and operated by the Port of Oakland. There are two sources of regulations for operators at OAK. The City of Oakland regulates taxicabs in its municipal code. The port provides regulation for all other ground transportation under a series of ordinances.

OAK is a closed system.

*Local*

## Port of Oakland Rules and Regulations

*Cited as:* Ordinance No. xxxx § x (2001).

Records and Permits	<p>All ground transportation services must have an Airport Operating Permit. Ordinance No. 3648 § 3 (2001).</p> <p>Applications must include proper documentation of business operations and vehicles, fees, and a transponder deposit. <i>Id.</i></p> <p>Within 30 days of receiving a permit, the operator shall submit a vehicle maintenance plan to the Landside Operations Manager. Ordinance No. 3648 § 6 (2001).</p>
Vehicle Requirements	<p>Vehicles must be maintained and meet certain equipment requirements standards. Ordinance No. 3648 § 6 (2001).</p>

	Vehicles will be inspected prior to receiving a permit and at the discretion of the Landside Operations Manager. <i>Id.</i>
Driver Rules	<p>Permit holders must perform drug testing and criminal background checks on their employees. Ordinance No. 3648 § 5 (2001).</p> <p>Drivers must carry an identification badge and maintain their personal hygiene and appearance. Ordinance No. 3648 § 7 (2001).</p>
Insurance Requirements	Permit holders must carry certain levels of insurance, and provide evidence of coverage to the airport. Ordinance No. 3648 § 4 (2001).
Operations	<p>A permit authorizes operations at OAK provided they are conducted in accordance with state and federal law. Ordinance No. 3648 § 5 (2001).</p> <p>Operations may only be conducted within the terms of an operator's permit, within authorized operating areas, and in a vehicle carrying an airport transponder. Ordinance No. 3648 § 5 (2001).</p>
Fees	Operators must pay yearly permit fees and per-trip fees. Amounts are determined by Board Ordinance and vary based on the type of vehicle and operation authorized by each permit. Ordinance No. 3648 § 8 (2001).
Violations and Hearings	<p>Fines, suspensions, and permit cancellations are authorized by Ordinance No. 3648 § 8 (2001). When the Landside Operations Manager believes that a violation has occurred, the operator is sent a notice. The operator may request a hearing. Ordinance No. 3648 § 10 (2001).</p> <p>Hearings are administrative functions heard by three Port Hearing Officers. Their decision is final. Ordinance No. 3648 § 10 (2001).</p>
Rental Cars	<p>Off-airport rental car operators must pay an annual privilege fee and a percentage of the monthly receipts, and keep a deposit with the airport in order to pick up airport passengers from the terminal. Ordinance No. 3648 Exhibit 2 (2001).</p> <p>Operators must maintain certain records and keep them available for inspection by the airport staff. Failure to keep the required records or to accurately report business receipts will be grounds for a violation. Ordinance No. 3648 Exhibit 2 (2001).</p>

*Case History*

*Oakland v. Burns*, 46 Cal. 2d 401, 296 P.2d 333 (1956). The city sought to enjoin the transportation service provider's operation of its business on roads at an airport owned and operated by the city. The Supreme Court found that the Board of Commissioners of the Port Authority did not have the power to dedicate port roads to the public because the roads were not public streets.

*City of Oakland Taxicab Regulations*

Oakland, Cal., Municipal Code tit. 5 § 5.64 (1998).

*Cited as:* Municipal Code § x.xx.xxx.

Permit Requirements	Operators must obtain three permits:  1. The Fleet Operators Permit requires operators to maintain certain documents and properly supervise the fleet. Municipal Code § 5.64.040. 2. Vehicle permits must be issued to each vehicle in a fleet. Municipal Code § 5.64.050. 3. Operating permits are issued to individual vehicles that meet inspection requirements.  Municipal Code § 5.64.050.
Driver Rules	Drivers must comply with conduct rules and maintain proper records. Municipal Code § 5.64.070.
Insurance	All operations must be conducted with adequate insurance coverage. Municipal Code § 5.64.090.
Fares	The city sets taxicab fares. Municipal Code § 5.64.100.
Alien Registrants	Taxicabs registered in different municipalities may drop off passengers, but may not accept new passengers without permission from the City of Oakland. Municipal Code § 5.64.130.

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of OAK are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Oakland is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

General Information (510) 563-3300

## California—Ontario International Airport (ONT)

### Overview

ONT is owned and operated by Los Angeles World Airports. The primary source of regulation is the Ontario International Airport's Ground Transportation Rules and Regulations.

ONT is a semi-closed system.

### Local

Ontario International Airport System Ground Transportation Rules and Regulations

*Cited as:* Rules and Regs. § x.x.x (2005).

Records and Permits	Commercial vehicle operators are required to be licensed by the city or be part of a concessionaire agreement with the airport and must obtain and display a city permit. Rules and Regs. § 2.01.6 (2003).
Vehicle Operations	<p>Commercial vehicle operators are required to obtain and attach to the vehicle an AVI transponder. Rules and Regs § 2.01.8 (2003).</p> <p>Each vehicle being used by an operator must be registered with the airport and carry a common color scheme so as to be readily identifiable as a member of that operator's fleet. Rules and Regs. § 2.22 (2003).</p> <p>All vehicles must be kept clean and in working condition. The vehicles are subject to inspection by the airport. Rules and Regs. § 2.26 (2003).</p>
Driver Rules	<p>Every driver must be licensed by the state, under the supervision of a permit holder, and knowledgeable of the airport Rules and Regulations. Rules and Regs. § 2.12 (2003).</p> <p>Drivers must wear a driver identification badge while on airport grounds. Rules and Regs. § 2.09 (2003).</p> <p>Drivers must maintain a clean and neat appearance. Rules and Regs. § 2.10 (2003).</p>
Suspensions and Appeals	Administrative citations will be issued for any violation of the Rules and Regulations. The citations will be issued to the carrier or operator, rather than the driver. The citations may consist of suspensions or termination of license. Rules and Regs. § 9.03 05 (2003).

	There is no right to a hearing in the event of a termination of license. Rules and Regs. § 9.05 (2003).
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### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of ONT are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Ontario is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area:

(a) The exemption provided by section 203(b)(8) of Part II of the Interstate Commerce Act to the extent it affects transportation by motor vehicle, in interstate or foreign commerce, performed wholly within Los Angeles, Calif., or wholly within any municipality contiguous or adjacent to Los Angeles, Calif., or wholly a part of Los Angeles, as defined in paragraph (b) of this section, or wholly within the zone adjacent to and commercially a part of the San Pedro, Wilmington, and Terminal Island Districts of Los Angeles and Long Beach, as defined in paragraph (c) of this section, or wholly within the zone of any independent municipality contiguous or adjacent to Los Angeles, as determined under § 372.241, or otherwise, between any point in Los Angeles County, Calif., north of the line described below, on the one hand, and, on the other, any point in Los Angeles County, Calif., south thereof is hereby removed and the said transportation is hereby subjected to all the...provisions of the [Act]:

Beginning at the Pacific Ocean, and extending easterly along the northern and eastern corporate limits of Manhattan Beach to the northern corporate limits of Redondo Beach, thence along the northern and eastern corporate limits of Redondo Beach to the intersection of Inglewood Avenue and Redondo Beach Boulevard, thence along Redondo Beach Boulevard to the corporate limits of Torrance, thence along the northwestern and eastern corporate limits of Torrance to 182d Street, thence along 182d Street, Walnut, and Main Streets to Alondra Boulevard, thence along Alondra Boulevard to its intersection with Dwight Avenue, thence southerly along Dwight Avenue and an imaginary straight line extending southward to Greenleaf Boulevard, thence eastward along Greenleaf Boulevard to the northwestern corner of the corporate limits of Long Beach, thence along the northern and eastern corporate limits of Long Beach to Artesia Boulevard, thence east on Artesia Boulevard to the County line.

(b) For the purpose of administration and enforcement of Part II of the Interstate Commerce Act, the zone adjacent to and commercially a part of Los Angeles and contiguous municipalities (except the San Pedro, Wilmington, and Terminal Island districts of Los Angeles and Long Beach, Calif.), in which transportation by motor vehicle in interstate or foreign commerce, not under a common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond the zone, will be partially exempt from regulation under section 203(b)(8) of the act, is hereby defined to include the area of a line extending in a generally northwesterly and northerly direction from the intersection of Inglewood Avenue and Redondo Beach Boulevard along the eastern and northern corporate limits of Redondo Beach, Calif., to the eastern corporate limits of Manhattan Beach, Calif., thence along the eastern northern corporate limits of Manhattan Beach to the Pacific Ocean, thence along the shoreline of the Pacific Ocean to the western corporate limits of Los Angeles at a point east of Topanga Canyon, and thence along the western corporate limits of Los Angeles to a point near Santa Susana Pass; south of a line extending in a generally easterly direction from a point near Santa Susana Pass along the northern corporate limits of Los Angeles to the eastern corporate limits of Burbank, Calif., thence along the eastern corporate limits of Burbank to the northern corporate limits of Glendale, Calif., and thence along the northern corporate limits of Glendale and Pasadena, Calif., to the northeastern corner of Pasadena; west of a line extending in a generally southerly and southwesterly direction from the northeastern corner of Pasadena along the eastern and a portion of the southern corporate limits of Pasadena to the eastern corporate limits of San Marino, Calif., thence along the eastern corporate limits of San Marino and the eastern and a portion of the southern corporate limits of Alhambra, Calif., to the

western corporate limits of Monterey Park, Calif., and the western corporate limits of Montebello, Calif., thence along the western corporate limits of Montebello, Calif., to the Rio Hondo, and the Los Angeles River to the northern corporate limits of Long Beach., and north of a line extending in a generally westerly direction from the Los Angeles River along the northern corporate limits of Long Beach and thence along Greenleaf Boulevard to its intersection with an imaginary straight line extending southward from Dwight Avenue, thence north on the imaginary straight line extending southward from Dwight Avenue, and thence northerly along Dwight Avenue to Alondra Boulevard, thence west along Alondra Boulevard, Main, Walnut, and 182d Streets to the eastern corporate limits of Torrance, thence along a portion of the eastern and the northwestern corporate limits of Torrance to Redondo Beach Blvd., and thence along Redondo Beach Blvd. to Inglewood Avenue.

(c) For the purpose of administration and enforcement of Part II of the Interstate Commerce Act, the zone adjacent to and commercially a part of the San Pedro, Wilmington, and Terminal Island districts of Los Angeles and Long Beach in which transportation by motor vehicle in interstate or foreign commerce, not under a common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond the zone, will be partially exempt from regulation under section 203(b)(8) of the act, is hereby defined to include the area east of a line extending in a generally northerly and northwesterly direction from the Pacific Ocean along the western corporate limits of Los Angeles to 258th Street, thence along 258th Street to the eastern corporate limits of Torrance, and thence along a portion of the eastern, and along the southern and western, corporate limits of Torrance to the northwestern corner of Torrance, south of a line extending in a generally easterly direction from the northwestern corner of Torrance along the northwestern and a portion of the eastern corporate limits of Torrance to 182d Street, thence along 182d, Walnut, Main, and Alondra Boulevard to its intersection with Dwight Avenue, thence southerly along Dwight Avenue and an imaginary straight line extending southward from Dwight Avenue to Greenleaf Boulevard and thence along Greenleaf Boulevard and the northern corporate limits of Long Beach to the northeastern corner of Long Beach; west of the eastern corporate limits of Long Beach; and north of the southern corporate limits of Long Beach and Los Angeles.

49 C.F.R. 399(B) app. F (2007).

### *Contact Information*

General Information (909) 937-2700

Media Relations (909) 975-5360

## **California—San Diego International Airport (SAN)**

### *Overview*

The San Diego County Regional Airport Authority (Authority) owns and operates SAN. Commercial ground operators must comply with the Authority Code and the rules of the Ground Transportation Service Manager.

SAN is a semi-closed system.

*Local*

## Authority Code

*Cited as:* Authority Code x.x (2002).

Records and Permits	<p>Before offering regularly scheduled bus or shuttle service, an operator must obtain a ground transportation service permit. Authority Code 9.12 (2002).</p> <p>Individual vehicles are licensed and issued AVI tags. <i>Id.</i></p> <p>Operators must carry certain minimum insurance. Authority Code 9.14 (2002).</p>
Driver Rules	<p>Drivers must have an airport permit and meet professional standards of conduct and abide by the operating standards of the airport. Authority Code 9.13 (2002).</p>
Suspensions and Appeals	<p>The Manager of Airport Operations is authorized to revoke or suspend permits through procedures outlined in Ordinance No. 418-R. Port Rules ch. 26 § 4 (2007).</p>

## Ground Transportation Service Manager Rules

Scope	<p>The Ground Transportation Service Manager issues rules and regulations as needed to promote transportation operations at SAN. The rules cover a variety of operational and procedural standards including, but not limited to, short-haul taxi operations, driver conduct rules, decal requirements, holding lots and dispatch lane procedures, AVI program rules, courtesy vehicle rules, and charter rules.</p>
Currency	<p>These rules are issued by the Ground Transportation Service Manager, not the authority, and can change quickly to deal with new circumstances.</p>

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SAN are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of San Diego is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

General Information (619) 400-2400  
 Airport Authority (619) 400-2408  
 Business and Properties (619) 400-2568  
 Ground Transportation (619) 400-2685

**California—San Francisco International Airport (SFO)***Overview*

SFO is owned and operated by the City of San Francisco. The Mayor-appointed Airport Commission is in charge of setting airport policy, and the day-to-day operations are run by the Airport Director. SFO Airport Rules and Regulations are promulgated by San Francisco, Cal., City Charter art. IV § 4.115 (2007).

SFO is a closed system.

*Local*

## Airport Rules and Regulations

*Cited as:* Airport Rules and Regs. x.x (2006).

Operation of Motor Vehicles	<p>Motor vehicle operation on public airport roads is regulated by the Airport Rules. These rules require drivers to obey signage, parking restrictions, and curb markings. Airport Rules and Regs. 1.4 (2006).</p> <p>Inspections, fees, and staging area rules are based on vehicle and operation type. Airport Rules and Regs. 1.4.7(A)(5)-(2)(12) (2006).</p> <p>All drivers must comply with certain operating standards, including identification requirements, AVI compliance, receipt availability, and complaint card rules. Airport Rules and Regs. 1.4.7(A)(14)(a)(18) (2006).</p>
Vehicle and Driver Enhanced Safety Program	<p>There are separate penalties for vehicle and driver violations of Rule 1.4.</p> <p>Each violation may be appealed, in writing, to the Manager of Airfield Operations. Airport Rules and Regs. 1.4.9 (2006).</p>
Commercial Operator Requirements	<p>Operators under contract with the airport to provide transportation services shall possess the following permits:</p> <ol style="list-style-type: none"> <li>1. Charter or Passengers Stage Permit—Issued by the CPUC.</li> </ol>

	<p>2. Commercial Ground Transportation Operating Permit—Issued by the airport director.</p> <p>The following vehicles and operators do not need permits:</p> <ol style="list-style-type: none"> <li>1. Taxicabs,</li> <li>2. Vendors providing transportation to airline crews,</li> <li>3. Public agencies, and</li> <li>4. Operators working under a contract with the City and County of San Francisco.</li> </ol> <p>Airport Rules and Regs. 1.4.7(A)(2) (2006).</p> <p>Operators shall register each vehicle that will operate at the airport and keep certain required records. Airport Rules and Regs. 1.4.7(A)(7) (2006)</p> <p>Vehicles must meet airport standards for safety, markings, and equipment. <i>Id.</i></p> <p>The airport director will charge monthly fees based on airport trips recorded by the Airport AVI system. Airport Rules and Regs. 1.4.7(A)(5) (2006).</p> <p>Operators must charge passengers according to the airport rate schedule in Airport Rules and Regs. App. D (2006).</p>
Charter and Arranged Rides	<p>Charter and prearranged rides must comply with certain waybill requirements and obey staging area rules. Airport Rules and Regs. 1.4.7(A)(8)-(a)(9) (2006).</p>
Limousines	<p>Limousines picking up passengers must have a prior arrangement with the passenger and possess proper permits. All limousines may drop off passengers. Airport Rules and Regs. 1.4.7(B) (2006).</p>
Courtesy Vehicles	<p>Operators must maintain appropriate headways and comply with the rules of the airport director. Airport Rules and Regs. 1.4.7(c) (2006).</p>
Taxicabs	<p>Taxicabs must possess airport decals, an operating AVI tag, and an authorized and decaled meter. Airport Rules and Regs. 1.4.7(D) (2006).</p> <p>Taxicabs shall comply with all inspection and documentation requirements. <i>Id.</i></p> <p>Driver must possess identification, a map, and</p>

	<p>certain licenses, documents, receipts, and records. Airport Rules and Regs. 1.4.7(D)(4) (2006).</p> <p>Taxicabs registered in the City of San Francisco must have several additional documents. <i>Id.</i></p> <p>All taxicab operations must be in compliance with airport rules regarding insurance, driver conduct, and operations. Airport Rules and Regs. 1.4.7(D)(5)-(d)(10) (2006).</p>
Fines	Fines are allocated according to a predetermined schedule. Airport Rules and Regs. app. C, F (2006).

### City Regulations

Motor Vehicles for Hire	<p>All vehicles for hire are regulated by the City Police Code. The San Francisco Taxi Commission enforces and supplements the provisions of the Code. San Francisco, Cal., Police Code § 1077 (2007).</p> <p>All vehicles for hire wishing to pick up passengers within the city limits must obtain a permit from the city. San Francisco Code § 1078 (2007).</p> <p>The Police Code regulates the following types of transportation: taxicabs, ramped taxicabs, limousines, jitney buses, sightseeing tours, motorized rickshaws, employee buses, and rental vehicles. Violations, investigations, hearings, and appeals are processed according to the administrative procedures outlined in the Police Code. San Francisco Code art. 16 (2007).</p>
Commercial Transporters	<p>Business and Tax Code art. 2 § 76.5, § 129.</p> <p>Commercial transporters must pay all general city business taxes.</p> <p>Other taxes of note:</p> <p style="padding-left: 40px;">The driver of a vehicle for hire must pay a permit fee. San Francisco Code § 76.5 (2007).</p> <p style="padding-left: 40px;">Limousine and sightseeing tax. San Francisco Code § 129 (2007).</p>

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SFO are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of San Francisco is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

General Information (800) I-FLY-SFO or (650) 821-8211  
 Airport Administration (650) 821-5000  
 Airport Commission (650) 821-5042  
 Parking (650) 821-7111  
 Police (nonemergency) (650) 877-6800

**California—Norman Y. Mineta San Jose International Airport (SJC)***Overview*

SJC is owned and operated by the City of San Jose. The City Municipal Code is the primary source of regulation at the airport. Operators must also comply with the rules of the CPUC.

SJC is a semi-closed system.

*Local*

City of San Jose Municipal Code

*Cited as:* Municipal Code § xx.xx.xxx (2007).

Records and Permits	<p>Before offering regularly scheduled bus or shuttle service, an operator must obtain an Airport Operating Permit and provide extensive documentation and insurance requirements. Municipal Code § 25.08.700 (2007).</p> <p>Operators must pay fees, maintain their vehicles, keep certain records, and ensure that drivers comply with airport policy. Municipal Code § 25.08.740 (2007).</p>
Taxi Operations	<p>Vehicles must be properly identified and only operate in authorized locations. Municipal Code § 25.08.740-770 (2007).</p> <p>Vehicles picking up passengers must use the holding area. <i>Id.</i></p>
Car Rental	<p>On-site car rentals must be conducted at the consolidated facility. Municipal Code § 25.08.610-650 (2007).</p> <p>Operators must pay certain fees, maintain</p>

	appropriate records, and refrain from providing transportation from the terminal to the facility. <i>Id.</i>  Off-airport providers must obtain a ground transportation permit. Municipal Code § 25.08.510 (2007).
Suspensions and Appeals	The Manager of Airport Operations is authorized to revoke or suspend permits through procedures outlined in Ordinance No. 418-R. Port Rules ch. 26 § 4 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SJC are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of San Jose is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

Airport Administration (408) 501-7600  
General Information (408) 277-4759

## **California—Sacramento International Airport (SMF)**

### *Overview*

SMF is owned and operated by the County of Sacramento. The primary source of regulation is the airport's Ground Transportation Rules and Regulations. The Rules and Regulations are created by the airport under authority from Chapter 11.09 of the Sacramento County Code.

SMF is a semi-closed system.

### *Local*

Sacramento County Airport System Ground Transportation Rules and Regulations

*Cited as:* System Rules and Regs. § x.x (2005).

Records and Permits	Before offering regularly scheduled bus or shuttle service, an operator must obtain an Airport Operating Permit by meeting extensive documentation and insurance requirements. System Rules and Regs. §§ 2.5, 6, 14.1, 19.3 (2005).  Operators must maintain permits and participate in the airport's AVI system. System Rules and Regs. §§ 18, 19 (2005).
Vehicle Operations	Vehicles must be properly identified, registered,

	and inspected. System Rules and Regs. § 3 (2005).  Pickup and drop-off locations are closely regulated. Operators may only operate in certain designated locations. System Rules and Regs. §§ 7.5, 8.5, 9.5, 10.5, 11.2, 12.2, 13.2 (2005).
Driver Rules	Drivers must meet professional standards of conduct and abide by the operating standards of the airport as defined in System Rules and Regs. § 4.4 (2005).
Suspensions and Appeals	The Manager of Airport Operations is authorized to create a schedule of fines and punishment for operator and driver misconduct. System Rules and Regs. § 17 (2005).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SMF are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Sacramento is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (916) 929-5411  
 Airport Administration (916) 874-0719  
 Media Relations (916) 874-0780

## **California—John Wayne Orange County International Airport (SNA)**

### *Overview*

SNA is owned and operated by Orange County. The primary source of regulation is the County Code.

SNA is a semi-closed system.

### *Local*

Orange County

*Cited as:* Orange County Code art. 4 § x-x-xx (2007).

Records and Permits	Before offering any commercial service, an operator must enter into an agreement with the Airport Board of Supervisors. Orange County Code art. 4 § 2-1 (2007).
Car Rentals	Operators must have an agreement with the Airport Board of Supervisors. Orange County Code art. 4 § 2-1 (2007).

Taxicab and Commercial Carriers	Board agreements limit operators to certain commercial conduct and rates. Orange County Code art. 4 § 2-1-42 (2007).
Courtesy Vehicles	Courtesy vehicles must have an airport permit. Orange County Code art. 4 § 2-1-43, 45 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SNA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of unincorporated Orange County is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

Airport Information (949) 252-5200  
 Lost and Found (949) 252-5000  
 Business Development (949) 252-5233  
 Media Relations (949) 252-5182

## COLORADO

### Statewide Regulations

The State of Colorado generally regulates commercial transportation within the State. Colo. Rev. Stat. § 42 (2007). The State of Colorado grants authority to regulate commercial ground transportation to and from airports to cities, towns, and municipalities within the state. Col. Rev. Stat. 41-4-204 (2007).

#### Case History

The “[p]laintiff city filed a declaratory judgment action against two airlines to determine whether it was permitted to pay for construction of a new airport by using a special surplus fund composed of concessionaire fees generated at the old airport and by charging airlines increased rents and landing fees for use of the old airport’s facilities.” The United States District Court held that Section 1513(a) of the Anti-Head Tax Act, 49 U.S.C. § 1301 (2007), applies only to air transportation, and not ground transportation, and, therefore, the city was permitted to pay for the construction with the surplus fund. *Denver v. Continental Air Lines, Inc.*, 712 F. Supp. 834 (D. Colo. 1989).

Airport shuttle companies challenged the Colorado Public Utility Commission’s (CO PUC) permanent operating authority grant to a limousine company that had repeatedly violated the scope of its temporary grant. The PUC grants licenses to operate commercial vehicles in the State of Colorado. “Because the PUC possesses special expertise in public utility regulation, the determination of an applicant’s fitness and ability to perform the particular service is the type of decision which is entitled to substantial deference on judicial review.” As a result, the court held that the PUC properly granted operating authority, and that the PUC was not barred from granting permanent operating authority simply because the operator had violated terms of his temporary authority. *Boulder Airporter v. Rocky Mt. Shuttlines*, 918 P.2d 1118, 1122 (Colo. 1996).

An off-airport car rental company near the city’s airport challenged certain airport fees. The rental company did not maintain a sales counter or reservation telephone at the airport, but it provided free shuttle service to and from the airport. The city imposed ground transportation regulations and fees, including a transaction fee, on each [off-site] rental plus a privilege fee. The court found that Denver, Colo., Revised Municipal Code § 5-16(e) provides that the manager of public works shall have the authority to establish and set rates, fees, and charges as necessary to meet the needs for operating the Denver Municipal Airport System.

The manager of public works shall be further empowered to reasonably apportion these expenses among the commercial users of the system based “upon their present or future projected use of the facilities.” The court, therefore, denied the car rental company’s challenge and upheld the airport’s fees. *Thrifty Rent-A-Car Sys. v. Denver*, 833 P.2d 852, 854 (Colo. Ct. App. 1992).

### Colorado—Denver International Airport (DEN)

#### Overview

DEN is owned and operated by the City of Denver. The primary source for DEN regulations are rules adopted by the Manager of Aviation under the Denver Rev. Municipal Code ch. 5 § 16 (2005).

Public transportation is regulated by the CO PUC. The CO PUC is responsible for the safety, insurance, and economic regulation of all for-hire carriers.

DEN is a semi-closed system.

*Local*

Airport Regulations

*Cited as:* Rules of the Manager § xxx.xx (2005)

Permit or Concession Agreements	<p>“Each Commercial Operator seeking to conduct business activities and operate motor vehicles upon Airport premises shall obtain either a Permit or a Concession Agreement authorizing it to conduct business upon the Airport.” Rules of the Manager § 100.04 (2005).</p> <p>Infrequent users may not need a permit to conduct business at the airport. An infrequent user can receive a one-time authorization by presenting proof of insurance to ground transportation employees at the holding lot. Rules of the Manager § 100.15 (2005). Commercial operators may also choose to purchase a 1-day permit. Rules of the Manager § 100.16 (2005).</p>
AVI	<p>Once a commercial operator has obtained a permit, the operator must secure AVI tags to each vehicle used at DEN. Rules of the Manager § 100.06 (2005).</p>
Conduct and Vehicle Requirements	<p>The airport rules specify professional conduct standards for commercial operators. Rules of the Manager § 100.08 (2005).</p> <p>All vehicles engaged in commercial service must meet DEN standards for safety, appearance, and operational conduct. Rules of the Manager § 100.11 (2005).</p>
Fees	<p>Airport rules specify access fees for car rental operators (both on- and off-airport), courier operators, taxicabs, and limousines.</p>
Taxis	<p>Taxicab operators must obtain permits, badges, and AVI tags prior to operating at DEN. All drivers must comply with DEN’s conduct and duty rules, privilege restrictions, multiple loadings rules, short trip requirements, loading and unloading procedures, and fee requirements. Rules of the Manager § 90 (2005).</p> <p>Taxicab permits may be suspended or revoked by airport officials. Hearing procedures are outlined in the Airport Rules. Rules of the Manager § 90.19 (2005).</p>

### *City Regulations*

“Any person who disputes any determination made by or on behalf of the city pursuant to the authority of the manager of aviation, which determination adversely affects such person, may petition the manager for a hearing concerning such determination no later than thirty (30) days after having been notified of any such determination.” Denver Rev. Municipal Code ch. 5 § 17(a) (2005). Special administrative hearings will be held at the discretion of the Airport Manager and in accordance with the Denver Municipal Code. Denver Rev. Municipal Code ch. 5 § 17(b)-(d) (2005).

These administrative decisions may be appealed to the District Court of the Second Judicial District of the State of Colorado. Denver Rev. Municipal Code ch. 5 § 17(e) (2005).

### *State*

*CO PUC Regulations.*—Flat Rate Taxi Fees at DEN—The CO PUC has established a flat rate taxi fare system. Taxicabs taking passengers to or from DEN to a delineated zone will pay a flat rate, rather than a metered rate. 4 Colo. Code Regs. § 723-6 pt. 6256 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of DEN are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Denver is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information 1-800-AIR2DEN  
Ground Transportation (303) 342-4059  
CO PUC General Information (303) 894-2000

## CONNECTICUT

### Statewide Regulations

The State of Connecticut generally regulates motor vehicles operating and based in the state. Conn. Gen. Stat. § 13b (2007). For more information, contact the Connecticut DOT at (860) 594-2000 or online at <http://www.cga.ct.gov/asp/menu/Statutes.asp>.

The Connecticut DOT has authority to issue licenses to operate taxi and livery services in Connecticut. Conn. Gen. Stat. §§ 16281a, 13b-389-414, 13b-95-100, 13b-101-108 (2007).

Persons wishing to operate either taxicabs or livery services must obtain a certificate of convenience from the DOT and must operate within the limitations of the certificate issued. Conn. Gen. Stat. § 13b-97-103 (2007).

Livery services must comply with the rate schedule established by the DOT. Conn. Gen. Stat. § 13b-102 (2007).

Conn. Agencies Regs. § 16-319-7 (2007) provides that all books, records, vouchers, memoranda, and other papers relating to the business of a certificate holder shall be readily available for examination by the Transportation Commission or its authorized representative.

### Case History

Plaintiffs, taxicab and livery companies, challenged a Commissioner of Transportation decision subjecting them to penalties for operating taxi services outside the areas authorized by their licenses and for operating livery services in violation of regulations. The court held that the Connecticut DOT, like other administrative agencies, may issue enforceable regulations only by complying with those sections of the Uniform Administrative Procedure Act (UAPA) that apply to the enactment of such regulations. The DOT may not enforce regulations circulated only in a memorandum as such regulations do not comply with the UAPA and, therefore, do not carry the force of law. As a result, the commissioner's decision was overturned. *Waterbury Yellow Cab & Serv. Co. v. Frankel*, 1996 Conn. Super. LEXIS 1874 (Conn. Super. Ct. 1996).

"The plaintiff taxi company appealed a decision by the defendant Connecticut Department of Transportation (DOT) to revoke its permit, claiming that the service date should be extended when the last day for filing was a Sunday." The court refused to extend any service timing, and held that "failure to serve and file an administrative appeal of the taxi company's permit revocation within forty-five days of an agency mailing deprives a court of subject matter jurisdiction." *Airport Taxi Co. v. State*, 2002 Conn. Super. LEXIS 884 (Conn. Super. Ct. 2002).

### Connecticut—Bradley International Airport (BDL)

#### Overview

BDL is owned and operated by the Connecticut DOT. All commercial operators must have an agreement with the state. Several sources of regulation exist, including 1) BDL's Ground Transportation Specifications, 2) Connecticut General Statutes, and 3) General agreements between operators and the state.

BDL is a closed system.

*Local*

Ground Transportation Specifications

Taxicab Agreement Excerpts and Operating Procedures Public Act No. 83-241	<p>Operators must be based in the State of Connecticut, provide proof of insurance, and pass a company background check in order to receive a certificate of Public Convenience and Necessity from the Bureau of Public Transportation, which is necessary for operations.</p> <p>Drivers must comply with certain rules regarding how and where pickups may commence. Operations must be conducted under the oversight of the taxi starter and without breaking airport rules against ride refusals, lane restrictions, fare limits, or other operations standards.</p> <p>All vehicles and drivers must meet minimum standards of appearance and good behavior. Vehicles must be equipped with an AVI tag and pay a per-trip fee.</p>
Limousines General Agreement Excerpts	<p>Operators based in the State of Connecticut must enter into an agreement, but out-of-state providers are not required to do so. 49 U.S.C.S. § 14501 (2007).</p> <p>All operators must provide proof of insurance and pass a company background check in order to receive a certificate of Public Convenience and Necessity from the Bureau of Public Transportation. Vehicles must be equipped with an AVI tag and pay a per-trip fee.</p>
Couriers and Luggage Handlers General Agreements	<p>Operators must have an agreement with the airport, and vehicles must be equipped with an AVI tag and pay a per-trip fee.</p>
Charter Bus General Agreement Excerpts	<p>Buses do not need an agreement with the airport, but must have an AVI tag before entering the inner roadways.</p>
Car Rental General Agreement Excerpts	<p>There are two agreements available to rental services:</p> <p>Service Center Site Lease—Allows the rental company to occupy part of the Airport Service Center and operate on-site.</p>

	<p>Concession License—Grants the right to access the airport roadways for passenger pickups and drop-offs. Operators with a concession license may advertise and set up a phone line in the terminal.</p>
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### *State*

*Connecticut General Statutes.*—The DOT Commissioner may set fees and rental rates at the airport. Conn. Gen. Stat. § 242-13b-39.

All operators must have an agreement with the airport. Conn. Agencies. Regs. § 15-41-44a (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of BDL are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Windsor Locks is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (860) 292-2000

Media Relations (860) 594-2547

DOT (860) 594-2549

Properties (860) 594-2549

## FLORIDA

### Statewide Regulations

The State of Florida generally regulates motor vehicles operating or based in the state. Fla. Stat. § 23.316-325 (2007). For more information, contact the Florida DOT at (850) 414-4100 or online at <http://www.dot.state.fl.us/>.

### Case History

“A government agency and municipal airport filed a motion for summary judgment in an action [brought] by an association of non-concessionaires alleging a conspiracy to restrain trade, create a monopoly, and fix prices in commercial ground transportation to and from an airport.” The District Court granted the motion for summary judgment, finding that “when a state gives an agency the authority to negotiate contracts with businesses...for the development and expansion of an airport...the agency's actions pertaining to ground transportation services...are immunized.” *Golta, Inc. v. Greater Orlando Aviation Auth.*, 761 F. Supp. 778, 781 (M.D. Fla. 1991).

The “plaintiff limousine company and defendant, the Hillsborough County Aviation Authority, [each] filed [cross] motions for summary judgment on the company's claim challenging the constitutionality of the airport ground transportation policy.” The District Court granted the Hillsborough County Aviation Authority's motion, denied the limousine company's motion, and held that “the [Authority's] power to completely ban limousine operators includes the lesser power to limit advertising and solicitation and to grant a contractual privilege to another carrier.” *Astro Limo. Serv., Inc. v. Hillsborough County Aviation Auth.*, 678 F. Supp. 1561, 1566 (M.D. Fla. 1988).

### Florida—Fort Lauderdale/Hollywood International Airport (FLL)

#### Overview

FLL is owned and operated by Broward County. The County Code is the primary source of regulation at FLL.

FLL is a semi-closed system.

#### Local

Broward County Code of Ordinances

*Cited as:* Ordinance § x-xx

Ch. 2, art. 3, div. 2—Prearranged Ground Transportation at FLL (2007).

Permits	<p>Operators of vehicles with more than 20 seats must obtain a permit from the Aviation Department. Ordinance §§ 2-49, 50.</p> <p>Those with less than 20 seats must contact the County Consumer Affairs Department per Broward County, Fla., ch. 22 1/2, § 2-46.</p>
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	<p>Holders must generally comply with FLL rules of conduct, and only operate in accordance with the terms of the permit. Ordinance §§ 2-49, 50.</p> <p>Permit holders must display a decal on each vehicle and drivers must carry an airport ID. Ordinance § 2-46.</p> <p>Operator documentation requirements include insurance coverage, proof of vehicle inspections, employee records, and fee payments. Ordinance §§ 2-51, 56.</p> <p>Permit holders must pay an annual fee and a per-trip fee. <i>Prearranged Ground Transportation Permit Summary</i> (2007).</p>
Violations	<p>Permits may be denied or revoked for a number of reasons. Ordinance § 2-47.</p> <p>Parties may request an administrative hearing before a hearing officer. Further appeals are to be made in the local courts. § 247.</p>

Ch. 2, art., 3 div. 5—Off-Airport Motor Vehicle Rental Operations (2007).

Permits and Operations	<p>Operators wishing to access the airport roadways for commercial purposes must obtain department authorization. Ordinance § 2-111.</p> <p>Operators must pay a fee based on monthly revenues. Ordinance § 2-114.</p> <p>Insurance requirements are based on vehicle type and operation and set by the Broward County Risk Management Division. Ordinance § 2-115.</p>
Violations	<p>Permits may be denied or revoked for a number of reasons. Parties may request an administrative hearing before a hearing officer. Further appeals are to be made in the local courts. § 2117.</p>

*Case History*

Even though FLL is located within the limits of the City of Fort Lauderdale, the city may not impose its occupational license fees upon a car rental concessionaire located on the airport property. Fla. Stat. ch. 125.015 (1985) gives exclusive jurisdiction to Broward County, FLL's exclusive owner, to do so. *Dania v. Hertz Corp.*, 518 So. 2d 1387 (Fla. 4th Dist. Ct. App. 1988).

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of FLL are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Fort Lauderdale is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

General Information (866) I-FLY-FLL

**Florida—Jacksonville International Airport (JAX)**

*Overview*

JAX is owned and operated by the Jacksonville Airport Authority. The authority is overseen by a Board of Commissioners. The Rules of the Board are the primary source of regulation at JAX.

JAX is a semi-closed system.

*Local*

Airport Authority Rules

*Cited as:* Authority Rules § x-x (2002).

For-Hire Transport	Drivers may not solicit fares, refuse short-haul trips, or pick up customers without an operating agreement. Authority Rules § 8 (2002).
Courtesy Vehicles	Vehicles must be identified and drivers may not solicit passengers. Authority Rules § 8 (2002).
Violations	The director may impose fines and suspensions, or revoke operating privileges of an operator who has been investigated and found to have violated authority policy. Authority Rules § 7 (2002).
Rates and Charges	There are nine different fees collected by the authority:  <ol style="list-style-type: none"> <li>1. Permit fee.</li> <li>2. Application fee and security deposit.</li> <li>3. Per trip charges.</li> <li>4. Wait time fees.</li> <li>5. Casual/infrequent user fees.</li> <li>6. Meet and greet fee.</li> <li>7. Meet at the gate fee.</li> <li>8. Taxi/shuttle fee.</li> <li>9. Off-airport operations fee.</li> </ol> Authority Rules § 5 (2002).

Operating Procedures	<p>JAX restricts commercial operations to designated lanes and prohibits solicitation. Authority Rules § 4 (2002).</p> <p>Vehicles may access the commercial lane with an access card. Authority Rules § 4 (2002).</p> <p>Upon entering the commercial lane, the driver must provide all required documentation and fees to the ground transportation booth. <i>Id.</i> Operators must arrange all meet-and-greets ahead of time with the Operations Department. Authority Rules § 4-j (2002).</p>
Car Rentals	<p>Rental companies must either abide by authority rules requiring payment of an off-airport operating fee or enter into an operating agreement with the authority. Authority Rules § 8 (2002).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of JAX are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Jacksonville is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (904) 741-4902  
 Media Relations (904) 741-2726  
 Airport Authority (904) 741-2000

## **Florida—Orlando International Airport (MCO)**

### *Overview*

The primary ground transportation regulations for MCO are the Greater Orlando Airport Authority's (GOAA) Ground Transportation Rules and Regulations for Orlando International Airport. The Greater Orlando Airport Authority is an independent board with authority to regulate the planning, financing, construction, and operation of aviation facilities. Orlando, Fla., Municipal Code ch. 13 § 3 (2007).

All City of Orlando Ordinances shall apply at MCO. Orlando, Fla., Municipal Code ch. 13 § 17 (2007).

MCO is a semi-closed system.

### *Local*

Greater Orlando Airport Authority Ground Transportation Rules and Regulations

*Cited as:* GOAA Rules and Reg. § x.x (2006).

Permit Requirements	<p>The airport issues permits to all commercial vehicle operators. Different permits are issued for different types of operations. GOAA Rules and Reg. § 3.2 (2006).</p> <p>In order to receive a permit, operators must provide a security deposit and provide documentation of insurance coverage and minimum credit levels. GOAA Rules and Reg. §§ 4.1, 4.2, 4.7 (2006).</p> <p>Authorized operators are issued a decal and barcode by the GOAA. All decals must be properly displayed. GOAA Rules and Reg. § 3.8 (2006).</p>
Operating Rules	<p>GOAA rules govern the general operations of commercial transporters at MCO. GOAA Rules and Reg. §§ 5, 6 (2006).</p> <p>These regulations include solicitation restrictions, vehicle standards, driver conduct, traffic rules, operation location restrictions, and parking rules. <i>Id.</i></p>
Taxicab and Shuttle Operations	<p>Taxicabs and shuttles must use their designated pickup and drop-off lanes, starter system, and holding areas, and follow special operating rules. GOAA Rules and Reg. § 7 (2006).</p> <p>Special operating rules include a prohibition on short-haul refusals and extra documentation requirements. <i>Id.</i></p>
Fees	<p>The GOA charges dwell, pickup, privilege, and taxi starter fees. Fees are collected through the Authority Electronic Control Devices. GOAA Rules and Reg. § 8.1 (2006). Fees are published in GOAA rules, and billings are collected on a regular schedule. GOAA Rules and Reg. § 8.5 (2006).</p> <p>Off-airport parking and car rental services must provide the GOAA with regular reports of all receipts and a schedule of fee payments. GOAA Rules and Reg. § 8.8 (2006).</p> <p>These operators are also responsible for maintaining proper records in accordance with GOAA Rules and Reg. §§ 11-12 (2006).</p>
Violation Procedures, Appeals, and Fines	<p>GOAA rules specify fees and penalties for rule violations. GOAA Rules and Reg. § 9 (2006).</p> <p>Violators are fined according to a predetermined schedule, and multiple violations may be</p>

	<p>grounds for suspension. GOAA Rules and Reg. § 9.9 (2006).</p> <p>Operators accused of violations are sent a NOV and shall have the right to request a hearing. GOAA Rules and Reg. §§ 10.1-10.3 (2006).</p> <p>The hearing will be held in front of the Ground Transportation Committee and will be held according to administrative hearing rules outlined in GOAA Rules and Reg. § 10 (2006).</p> <p>Violators may appeal the results of their hearing to the airport executive director. The director's decision shall be final. GOAA Rules and Reg. § 10.6 (2006).</p>
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### *Orlando Municipal Code*

All City of Orlando Ordinances, except zoning laws, are valid at MCO.

*Cited as:* Municipal Code ch. 13 § 17 (2007).

Orlando Parking and Traffic Code	The Orlando Code provides general citywide parking and traffic regulations. City rules are enforced by the Orlando Police Department. Municipal Code ch. 39 (2007).
For-Hire Passenger Vehicles	For-hire passenger vehicles must meet city operating standards for driver and operator conduct, vehicle and company insurance, and service requirements. In addition, all commercial operators must possess proper permits. Municipal Code ch. 55 (2007). Driver or operator violations are prosecuted under city administrative rules and procedures. <i>Id.</i>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mile radius of MCO are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Orlando is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

City of Orlando: <http://www.cityoforlando.net>  
City Transportation Department (407) 246-2522  
GOAA (407) 825-2001  
GOAA Permitting and Enforcement (407) 825-2235

## Florida—Miami International Airport (MIA)

### Overview

MIA is owned and operated by the Miami-Dade County Department of Aviation. The main source of commercial ground transportation regulation is the Aviation Department Rules and Regulations.

MIA is a semi-closed system.

### Local

Miami–Dade County Department of Aviation Rules and Regulations

*Cited as:* Aviation Rules and Regs. OD no. xx-xx (2002)

<p>Taxicabs</p>	<p>Taxicab owners and drivers must obtain permits or be generally licensed by the county before picking up passengers, and they must obtain permits, badges, and AVI tags prior to operating. Aviation Rules and Regs. OD no. 81-42 (2002).</p> <p>All drivers must be licensed by and comply with Miami-Dade County’s conduct and duty rules, privilege restrictions, multiple loadings rules, short trip requirements, loading and unloading procedures, and fee requirements, as identified in the Miami–Dade County Code, ch. 31 (2007).</p> <p>Airport Regional Taxi Service (ARTS)—ARTS provides flat rate fares within predetermined geographic zones. Aviation Rules and Regs. OD no. 81-42 (2002).</p> <p>Taxicabs may provide service through ARTS provided they are licensed by the Dade County Passenger Transportation Regulatory Division and comply with airport operational rules. <i>Id.</i></p>
<p>Other Ground Transportation</p>	<p>All other commercial ground transporters must obtain a permit from the airport. Generally MIA contracts with service providers. MIA makes no guarantee that permits will be available. Aviation Rules and Regs. OD no. 24 § 4 (2002).</p> <p>There are five classes of permits:          General Class A—Prearranged Service          General Class B—Commercial Service          General Class C—Crew Service          General Class D—Delivery Service          General Class E—Expedite Service          Aviation Rules and Regs. OD no. 24 § 5 (2002).</p>

	Permits are divided into subsections. Different permits bestow different rights upon permit holders. <i>Id.</i>
Limousine/Courtesy Vehicles/Buses	<p>Before offering regularly scheduled bus or shuttle service, an operator must obtain an Airport Operating Permit by meeting extensive documentation and insurance requirements. Dept. of Aviation Rules and Regs. OD no. 24 §§ 4, 5 (2002).</p> <p>Vehicles may only operate in authorized locations, and are inspected and issued decals by the airport administration. Aviation Rules and Regs. OD no. 24 §§ 4, 5, 6 (2002).</p>
Suspensions and Appeals	<p>Taxicab permits may be suspended or revoked by airport officials. Aviation Rules and Regs. OD no. 81 (2002).</p> <p>Generally, violations are prosecuted in the Dade County Courthouse in accordance with the appropriate sections of its Municipal Code. Miami–Dade County Code, ch. 25 § 1.7 (2007).</p> <p>Fines shall not exceed \$500. <i>Id.</i></p>

### *County Regulations*

The County Code provides additional authority for the airport board and director to generally regulate ground transportation at MIA. The director may issue operational directives as needed to fulfill county law and the mission of the airport. Miami–Dade County Code, ch. 25 § 1.2 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of MIA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Miami is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (305) 876-7000  
 Permit Office (305) 876-7025  
 Parking (305) 876-7536  
 Ground Transportation (305) 876-7024

## Florida—Palm Beach International Airport (PBI)

### Overview

Palm Beach County, through its Department of Airports, operates and maintains PBI. The primary source of regulation is the Palm Beach County Ordinances. The Ordinances are created by the county under authority from Chapter 125 of the Florida Statutes.

PBI is a semi-closed system.

### Local

#### Palm Beach County Ordinances

*Cited as:* Ordinances § x-x (2007).

Records and Permits	<p>Taxicabs, buses, limos, shuttles, courtesy vehicles, and other for-hire vehicles must obtain a valid ground transportation permit issued by the department or be a party to the department's ground transportation concession agreement. Ordinances § 10-2 (2007).</p> <p>Commercial vehicle operators must carry liability insurance. Ordinances § 19-220 (2007).</p>
Vehicle Operations	<p>Vehicles shall be operated in adherence with state laws. Ordinances § 6-1 (2007).</p> <p>Commercial vehicle operators may only transport persons and/or their baggage from areas designated as “ground transportation parking zones.” Ordinances § 10-2 (2007).</p> <p>Commercial vehicles must be clean and in proper working order pursuant to the Vehicle Safety Requirements of the Ordinances. Ordinances § 19-218 (2007).</p>
Driver Rules	<p>Drivers must obtain a county vehicle-for-hire driver’s identification badge in addition to a state driver’s license. Ordinances § 19-221(a) (2007).</p> <p>Drivers must submit to a screening process and meet criminal record requirements. Ordinances § 19-221(a) (2007).</p>
Suspensions and Appeals	<p>Failure to comply with the Ordinances may result in prosecution as a second degree misdemeanor. Ordinances § 1-6 (2007).</p> <p>Suspension or revocation of permit may occur if after a hearing it is determined that a driver has violated any applicable provision of the</p>

	<p>ordinances. Ordinances § 19-222 (2007).</p> <p>Any individual, driver, or vehicle-for-hire company that has been denied a county permit/ID badge by the division may appeal the decision to the consumer affairs hearing board/special master within 20 days of receipt of the decision. They may appeal a suspension or revocation within 30 days of the decision. Ordinances § 19-222 (2007).</p>
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### *Case History*

Fifteen limousine drivers brought suit seeking back pay for overtime work under the Federal Fair Labor Standards Act (FLSA). Under the Act, the employer of any workers employed as taxicab drivers is exempt from the FLSA overtime provisions. 29 U.S.C. § 213(b)(17). The District Court held that an employer of limousine drivers was not exempt, however, because the exemption was a narrow one. The limousine operators were not taxicab services. They were advertised as “limousine services” and not taxicab operations, the vehicles were not metered, and the drivers did not cruise for passengers. *Powell v. Carey Int'l, Inc.*, 483 F. Supp. 2d 1168 (S.D. Fla. 2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of PBI are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of West Palm Beach is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (561) 471-7420  
Ground Transportation (561) 684-9900

## **Florida—Southwest Florida International Airport (RSW)**

### *Overview*

RSW is operated by the Lee County Port Authority. The port is owned by Lee County. Port regulations are written by the County Commissioners and are part of the County Code.

RSW is a semi-closed system.

### *Local*

Lee County Code

*Cited as:* County Code § x.xx (2007)

Records and Permits	All commercial operators must obtain an Airport Operating Permit. County Code § 3.01 (2007).
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	Permits are not issued until extensive documentation and insurance requirements are met. County Code § 9 (2007).  Permit fees are set by the Port Authority and will vary based on the type and scope of airport operations. County Code § 9.00(b) (2007).
Demand Vehicles	Vehicles must comply with airport rules, accept all fares, and use only the designated operations areas. County Code § 9.01 (2007).
Courtesy Vehicles	Drivers may not solicit passengers and must comply with general commercial conduct rules. Passengers may only be loaded in designated zones. County Code § 9.04 (2007).
Car Rental Companies	On-site car rental companies and off-site companies serving airport passengers must assess the Car Rental Facility Charge on all their rentals. County Code § 11.06 (2007).
Penalties	The port may set fines for violations not to exceed certain limits imposed by the county. County Code § 3.54 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of RSW are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Fort Myers is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (239) 590-4800  
Business and Advertising (800) 628-6800, ext. 434  
Parking (239) 768-6296

## **Florida—Tampa International Airport (TPA)**

### *Overview*

TPA is owned and operated by the Hillsborough County Aviation Authority (HCAA). The primary source of TPA regulation is HCAA policy. The HCAA is given broad authority under the Hillsborough County Code to regulate transportation at TPA.

TPA is a closed system.

### *Local*

Hillsborough County Aviation Authority Policy

*Cited as:* HCAA Policy xxx § x (200x).

General Operating Rules	<p>All drivers must comply with the airport's conduct and duty rules, privilege restrictions, multiple loadings rules, short trip requirements, loading and unloading procedures, and fee requirements. HCAA Policy 310 § (b) (2005).</p> <p>HCAA rules only extend as necessary to promote the authority policy. Federal and state jurisdiction generally applies. HCAA Policy 310 § (f) (2005).</p> <p>The authority has a general power to collect fees and establish regulations where necessary. HCAA Policy 310 § (e) (2005).</p> <p>Only drop-offs and prearranged pickups are permitted without special authorization from the authority. HCAA Policy 340 § 8.1 (2004).</p>
Taxicabs	<p>Operators must have a permit or contract with the HCAA before operating at the airport. HCAA Policy 310 § (a) (2005).</p>
Suspensions and Appeals	<p>The director may order operators to cease operations at TPA following a violation. HCAA Policy 340 § 9.2 (2004).</p> <p>The operator may request that the director reconsider an order to cease operations. The director shall appoint a fact-finding commission who will report to the director. The director shall then make a final decision. HCAA Policy 340 § 9.3 (2004).</p> <p>The director's final decision can be appealed by requesting an informal hearing before the Airport Board. The board's decision is the final administrative review, and further appeals must be made in the District Court. HCAA Policy 340 § 9.3 (2004).</p>
Courier Services	<p>Delivery and courier services are not permitted to use the public pickup and drop-off locations. Operators should either use the commercial loading docks or develop a procedure with individual airlines. HCAA Policy 305 (2002).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of TPA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Tampa is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

Airport Information (813) 870-8700

Airport Police (813) 870-8760

Ground Transportation (813) 870-8718

Operations (813) 870-8750

## GEORGIA

### Statewide Regulations

The State of Georgia generally regulates motor vehicles operating and based in the state. Ga. Code Ann. § 40 (2007). For more information, contact the Georgia DOT at (404) 656-5267 or visit its Web site at <http://www.dot.state.ga.us>.

### Georgia—Atlanta-Hartsfield International Airport (ATL)

#### Overview

ATL is operated by the City of Atlanta Department of Aviation. ATL's primary regulations are enumerated in the City Code. Atlanta, Ga., Municipal Code ch. 22 (2007). Airport rules are also written into all contracts between ATL and commercial operators.

The airport administration is developing an operator's guide to commercial ground transportation rules. Operators should check for City Code updates.

ATL is a semi-closed system.

#### Local

##### City of Atlanta Regulations

*Cited as:* Municipal code ch. 22 § xxx (2007).

Fee Schedule	Airport permits are issued with annual and per-trip fees. Fees are calculated according to Municipal Code ch. 22 § 202 (2007).
Taxicabs	<p>Taxicab owners and drivers must obtain permits before picking up passengers at ATL. Municipal Code ch. 22 § 236 (2007).</p> <p>Locally licensed airport taxicabs, however, may transport passengers within the city corporate limits or within 5 mi of the airport complex. Municipal Code ch. 22 § 253 (2007).</p> <p>The code contains explicit operating rules regarding taxes and fees, licensing, documentation, operating procedures, grievances, fines, and appeals. Municipal Code ch. 22 § 236 (2007).</p> <p>Certain information, such as the boundaries of authorized pickup zones, is available directly from the airport administration. <i>Id.</i></p>
Charter Services	Charter services must purchase an airport permit. Municipal Code ch. 22 § 266 (2007).

	Charters are only available to groups, and charter companies are prohibited from accepting fares from individual passengers. Municipal Code ch. 22 § 267 (2007).
Buses and Shuttles	<p>Before offering regularly scheduled bus or shuttle service, an operator must obtain an airport operating permit by meeting extensive documentation and insurance requirements. Municipal Code ch. 22 § 281 (2007).</p> <p>Additionally, operators wishing to serve the metro area must enter into a contract with the City of Atlanta before beginning service. <i>Id.</i> Some operating procedures are included in the City Code. The airport administration may develop additional parking and operating rules as needed. <i>Id.</i></p>
Limousines	<p>Limousine operators must have an operating permit. Municipal Code ch. 22 § 301 (2007).</p> <p>Permits will only be issued to operators that meet city requirements and standards. <i>Id.</i></p>
Courtesy Vehicles	<p>Courtesy vehicles may operate in a limited capacity without an airport permit. Municipal Code ch. 22 § 221 (2007).</p> <p>Operators may purchase additional operating privileges, such as a permanent staging area, by obtaining an airport permit. Municipal Code ch. 22 § 222 (2007).</p>
Couriers	<p>Permits are available for courier services that wish to obtain a dedicated space at the airport. Municipal Code ch. 22 § 316 (2007).</p> <p>Otherwise, courier services may simply park in the public garage. Municipal Code ch. 22 § 317 (2007).</p>
Car Rentals	All car rental operations, both on-site and off-site, are based in the Consolidated Car Rental Facility (CONRAC). Municipal Code ch. 22 § 205 (2007).
Suspensions and Appeals	“The aviation general manager may revoke or suspend temporarily any airport ground transportation service permit...whenever it shall be determined that the holder of such permit has violated any section of this article.” Municipal Code ch. 22 § 203 (2007). Prior to suspending or revoking a permit, the manager must give written notice to the permit holder. Municipal Code ch. 22 § 203 (2007).

	In addition, the manager must provide at least 5 days for the permit holder to present a defense. <i>Id.</i>
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### *Airport Regulations*

The airport generally requires permit agreements with commercial operators. Typically, the airport's rules are provided along with the permit. When changes are made to permit rules, commercial operators will be notified by the ATL Ground Transportation Office.

The administrator has authority to create and enforce any necessary rules for traffic control and public safety, including speed limits, signage, impound and towing procedures, and insurance requirements. Municipal Code ch. 22 § 182 (2007).

### *County Regulations*

*The airport straddles the border between Fulton and Clayton counties. Operators must make certain that they comply with all appropriate county regulations.*

Chapter 86 of the Fulton County Code regulates taxicabs based in unincorporated Fulton County. The county regulations require permits, inspections, and certain procedures. Clayton County, Ga., Code of Ordinances ch. 86 (2007).

Chapter 22, Article VII of the Clayton County Code contains rules for taxicab business and operations. The regulations include permit requirements, background checks, and operational rules. Taxi permits are required for all taxicabs operating in Clayton County. Clayton County, Ga., Code of Ordinances ch. 22 § 461 (2007).

### *Federal Jurisdiction*

Vehicles generally operating in interstate commerce, but carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of Atlanta-Hartsfield Airport, are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Atlanta is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

Ground Transportation Department (404) 530-6674  
 Landside Operations (404) 209-4142  
 General Information (800) 897-1910

## HAWAII

### Statewide Regulations

The State of Hawaii DOT is given the authority to regulate airports generally, including but not limited to ground transportation on airport grounds. Haw. Rev. Stat. 261-4 (2997). For further information, contact the Hawaii DOT at (808) 587-2150, or online at <http://www.hawaii.gov/dot>.

### Hawaii—Hawaiian Airport System

*Hawaii:* Hilo International Airport, Kona International Airport, Upolu Airport, Waimea-Kohala Airport

*Oahu:* Honolulu International Airport, Dillingham Airfield, Kalaeloa Airport

*Kauai:* Lihu'e Airport, Port Allen Airport, Princeville Airport

*Maui:* Hana Airport, Kahului Airport, Kapalua Airport

#### Overview

The Hawaii Airport System operates a series of airports throughout the Hawaiian islands. The system is run by the Hawaii DOT, Airports Division. The system's rules are generally applicable across the system and are incorporated into the Code of Hawaii Rules.

Transportation is largely regulated at the state level. Rules, operating authority, and enforcement are handled at the state level.

The Hawaiian Airport System is a semi-closed system.

#### State

*Airport Regulations.*—The code contains explicit operating rules regarding taxes and fees, license requirements, documentation, operating procedures, grievances, fines, and appeals. Certain information, such as the boundaries of authorized pickup zones, is available directly from the airport administration.

*Cited as:* Code § xx-xx.x-x (2007).

Permits	All commercial vehicles must possess an operating permit. Code § 19-15.1-7 (2007).
Taxicabs	<p>Taxicab owners and drivers must obtain permits and decals before picking up passengers. Code § 19-38-1 (2007).</p> <p>All drivers must comply with the airport's conduct and duty rules, privilege restrictions, multiple loadings rules, short trip requirements, loading and unloading procedures, and fee requirements. <i>Id.</i></p> <p>Taxicabs at HNL must pay monthly and per trip fees. <i>Id.</i></p>

	<p>Rides are dispatched through the Taxi Management Concessionaire. <i>Id.</i></p> <p>The concessionaire is responsible for developing and implementing an open taxi system and for enforcing airport rules. <i>Id.</i></p>
Prearranged passenger services	<p>Operators providing prearranged transportation must pay annual and percentage fees based on services provided. For example, taxicabs must pay a percentage of gross receipts and hotel courtesy vans must pay an annual fee per room. Code § 1920.1-56 (2007).</p> <p>Prearranged service providers may not solicit passengers. Code § 19-20.1-60 (2007).</p> <p>Operators must provide extensive documentation and meet insurance requirements. Code § 9-20.1-61 (2007).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of HNL are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Honolulu is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

Airports Division (808) 838-8600  
 Operations (808) 838-8607  
 Oahu District Office (808) 836-6533  
 Airport Information (808) 836-6411

## ILLINOIS

### Statewide Regulations

The State of Illinois generally regulates commercial transportation within the state. Illinois requires vehicles to be registered and drivers to be licensed. 625 ILCS 5/6-101 (2007). Contact the Secretary of State's office for general information regarding licensing and registration at (800) 252-8980 or <http://www.cyberdriveillinois.com>.

The Illinois Commerce Commission (ICC) is charged with promoting and ensuring “public safety and consumer protection programs with regard to commercial motor carriers.” In addition, the ICC awards the right to provide shuttle bus service from ORD to downtown Chicago. 220 ILCS 5/14-105 (2007).

### Case History

The “plaintiffs brought a class action seeking a declaration that the defendant's imposition of an airport departure tax on plaintiffs' ground transportation services violated 49 U.S.C.S. § 14505(2)” (Supp. II). The Appellate Court disagreed and held that the imposition of an airport departure tax on a ground transportation service did not violate 49 U.S.C.S. § 14505(2), even when the ground transportation ended outside of Illinois. *Tri State Coach Lines v. Metro. Pier & Exposition Auth.*, 315 Ill. App. 3d 179, 732 N.E.2d 1137, 247 Ill. Dec. 805 (2000).

The Airport Departure Tax Ordinance “imposed an occupation tax on all commercial vehicle operators departing from a metropolitan airport.” Plaintiffs brought a class action suit alleging that the tax violated their due process rights. The Appellate Court determined that an occupation tax on all commercial vehicle operators is constitutional. “The Court noted that operators directly benefited from the project, the taxation plan was a workable method to tax those who benefited, [and the plan] was reasonably related to its goal.” *Terry v. Metro. Pier & Exposition Auth.*, 271 Ill. App. 3d 446, 648 N.E.2d 1047, 208 Ill. Dec. 125 (1995).

The “plaintiff transportation businesses brought a class action against [the MPEA] challenging the constitutionality of the airport departure tax.” The Appellate Court found that the airport departure tax was not a violation of the Equal Protection Clause, nor did it violate the Uniformity Clause of the Illinois Constitution. Ill. Const. art. IX, § 4(a). *Allegro v. Metro. Pier & Exposition Auth.*, 172 Ill. App. 2d 243, 665 N.E.2d 1246, 216 Ill. Dec. 689 (1996).

### Illinois—Chicago Airports

#### O'Hare International Airport (ORD) and Midway International Airport (MDW)

##### Overview

ORD and MDW are owned and operated by the City of Chicago. Both airports are regulated by the City of Chicago Municipal Code under the authority of the airport commissioner. ORD publishes Landside Operations Regulations, which MDW uses verbatim for its ground transportation.

To do business at ORD or MDW, a business may have to be licensed by the City of Chicago. License requirements vary depending on the type of business. Most commercial ground transporters will be required to hold at least a Limited Business License. To apply for a license, contact the City of

Chicago Department of Business Affairs and Licensing at (312) 744-6249 or through the City of Chicago Web site (<http://www.cityofchicago.org/businessaffairs>).

ORD and MDW are open systems.

### *Local*

Public vehicles, taxicabs, and livery services are closely regulated by several sources of local regulation including the City of Chicago and the O'Hare Airport Administrator.

### *Landside Operations Regulations*

*These rules are taken from the Ground Transportation Operator's Manual. The Manual is published by the ORD Landside Operations Department under the Airport Administrator's authority. The Manual also applies at MDW. Chicago, Ill., Municipal Code ch. 10-36-260 (2007).*

Commercial Vehicle Holding Area (CVHA)	<p>The CVHA is an unsecured staging area for commercial vehicles that relieves congestion, facilitates regulation and tax collection, and expedites loading and unloading.</p> <p>Commercial vehicles (except city taxis) depart for the airport on schedule or when passengers arrive for pickup.</p> <p>On-demand vehicles are dispatched as needed by city personnel to taxi lanes and the airport Hilton Hotel.</p>
Curbside operations	<p>Curbside drop-offs and pickups are limited to taxis, liveries, on-site rental car courtesy vans, charter buses, vendor delivery trucks, and airline small package pickups. The operating zones are diagrammed in the <i>Ground Transportation Operations Manual</i> (Ops. Manual).</p> <p>Vehicles arrive in designated lanes to pick up passengers after release from the staging area. Prearranged livery may park in a parking lot and meet passengers on foot under certain circumstances.</p> <p>Terminal 5 operations differ slightly from the other terminals; operators should consult the Ops. Manual.</p>
Buses and Shuttles	<p>The Bus/Shuttle Center is a centralized loading and unloading area for:</p> <ol style="list-style-type: none"> <li>1. Hotel courtesy vans,</li> <li>2. Rental car courtesy vans (off-site),</li> <li>3. Parking lot courtesy vehicles,</li> <li>4. Regional buses, and</li> <li>5. All other commercial vehicles.</li> </ol>

Public Transit	The airport is served by Chicago commuter trains and buses (CTA) and the suburban bus network (PACE).
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### City Licenses and Taxes

*Cited as:* Municipal Codes ch. x-xx-xxx (2007)

Department of Consumer Services	<p>The City of Chicago Department of Consumer Services provides guidance and oversight of all public passenger vehicles registered with the city.</p> <p>Taxicab Medallion Holders Regulations—Noncity taxis may pick up and drop off passengers; however, they may not solicit rides within the city. Taxis picking up passengers in the city must possess a medallion and comply with the department’s rules. Municipal Code ch. 2-24-040 (2007).</p> <p>Licenses that the city may require:</p> <ol style="list-style-type: none"> <li>1. Public Chauffeur License—Municipal Code ch. 9-104 (2007).</li> <li>2. Livery License—Municipal Code ch. 9-112 (2007).</li> <li>3. Charter Bus License—Municipal Code ch. 9-112 (2007).</li> </ol>
Ground Transport Tax	<p>Noncity vehicles pay a per-day tax to pick up passengers. The tax, unofficially known as the “Wheel Tax,” will vary based on the size of the vehicle, number of passengers, and type of transportation.</p> <p>Taxicabs registered in the City of Chicago pay a flat monthly fee. All other vehicles are charged per diem. The fee and per diem are collected by the Department of Revenue. Municipal Code ch. 346 (2007).</p>
Employer’s Expense Tax	The tax applies to businesses that “employ 50 or more full-time workers or employees that perform 50% or more of their work service per calendar quarter in the City of Chicago.” Municipal Code ch. 3-20 (2007).
Motor Vehicle Lessor Tax	There is a per-day tax for vehicles leased for use within the City of Chicago. Municipal Code ch. 3-48 (2007).
Vehicle Fuel Tax	“The Vehicle Fuel Tax imposes a tax on the sale of vehicle fuel to a retailer doing business in

	Chicago, or who purchases fuel for use in Chicago, for which the tax has not been paid.” Municipal Code ch. 3-52 (2007).
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The Metropolitan Pier and Expansion Authority Act formed a municipal corporation (Metropolitan Pier and Exposition Authority) (MPEA) with the authority to tax taxicabs at O’Hare Airport. 70 ILCS 210 (2007).

*MPEA Airport Departure Tax*

Registration	<p>Companies must register with the Chicago Department of Consumer Services before accepting passengers for hire. The department records plate numbers, ownership, address and phone numbers, vehicles, taximeters, insurance, and other information.</p> <p>In order to bring a taxicab, livery, charter vehicle, or any other vehicle transporting persons to or from ORD and MDW, the vehicle must be registered. 70 ILCS 210/13 (f) (2007).</p> <p>Suburban vehicles must display their MPEA Registration Cards; City of Chicago taxis only need to display their city registration. <i>Id.</i></p>
Tax Stamps	<p>A tax stamp must be submitted every time a vehicle leaves the airport with a passenger. The stamps are collected by Department of Aviation personnel. Exempt vehicles include:</p> <ol style="list-style-type: none"> <li>1. Public carriers,</li> <li>2. Not-for-hire taxis, and</li> <li>3. Vehicles not transporting persons while on airport property. 70 ILCS 210/13 (f) (2007).</li> </ol>
Collections	<p>MPEA taxes are collected by the City of Chicago Department of Revenue. 70 ILCS 210/13 (f) (2007).</p> <p>ORD has considered introducing an electronic vehicle tag and collection system, but there is no implementation plan. <i>Id.</i></p>
Penalties and Appeals	<p>Charges against City of Chicago vehicles are handled by the Department of Consumer Services.</p> <p>Charges against noncity vehicles are handled in accordance with MPEA procedures.</p> <p>Hearings are heard in front of a Hearing Officer; the accused violator has several rights and obligations under the MPEA Act.</p>

	Appeals are heard by the Chief Executive Officer of the MPEA. 70 ILCS 210/13 (f) (2007).
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### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of ORD and MDW are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Chicago is exempt. 49 U.S.C.S. § 13506 (2007). In addition, the FMCSA regulations describe a specific exempt zone around Chicago:

Within the corporate limits: Chicago, Evanston, Oak Park, Cicero, Berwyn, River Forest, Willow Springs, Bridgeview, Hickory Hills, Worth, Homewood, Lansing, and part of Burr Ridge IL (see 49 CFR Appendix F Sec. 2 for a specific delineation); and Hammond, Whiting, East Chicago, and Gary, IN.

Within Niles, Maine, Leyden, Norwood Park, Proviso, Lyons, Riverside, Stickney, Worth, Calumet, Bremen and Thorton Townships; Cook County; and then parts of Downers Grove Township in DuPage County (see 49 CFR Appendix F Sec. 2 for a specific delineation).

Within Indiana: north of U.S. Highway 30 and west of U.S. Highway 49

49 C.F.R. 399 app. F (2007).

### *Contact Information*

Airport Operations (773) 838-0625  
 Landside Operations (773) 894-2085  
 Dept. of Revenue—Enforcement (312) 747-0659  
 Department of Business Affairs (312) 744-6249  
 O'Hare Customer Service (773) 686-2200  
 MPEA (312) 791-7500

## INDIANA

### Statewide Regulations

The State of Indiana generally regulates motor vehicles operating within the state. Ind. Code § 9 (2007). For more information, contact the Indiana DOT at <http://www.in.gov/indot/>.

### Indiana—Indianapolis International Airport (IND)

#### Overview

IND is owned and operated by the Indianapolis Airport Authority (IAA). The authority regulates ground transportation primarily through agreements with service providers. Taxicabs must comply with the authority's Taxicab Rules and Regulations.

IND is a semi-closed system.

#### Local

*IAA Ground Transportation Agreement Notes.*—IAA agreements with commercial ground transportation service providers are largely standardized for all types of service. There is no formal ground transportation policy, but the IAA will not enter into an agreement without the following requirements:

General Policies	Vehicles must have an AVI transponder.  Passengers may only be loaded in designated zones.  All operators must carry a minimum level of insurance. Requirements are based on vehicle type and operation.
Vehicle Operations	Operators are assigned an operating area in their agreement with the IAA. Typically, rules are included regarding the time, place, manner, and scope of permissible business operations.  All vehicles will receive a permit sticker following an inspection by the IAA.
Shared Ride Authorizations	Shared ride providers must be registered with either the City of Indianapolis or the State of Indiana and comply with any rate restrictions.
Contract Van Agreements	Each contract van agreement grants the operator exclusive rights to transportation between the airport and a single location.

#### Taxicab Rules and Regulations

*Cited as:* IAA Taxicab Regs. § x (2007).

Permits	Permit operators must be licensed by the City of
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	Indianapolis. IAA Taxicab Regs. § 1 (2007).
Vehicle Standards	Vehicles must display city-required insurance stickers and comply with all city rules. IAA Taxicab Regs. § 2 (2007).
Driver Rules	Drivers may not solicit passengers, and must comply with general commercial conduct rules. IAA Taxicab Regs. §§ 4, 9 (2007).
Fees	Operators must pay annual and trip fees. IAA Taxicab Regs. § 3 (2007).
Suspensions and Revocations	Penalties are determined at the discretion of the IAA. IAA Taxicab Regs. § 10 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of IND are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Indianapolis is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area: “(a) The Consolidated City of Indianapolis, Ind., itself. (b) All of any municipality wholly surrounded or so surrounded except for a water boundary, by the Consolidated City of Indianapolis. 49 CFR 399 App. F (2007).”

### *Contact Information*

General Information (317) 487-9594  
Media Relations (317) 487-5025

## KENTUCKY

### Statewide Regulations

The State of Kentucky generally regulates motor vehicles operating within the state. Ky. Rev. Stat. Ann. § XVI.186-190 (LexisNexis 2007). For more information, visit the Kentucky Transportation Cabinet Web site at <http://www.transportation.ky.gov/default2.html>.

Local Air Boards have the authority to regulate ground transportation on airport grounds. Ky. Rev. Stat. Ann. § 188.133 (LexisNexis 2007).

### Case History

A transportation business brought suit alleging that the local airport authority attempted to regulate interstate prearranged bus service, even though federal law had expressly preempted that area. The District Court agreed with the transportation business and held that authority of local airport boards may be preempted by federal law. “Congress has preempted [airport authorities] from regulating the scheduling of any interstate or intrastate passenger transportation services operating over interstate routes, from regulating charter bus transportation, and from regulating prearranged ground transportation, if the motor vehicle meets the criteria of 49 U.S.C. § 14501(d)(1)(A)-(C) (2007).” *Executive Transp. System, LLC v. Louisville Regional Airport Auth.*, No. 3:06CV-143-S, 2007 U.S. Dist. LEXIS 65241, at \*9-10 (W.D. Ky. 2007).

An airport board granted an exclusive taxicab concession. Other taxicab owners challenged the exclusive agreement and lost in the trial court. The owners then sought review of the judgment of the trial court, “which prohibited taxicab owners from transporting or attempting to transport passengers from an airport without first obtaining authority from the owner and operator of the airport.” The Appellate Court affirmed the judgment, finding that “the governing authority of an airport has the right and the power to grant an exclusive taxicab concession.” *Dixie Taxi Service, Inc. v. Louisville & Jefferson County Air Bd.*, 465 S.W.2d 273 (Ky. 1971).

### Kentucky—Cincinnati/Northern Kentucky International Airport (CVG)

#### Overview

CVG is owned by the Kenton County Airport Board. The main source of commercial ground transportation regulation is the *Kenton County Airport Board Rules and Regulations (Airport Code)*.

CVG is a semi-closed system.

#### Local

*Airport Regulations.*—The Airport Code contains explicit operating rules regarding taxes and fees, license requirements, documentation, operating procedures, grievances, fines, and appeals. Certain information, such as the boundaries of authorized pickup zones, is available directly from the airport administration.

*Cited as:* Airport Board Rules and Regulations § 01.05 (10) (x) (1998).

Limousine	Limousine owners and drivers must obtain permits before picking up passengers. Airport
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	Board Rules and Regulations § 01.05 (10) (b) (1998).  All drivers must comply with the airport's conduct and duty rules, loading and unloading procedures, and fee requirements. <i>Id.</i>
Courtesy Vehicles	Courtesy vehicles must obtain operating authority from the administrator. Airport Board Rules and Regulations § 01.05 (10) (f) (1998).  All drivers must comply with the airport's conduct and duty rules, loading and unloading procedures, and fee requirements. <i>Id.</i>
Car Rentals	All car rental operations must pay an annual fee to the airport authority. The fee will be either a percentage of the operator's gross receipts or a flat annual fee, whichever is higher. Airport Board Rules and Regulations § 01.05 (10) (d) (1998).
Suspensions and Appeals	Prior to suspending or revoking a permit, the airport must give written notice to the permit holder. § 01.05 (10) (l) (1998).  The code explains the administrative procedures for adjudicating violations. <i>Id.</i>  Violations are heard by a director-appointed hearing officer, but only if the violator requests a hearing. <i>Id.</i>

## Taxicabs and the Airport Taxicab Association (ATA).—County Regulations

Rental Cars	Kenton County taxes car rentals within its jurisdiction at a rate of 3 percent of gross receipts. Kenton County Code ch. 112.02 (2007).
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*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of CVG are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Covington is exempt. 49 U.S.C.S. § 13506 (2007). In addition, the FMCSA regulations describe a specific exempt zone around Cincinnati and Covington:

The zone adjacent to and commercially a part of Cincinnati, Ohio, within which transportation by motor vehicle, in interstate or foreign commerce, not under a common control, management, or arrangement for a continuing carriage to or from a point beyond the zone is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 203(b)(8)), includes and is composed of all points as follows:

Addyston, Ohio.  
Cheviot, Ohio.  
Cincinnati, Ohio.

Cleves, Ohio.  
 Elmwood Place, Ohio.  
 Fairfax, Ohio.  
 Mariemont, Ohio.  
 North Bend, Ohio.  
 Norwood, Ohio.  
 St. Bernard, Ohio.  
 Covington, Ky.  
 Newport, Ky.  
 Cold Spring, Ky.

That part of Ohio bounded by a line commencing at the intersection of the Colerain-Springfield Township line and corporate limits of Cincinnati, Ohio, and extending along said township line in a northerly direction to its intersection with the Butler-Hamilton County line, thence in an easterly direction along said county line to its intersection with Ohio Highway 4, thence in a northerly direction along Ohio Highway 4 to its intersection with Seward Road, thence in a northerly direction along said road to its intersection with Port Union Road, thence east along Port Union Road to the Fairfield Township-Union Township line, thence northward along said township line to its intersection with the right-of-way of the Pennsylvania Railroad Co., thence southeasterly along the right-of-way of the Pennsylvania Railroad Co. to its intersection with Princeton-Glendale Road (Ohio Highway 747), thence southward along said road to its intersection with Mulhauser Road, thence in an easterly direction along said road to the terminus thereof west of the tracks of the Pennsylvania Railroad Co., thence continue in an easterly direction in a straight line to Allen Road, thence along the latter to the junction thereof with Cincinnati-Dayton road, thence in a southerly direction along Cincinnati-Dayton Road, to the Butler, Hamilton county line, thence along said county line to the Warren-Hamilton County line in an easterly direction to the Symmes-Sycamore Township line, thence in a southerly direction along the Symmes-Sycamore Township line to its intersection with the Columbia Township line, thence in a westerly direction along Sycamore-Columbia Township line to Madeira Township, thence in a clockwise direction around the boundary of Madeira Township to the Sycamore-Columbia Township line, thence in a westerly direction along said township line to Silverton Township, thence in a southerly direction along said corporate limits to junction with Redbank Road, thence in a southerly direction over Redbank Road to the Cincinnati Corporate limits.

That part of Kenton County, Ky., lying on and north of a line commencing at the intersection of the Kenton-Boone County line and Dixie Highway (U.S. Highways 25 and 42), and extending over said highway to the corporate limits of Covington, Ky, including communities on the described line.

That part of Campbell County, Ky., lying on and north of a line commencing at the southern corporate limits of Newport, Ky., and extending along Licking Pike (Kentucky Highway 9) to junction with Johns Hill Road, thence along Johns Hill Road to junction with Alexandria Pike (U.S. Highway 27), thence northward along Alexandria Pike to junction with River Road (Kentucky Highway 445), thence over the latter to the Ohio River, including communities on the described line.

That part of Boone County, Ky., bounded by a line beginning at the Boone-Kenton County line west of Erlanger, Ky., and extending in a northwesterly direction along Donaldson Highway to its intersection with Zig-Zag Road, thence along Zig-Zag Road to its intersection with Kentucky Highway 18, thence along Kentucky Highway 18 to its intersection with Kentucky Highway 237, thence along Kentucky Highway 237 to its intersection with Kentucky Highway 20, and thence easterly along Kentucky Highway 20 to the Boone-Kenton County line.

That part of Boone and Kenton Counties, Ky., bounded by a line commencing at the intersection of the Boone-Kenton County line and U.S. Highway 42, and extending in a southwesterly direction along U.S. Highway 42 to its junction with Gunpowder Road, thence southerly along Gunpowder Road to its junction with Sunnybrook Road, thence easterly along Sunnybrook Road to its junction with Interstate Highway 75, thence in a straight line in a northeasterly direction to Richardson Road, thence in an easterly direction over Richardson Road to its junction with Kentucky State

Route 1303, thence in a northerly direction over Kentucky State Route 1303 to the southern boundary of Edgewood, Kenton County, Ky.

49 C.F.R. 399 app. F (2007).

### Contact Information

Administration (859) 767-3151

Parking (859) 767-3105

Police (859) 767-3123

Community Relations (859) 767-3144

## Kentucky—Louisville International Airport—Standiford Field (SDF)

### Overview

SDF is owned and operated by the Louisville Regional Airport Authority. The primary source of regulation is the Airport Authority Rules and Regulations. The Department of Airports is granted the authority to regulate the airport under Ky. Rev. Stat. Ann. § 188.133 (LexisNexis 2007).

SDF is a semi-closed system.

### Local

Louisville Regional Authority Rules and Regulations

*Cited as:* Rules and Regs. ch. 700 § x (2007).

Operator Standards	Operators are generally required to maintain valid permits, keep certain documents, and hold sufficient insurance coverage. Rules and Regs. ch. 700 § B (1) (2007).
Driver Standards	Drivers may not solicit passengers, must maintain a suitable appearance, and must comply with general commercial conduct rules. Rules and Regs. ch. 700 § B (2) (2007).  Taxicab drivers must have a Louisville Metro decal. Rules and Regs. ch. 700 § B (2)(b) (2007).
Vehicle Rules	Vehicles must meet minimum equipment standards as set forth by the State of Kentucky. Rules and Regs. ch. 700 § B (3) (2007).  Vehicles are subject to random inspection by the authority. <i>Id.</i>
Enforcement	Penalties and fines are listed in Rules and Regs. ch. 700 § C (2007).  Repeat violations may result in a suspension. <i>Id.</i>
Permits	Taxicab, shuttle, courtesy van, charter bus,

	limousine, military transport vehicles, mass transit buses, inter-and intrastate buses, temporary transporters, and convention center transporters must have a permit. Rules and Regs. ch. 702–712 (2007).
Fees	Permit holders are charged fees based on their activities at the airport. Rules and Regs. ch. 702-712 (2007).  Typically, an operator will need to pay an annual permit fee and either a per-trip fee or a monthly fee. <i>Id.</i>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SDF are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Louisville is exempt. 49 U.S.C.S. § 13506. In addition, FMCSA regulations define a special exempt area:

The zone adjacent to and commercially a part of Louisville, Ky., within which transportation by motor vehicle, in interstate or foreign commerce, not under a common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

- (a) The municipality of Louisville, Ky., itself;
- (b) All other municipalities and unincorporated areas within 5 miles of the corporate limits of Louisville, Ky., and all of any municipality any part of which lies within 5 miles of such corporate limits; and
- (c) Those points not within 5 miles of the corporate limits of Louisville, Ky., and within an area bounded by a line beginning at the junction of Kentucky Highway 146 (LaGrange Road) and Kentucky Highway 1447 (Westport Road), thence over Kentucky Highway 146 to the junction of Kentucky Highway 146 and Kentucky Highway 841 (Jefferson Freeway), thence over Kentucky Highway 841 to the junction of Kentucky Highway 841 and Kentucky Highway 1447, thence over Kentucky Highway 1447 to junction Kentucky Highway 1447 and Kentucky Highway 146, the point of beginning, all within Jefferson County, Ky.

49 C.F.R. 399 app. F (2007).

### *Contact Information*

Louisville Regional Airport Authority (502) 368-6524

## LOUISIANA

### Statewide Regulations

The State of Louisiana generally regulates motor vehicles operating within the state. La. Rev. Stat. Ann. § 32 (2007). For more information, visit the Louisiana Department of Transportation and Development Web site at <http://www.dotd.louisiana.gov>.

The Louisiana Department of Public Safety is charged with highway safety regulation. For more information, visit its Web site at <http://www.dps.louisiana.gov/dpsweb.nsf/>.

### New Orleans—Louis Armstrong New Orleans International Airport (MSY)

#### Overview

MSY is owned and operated by the City of New Orleans. The primary source of regulation is contained within Article III of the City Code. Municipal Code § 22 (2007).

MSY is a closed system.

#### Local

New Orleans City Code Article III

*Cited as:* Municipal Code § 22-xx (2007).

Records and Permits	“All persons operating public service vehicles from New Orleans International Airport shall be possessed of a proper contract, franchise, permit or other document authorized by the aviation board and permitting such operation. Such documents shall require compliance with the board's rules and regulations for the operation of the airport.” Municipal Code § 22-84 (2007).
Taxicabs Operations	<p>Vehicles must be properly identified, registered, and inspected. Municipal Code §§ 22-90, 98, 100 (2007).</p> <p>Taxicabs must also obtain a taxi permit from the City Aviation Board. Municipal Code §§ 22-85, 86 (2007).</p> <p>Vehicles may not operate at MSY unless the driver is in possession of a Taxicab Driver's Identification Card. <i>Id.</i></p> <p>“Only taxicabs licensed within Jefferson Parish will be permitted to operate in the short line taxi stand to serve Jefferson Parish.” Municipal Code § 22-103 (2007).</p>

Operating Rules	Passengers may only be loaded in designated zones. Municipal Code § 22-96 (2007).
Violations	Operators are entitled to reasonable notice and a hearing before suffering sanctions or suspensions. Municipal Code § 22-83 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of MSY are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of New Orleans is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area:

Commencing at a point on the shore of Lake Pontchartrain where it is crossed by the Jefferson Parish-Orleans Parish line; thence easterly along the shore of Lake Pontchartrain to the Rigolets; thence through the Rigolets in an easterly direction to Lake Borgne; thence southwesterly along the shore of Lake Borgne to the Bayou Bienvenue; thence in a general westerly direction along the Bayou Bienvenue (which also constitutes the Orleans Parish-St. Bernard Parish line) to Paris Road; thence in a southerly direction along Paris Road to the Back Protection Levee; thence in a southeasterly direction along the Back Protection Levee (across Lake Borgne Canal) to a point 1 mile north of Louisiana Highway 46; thence in an easterly direction 1 mile north of Louisiana Highway 46 to longitude 89°50'W.; thence south along longitude line 89°50'W. (crossing Louisiana Highway 46 approximately three-eighths of a mile east of Toca) to Forty Arpent Canal; thence westerly, northwesterly, and southerly along Forty Arpent Canal to Scarsdale Canal; thence northwesterly along Scarsdale Canal and beyond it in the same direction to the middle of the Mississippi River; thence southerly along the middle of the Mississippi River to the Augusta Canal; thence in a westerly direction along the Augusta Canal to the Gulf Intracoastal Waterway; thence in a northerly direction along the middle of the Gulf Intracoastal Waterway (Harvey Canal) to the point where Lapalco Boulevard runs perpendicular to the Gulf Intracoastal Waterway (Harvey Canal); thence in a westerly direction along Lapalco Boulevard to its junction with Barataria Boulevard; thence north on Barataria Boulevard to a point approximately 2 miles south of the Mississippi River where a high tension transmission line crosses Barataria Boulevard; thence in a westerly direction following such transmission line to the intersection thereof with U.S. Highway 90; thence westerly along U.S. Highway 90 to the Jefferson Parish-St. Charles Parish line; thence north along such parish line to the middle of the Mississippi River; thence westerly along the middle of the Mississippi River to a point south of Almedia Road; thence north to Almedia Road; thence in a northerly direction along Almedia Road to its junction with Highway 61; thence north to the shore of Lake Pontchartrain; thence along the shore of Lake Pontchartrain in an easterly direction to the Jefferson Parish-Orleans Parish line, the point of beginning.

49 C.F.R. 399 app. F (2007).

### *Contact Information*

General Information (504) 464-0831  
 Media Relations (504) 464-3547  
 Business and Properties (504) 464-3541  
 Ground Transportation (504) 464-2691  
 Airport Operations (504) 464-2671

## MARYLAND

### Statewide Regulations

The State of Maryland's Public Service Commission registers taxicabs and other for-hire vehicles. Md. Code Ann. Pub. Util. Cos. Code Ann., § 2 (2007). For more information, contact (800) 492-0474 or see the commission Web site at <http://www.psc.state.md.us/psc/index.htm>.

### Maryland—Baltimore/Washington Thurgood Marshall International Airport (BWI)

#### Overview

BWI is owned and operated by the Maryland Aviation Administration, a division of the Maryland DOT.

BWI is a semi-closed system.

#### Local

Rules of the Maryland Aviation Administration

*Cited as:* 11 COMAR ch. 1 § xx (2007).

Permits	All vehicles must have a permit. Permit applications must contain certain documentation, including business information and proof of insurance. 11 COMAR ch. 1 § 05 (2007).
Taxicabs	Taxicab owners and drivers must obtain permits before picking up passengers. Taxicabs must be licensed by a political subdivision of Maryland. 11 COMAR ch. 1 § 11 (2007).  All drivers must comply with the airport's conduct and duty rules, privilege restrictions, multiple loadings rules, short trip requirements, loading and unloading procedures, and fee requirements. <i>Id.</i>  Nonairport taxicabs may only drop off passengers at the airport. <i>Id.</i>
Fees	Operators must pay annual permit fees. 11 COMAR ch. 1 § 05 (2007).
Courtesy Vehicles	Courtesy vehicles must obtain operating authority from the administrator and only pick up prearranged passengers. 11 COMAR ch. 1 § 05 (2007).
Car Rentals	Off-site car rental companies are exempt from permit requirements. 11 COMAR ch. 1 § 05 (2007).

Suspensions	<p>Prior to suspending or revoking a permit, the manager must give written notice to the permit holder by a certified Letter of Warning. 11 COMAR ch. 1 § 05.3–05.4 (2007).</p> <p>Operators may avoid punishment by providing a satisfactory written explanation. <i>Id.</i></p> <p>Drivers or operators wishing to appeal a violation may file an appeal with the Maryland Office of Administrative hearings. <i>Id.</i></p>
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### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of BWI are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Baltimore is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information 1-(800) I-FLY-BWI  
Maryland Aviation Administration (410) 859-7111  
Airport Police (410) 859-7041  
Commercial Vehicle Permits (410) 859-7662  
Ground Transportation (410) 859-7220  
Landside Operations (410) 859-7736  
Shuttle Services (410) 859-7033

## MASSACHUSETTS

### Statewide Regulations

The State of Massachusetts generally regulates motor vehicles operating within the state. Mass. Gen. Laws ch. 16 § 1-9 (2007). For more information, visit the Massachusetts Highway Department Web site at <http://www.mhd.state.ma.us>.

### Massachusetts—Boston Logan International Airport (BOS)

#### Overview

BOS is owned and operated by the Massachusetts Port Authority (Massport). The port is an independent authority overseen by a Board of Commissioners appointed by the Governor of Massachusetts. The Code of Massachusetts Regulations (CMR) provides the primary operating rules at the airport.

BOS is a semi-closed system.

#### State

#### CMR

Taxicabs	<p>Taxicabs licensed by the City of Boston do not need to enter into an Operating Agreement with Massport. 740 CMR 23.04 (2007).</p> <p>Suburban taxicabs without a medallion or Taxicab License Plate must have an operating agreement with Massport. 740 CMR 23.05 (2007).</p> <p>Drivers must operate according to BOS procedures, comply with directives at the commercial vehicle stand, and accept only those fares permitted by law. 740 CMR 23.04 (2007).</p>
Limousines	<p>Drivers must operate according to BOS procedures, comply with directives within the loading zone, and accept only those fares permitted by law. 740 CMR 23.06 (2007).</p>
Courtesy Vehicles	<p>Courtesy vehicles only need general operating authority from Massport. 740 CMR 23.08 (2007).</p> <p>At its discretion, Massport may issue an identification decal, rather than enter into an operating agreement. 740 CMR 23.08 (2007).</p>
Charter Motor Buses	<p>Drivers must operate according to BOS procedures and comply with directives at the</p>

	<p>commercial vehicle stand. 740 CMR 23.07 (2007).</p> <p>Chartered buses may only accept prearranged passengers, and scheduled buses may only accept passengers with destinations authorized by the operator's permit. <i>Id.</i></p>
Delivery Vehicles	<p>Delivery vehicles only need general operating authority from Massport. 740 CMR 23.09 (2007).</p> <p>At its discretion, Massport may issue an identification decal, rather than enter into an operating agreement. <i>Id.</i></p>
Permits	<p>All operators, drivers, and service vehicles must be operated under an Operating Agreement with Massport unless issued an identification decal. 740 CMR 23.03 (2007).</p> <p>Operators must provide extensive documentation, including insurance coverage, proof of vehicle inspections, and title, in order to receive an operating agreement. <i>Id.</i></p>
Operating Requirements	<p>BOS strictly regulates the operations of commercial vehicles on its premises. Vehicles and drivers must maintain certain appearances and codes of conduct, and operate according to BOS procedures. 740 CMR 23.03(2) (2007).</p> <p>Vehicles must pay a dwell-time fee. 740 CMR 23.03(2)(x) (2007).</p>
Violations	<p>Massport and its officials may issue warnings, fines, and suspensions, and terminate operating agreements. 740 CMR 23.99 (2007).</p> <p>The violating driver or operator shall receive written notice and have the opportunity to request an administrative hearing before the executive director's designees. <i>Id.</i></p> <p>Administrative hearings will be conducted in accordance with Mass. Gen. Law ch. 30A.</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of BOS are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Boston is exempt. 49 U.S.C.S. § 13506 (2007). In addition, the FMCSA regulations describe a specific exempt zone around Boston: "Boston, Mass.; Winthrop, Mass.; Chelsea, Mass.; Revere, Mass.; Everett, Mass.; Malden, Mass.; Medford, Mass.; Somerville, Mass.; Cambridge, Mass.; Watertown, Mass.; Brookline, Mass.; Newton, Mass.; Needham, Mass.; Dedham, Mass.; Milton, Mass.; Quincy, Mass."

49 C.F.R. 399 app. F (2007).

*Contact Information*

General Information (800) 23-LOGAN  
Massport Administration (617) 568-5000  
Port of Boston (617) 946-4413  
Planning and Development (617) 568-1011

## MICHIGAN

### Statewide Regulations

The State of Michigan generally regulates motor vehicles operating within the state. Michigan Compiled Laws § 257 (2007). For more information, contact the Michigan DOT at (517) 373-2090 or visit its Web site at <http://www.michigan.gov/mdot/>.

### Case History

A rental car company filed suit alleging its rights were violated when the airport sought to charge an additional fee for in-terminal concessions. The District Court denied the rental car company's challenge, holding that an airport may provide different quality concession services to companies that provide different services. As a result, the airport may vary its charges accordingly. *Budget Rent-A-Car Systems. v. County of Wayne*, 742 F. Supp. 947 (E.D. Mich. 1990).

Several airport shuttle service providers challenged an airport fee under a state constitutional rule that prohibited local authorities from charging taxes not authorized by the state legislature. The Appellate Court disagreed with the challenge, and found that for the purposes of state law, airport access fees were not taxes. *A&E Parking v. Detroit Metro. Wayne County Airport Auth.*, 723 N.W.2d 223, 271 Mich. App. 641 (2006).

Taxicab companies sought to prevent a township from enforcing its licensing ordinance. The township contended that state law “so comprehensively covered the operation of taxicabs at the airport that the township was thereby precluded from imposing its licensing ordinance upon such business.” The court explained that once a taxicab company has received the authorization to pick up a passenger from the governing airport board, it may not be subject to another licensing scheme from the local township. *Checker Cab v. Romulus*, 123 N.W.2d 772, 371 Mich. 232 (1963).

### Michigan—Detroit Metropolitan Wayne County (DTW)

#### Overview

The Wayne County Airport Authority operates DTW under special authorization from the state legislature. The authority's primary rules are the Airport Ordinances. They are more commonly referred to as the Airport Rules and Regulations. Airport Rules and Regs. § 1 (2005).

DTW is a semi-closed system.

#### Local

##### City Regulations

*Cited as:* Municipal Code ch. 28 § x-xx (2007).

For Hire Vehicles	Vehicles for hire are generally regulated by the City of Detroit. Detroit, Mich., Municipal Code ch. 28 (2007).
Taxicabs	Taxicabs and luxury sedans must be bonded by the city. Drivers and operators comply with

	operation requirements. Municipal Code ch. 28 §§ 2-20–2-49 (2007).
Bus Services	<p>All buses are regulated by the City Code. Bus drivers must comply with rules regarding bus operations, bonding, licensing, and badging. Municipal Code ch. 28 § 4 (2007).</p> <p>Operators must make certain that buses meet city standards for equipment quality and operational safety environmental controls, and operate on approved routes. <i>Id.</i></p> <p>Charter buses are subject to additional permit and approval requirements. Municipal Code ch. 28 §§ 4-133–4-147 (2007).</p>
Limousines	<p>Limousines must be bonded by the city. Municipal Code ch. 28 §§ 2-31–2-58 (2007).</p> <p>Drivers and operators comply with operation requirements. <i>Id.</i></p>
Public Driver's License	<p>All drivers must be issued a Public Driver's License by the City of Detroit. Municipal Code ch. 28 § 2-61 (2007).</p> <p>Drivers must pay a fee, pass a test, and follow city ordinances in order to keep and operate under a Public Driver's License. Municipal Code ch. 28 §§ 2-62–2-68 (2007).</p> <p>Operators must keep required records and comply with appropriate state laws. Municipal Code ch. 28 § 6-4 (2007).</p>

### Airport Regulations

*Cited as:* Airport Rules and Regs. § xx.x (2005).

Taxicabs and Luxury Sedans	<p>Vehicles must possess a permit and operators must be licensed before a taxicab or luxury sedan may operate at the airport. Airport Rules and Regs. § 13.2 (2005).</p> <p>Vehicles must comply with the safety standards of the Michigan Vehicle Code, and the Airport CEO shall have the right to require interior and exterior vehicle inspections. Airport Rules and Regs. § 13.5 (2005).</p> <p>Drivers and operators must comply with airport rules regarding fare solicitation, loitering, operations, and background checks. Airport Rules and Regs. § 13.7-13.10 (2005).</p>
Vehicular Traffic	Commercial ground transporters must comply

	with general airport rules regarding vehicle use on airport property. The Airport Rules incorporate the Michigan Vehicle Code. Airport Rules and Regs. § 18 (2005).
Limousines	Limousines are prohibited from operating in certain areas when they are not actively loading or unloading passengers. Airport Rules and Regs. § 6.29 (2005).
Off-Airport Commercial Enterprises	Operators who pick up passengers for transport to an off-airport place of business must pay a fee, obtain a permit, and comply with all airport operating rules. Airport Rules and Regs. § 6.21 (2005).
Enforcement	<p>The Airport CEO authorizes persons to enforce the airport rules. Airport Rules and Regs. § 22 (2006).</p> <p>Violations are punishable according to the administrative penalties and fee schedule published in § 22 of the Airport Rules and Regs. (2005).</p> <p>Violators shall have a right to make an administrative appeal. <i>Id.</i></p> <p>Appeals are heard by the Airport Penalties Board according to administrative procedures. <i>Id.</i></p>

### Federal Jurisdiction

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of DTW are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Detroit is exempt. 49 U.S.C.S. § 13506 (2007). In addition, the FMCSA regulations describe a specific exempt zone around Detroit:

Beginning at a point on Lake St. Clair opposite the intersection of Fifteen Mile Road and Michigan Highway 29 and extending south and southwest along the shore of Lake St. Clair, to the Detroit River, thence along such River (east of Belle Isle) and Trenton Channel to a point opposite Sibley Road, thence west to and along Sibley Road to Waltz Road, thence north along Waltz Road to Wick Road, thence west along Wick Road to Cogswell Road, thence north along Cogswell Road to Van Born Road, thence east along Van Born Road to Newburgh Road, thence north along Newburgh Road to its junction with Halsted Road, thence north along Halsted Road to West Maple Road, thence east along West Maple Road to Telegraph Road, thence north along Telegraph Road to Sixteen Mile Road, thence east along Sixteen Mile Road to Utica Road, thence southeasterly along Utica Road to Fifteen Mile Road (also called East Maple Road), thence along Fifteen Mile Road and across Michigan Highway 29 to Lake St. Clair, the point of beginning.

49 C.F.R. 399 app. F (2007).

*Contact Information*

Information (734) AIRPORT  
Administration (734) 942-3550  
Public Affairs (734) 942-3558  
Parking Hotline (800) 642-1978

## MINNESOTA

### Statewide Regulations

The State of Minnesota has created a Metropolitan Airports Commission, which restricts ground transportation counter space to those services with “regular-route authority.” The State of Minnesota’s Transportation Regulation Board grants authority to operate on specific routes, at fixed times, for fixed fees. Minn. Stat. § 221.071 (1992).

### Case History

The operators of a transportation company challenged the validity of a Metropolitan Airports Commission commercial lane usage fee, alleging that it was preempted by state and federal law. The Appellate Court denied the challenge, and found that pursuant to Minn. Stat. § 473.651 (2006), the Metropolitan Airports Commission may impose a fee on commercial ground carriers who utilize commercial lanes on airport grounds. *Hyland v. Metro. Airports Comm’n*, 538 N.W.2d 717 (Minn. Ct. App. 1995).

### Minnesota—Minneapolis–St. Paul International Airport (MSP)

#### Overview

MSP is operated by the Metropolitan Airports Commission (MAC). The MAC is authorized by the state legislature to “regulate ground transportation to and from an airport under its jurisdiction...include[ing]...the number and types of transportation services, ...concession agreements, and...vehicle standards.” Minn. Stat. § 221.091 (2007).

MSP is a semi-closed system.

#### Local

*Airport Commission Regulations.*—The MAC publishes its rules through ordinances affecting one or more airports in the Metropolitan Airport System.

*Cited as:* Airport Ordinance xx (1999).

Scope	<p>The commercial vehicle rules apply to all “Persons and Vehicles other than Taxicabs and Taxicab Drivers engaged in commercial ground transportation.” Airport Ordinance 93 § 2 (1999).</p> <p>The ordinance requires that all commercial vehicles either be registered under an annual company permit and have an AVI tag, use the cash commercial lane, or be operated by an auto rental agency. <i>Id.</i></p> <p>The MAC ordinances provide penalties and enforcement provisions for traffic signs and</p>
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	rules posted at the airport. Airport Ordinance 80 (1999).
Commercial Vehicles Permits	The ordinance specifies the requirements to receive an airport permit. These requirements can include federal, state, and local operating authority; proof of vehicle inspection; insurance minimums; and record keeping. Airport Ordinance 93 § 3 (1999).
Operations	Companies must operate their commercial vehicles according to the Ordinance Operating Requirements, and drivers must meet certain licensing standards. Airport Ordinance 93 § 4 (1999).
Commercial Vehicles Fees	<p><i>Annual Permit Fee</i>—Annual fees are paid each November.</p> <p><i>Per-Trip Fee</i>—The AVI records vehicle trips and assesses fees.</p> <p><i>Dwell Fees</i>—Vehicles remaining in the commercial lanes for certain extended periods of time are assessed an additional fee.</p> <p><i>Cash Commercial Lane</i>—Vehicles without an AVI pay a per-trip fee at the cash commercial lane.</p> <p><i>Late Fees</i>—Late fees and penalties may be assessed for late payments. AVI tags may be deactivated for excessive or longstanding balances.</p> <p>Airport Ordinance 93 § 6 (1999).</p>
Auto Rentals	<p>Auto rental agencies are charged fees different from other commercial vehicles. Airport Ordinance 93 § 7 (1999).</p> <p>These agencies pay a percentage of their gross receipts, less any exclusions. <i>Id.</i></p> <p>Fee payments must be made according to a specified schedule and along with several required reports. <i>Id.</i></p> <p>Ordinance 88 enforces Minn. Stat. § 473.651 within MAC jurisdiction. A per-day fee is assessed to cars rented from on-airport car rental services. Airport Ordinance 88 (1999).</p> <p>The Ordinance specifies the initial rates, yearly rate increases, reporting procedures, audits, and penalties for violations. <i>Id.</i></p>

	This ordinance expires on October 1, 2010. Airport Ordinance 88 (1999).
Enforcement	<p>Noncompliant operators will be given notice of a violation. Certain violations will merit immediate suspensions. Airport Ordinance 93 § 8 (1999).</p> <p>Immediate suspensions, normal suspensions, and revocations can be issued according to Ordinance procedures. <i>Id.</i></p> <p>A hearing officer is appointed upon request to review the punishment. Airport Ordinance 93 §§ 3, 8.5 (1999)</p>
Taxicab Licenses and Permits	<p>Taxicab companies must have authorization from the airport manager in order to operate at the airport. Airport Ordinance 102 § 3 (1999).</p> <p>The MAC may deny permit applications when it believes that additional operators would not be in the best interest of the public. <i>Id.</i></p> <p>Each taxicab must have a valid MAC permit and AVI tag. <i>Id.</i></p> <p>Drivers must possess a valid MAC license, pass a MAC-approved training course, and pass a background check. Airport Ordinance 102 § 6 (1999).</p>
Operator Rules	Operators must comply with airport procedures and maintain offices, records, permits, and insurance. Airport Ordinance 102 § 4 (1999).
Vehicle Standards	Vehicles must pass inspections, maintain service standards, and possess working communications radios. Airport Ordinance 102 § 5 (1999).
Taxicab Operations	<p>The MAC Ordinances set forth specific operating rules for taxicabs. These rules govern passenger loading, refusals, penalties, driver conduct, and traffic rules. Airport Ordinance 102 § 7, 9 (1999).</p> <p>Airport fares are regulated by the MAC and can include meter or zone fares. Airport Ordinance 102 § 8 (1999).</p> <p>The MAC charges per-trip, transfer, and annual fees to taxicabs; service company authorization fees; AVI activation and insurance processing fees; and special call fees to taxis without MAC authorization. Airport Ordinance 102 § 10 (1999); Airport Ordinance 102 Schedule I (1999).</p>

Violations and Appeals	MAC rules detail penalties for Ordinance violations. These penalties can include fines, suspensions, or license revocations. Violators will be given notice and a hearing in accordance with administrative procedures set forth in Minn. Airport Comm'n. Ordinance 102 § 12 (1999). Airport Ordinance 102 Schedule II, III (1999).
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### *City Ordinances*

The cities of Minneapolis and St. Paul each require taxicabs to register with the specific city and meet insurance, documentation, training, and vehicle requirements. St. Paul, Minn., Municipal Code, ch. 376 (2007); Minneapolis, Minn., Municipal Code ch. 341 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of MSP are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Minneapolis or St. Paul is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

Metropolitan Airports Commission (612) 726-8100

## MISSOURI

### Statewide Regulations

Ground transportation by shuttles and vans at airports in the State of Missouri is governed by the Missouri Department of Transportation (MODOT), rather than the airport authorities. Vehicles carrying more than eight seats are subject to regulation by MODOT. The MODOT rules and procedures can be found at Mo. Code Regs. Ann. tit. 4, § 265 (2007).

*Cited as:* Regs. Ann. tit. 4 § 205-x (2007).

Records and Permits	Before offering passenger service, an operator must apply for and obtain a permit pursuant to division rule Regs. Ann. tit. 4 § 265-2.080 (2007), which contains extensive documentation and insurance requirements.
Vehicle Operations	<p>Vehicles must be properly licensed and identified by a clearly visible license sticker. Once the license and sticker have been obtained, MODOT will issue a Cab Card to be carried in the licensed vehicle. Regs. Ann. tit. 7 § 265-10.020 (2007).</p> <p>Motor vehicle operators will also be issued a USDOT number, which must also be displayed on the vehicle. Regs. Ann. tit. 7 § 265-10.025 (2007).</p> <p>Motor vehicle operators must carry proper insurance. Regs. Ann. tit. 7 § 265-10.030 (2007).</p> <p>Passenger carriers must also publish and file with the division their fares and rates each year. Regs. Ann. tit. 7 § 265-10.050 (2007).</p>

### Missouri—Kansas City International Airport (MCI)

#### *Overview*

MCI is owned and operated by the Kansas City Aviation Department. The rules for taxis are found in Chapter 76 of the Kansas City Municipal Code, and the MODOT regulates limousines and shared rides. The Kansas City Aviation Department derives its authority from Mo. Rev. Stat. § 305.170 (2007).

MCI is a semi-closed system.

#### *Local*

Kansas City Code

*Cited as: Municipal Code § x-x (2007).*

Fees	All commercial ground transportation operators must pay a use fee for each pickup at the airport. Municipal Code § 6-48 (2007).
Records and Permits	In addition to a driver's license, a driver's certificate is required in order to operate. Municipal Code § 76-101 (2007).  All taxicab operators are required to carry proper liability insurance. KC Code § 76-161, 213 (2007).
Vehicle Operations	All taxicabs must obtain a vehicle permit before operating. KC Code § 76-70 (2007).  Every driver must inspect his or her vehicle before every shift to ensure that it is clean and operating properly. Municipal Code § 76-204 (2007).
Driver Rules	All drivers must operate their vehicles within the laws of the state, and maintain a professional and clean appearance. Municipal Code § 76-203 (2007).
Suspensions and Appeals	Failure to comply with any portion of the code or state laws regarding motor vehicles will lead to a hearing and the potential suspension or revocation of the taxicab permit. Municipal Code § 76-141 (2007).  After revocation, an operator may not apply for a new permit for 12 months after the hearing. <i>Id.</i>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of MCI are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Kansas City is exempt. 49 U.S.C.S. § 13506 (2007).

In addition, FMCSA regulations define a special exempt area:

The zone adjacent to and commercially a part of Kansas City, (MO and KA) within which transportation by motor vehicle, in interstate or foreign commerce, not under a common control, management, or arrangement for a continuing carriage to or from a point beyond the zone is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)), includes:

Beginning on the north side of the Missouri River at the western boundary line of Parkville, Mo., thence along the western and northern boundaries of Parkville to the Kansas City, Mo., corporate limits, thence along the western, northern, and eastern corporate limits of Kansas City, Mo., to its junction with U.S. Bypass 71 (near Liberty, Mo.), thence along U.S. Bypass 71 to Liberty, thence along the northern and eastern boundaries of Liberty to its junction with U.S. Bypass 71 south of Liberty, thence south along U.S. Bypass 71 to its junction with the Independence, Mo., corporate

limits, thence along the eastern Independence, Mo., corporate limits to its junction with Interstate Highway 70, then along Interstate Highway 70 to its junction with the Blue Springs, Mo., corporate limits, thence along the western, northern, and eastern corporate limits of Blue Springs, Mo., to its junction with U.S. Highway 40, thence east along U.S. Highway 40 to its junction with Brizen-Dine Road, thence south along the southerly extension of Brizen-Dine Road to its junction with Missouri Highway AA, thence along Missouri Highway AA to its junction with the Blue Springs, Mo., corporate limits, thence along the southern and western corporate limits of Blue Springs, Mo., to its junction with U.S. Highway 40, thence west along U.S. Highway 40 to its junction with Lee's Summit, Mo., limits.

Thence along the eastern Lee's Summit corporate limits to the Jackson-Cass County line, thence west along Jackson-Cass County line to the eastern corporate limits of Belton, Mo., thence along the eastern, southern, and western corporate limits of Belton to the western boundary of Richards-Gebaur Air Force Base, thence along the western boundary of said Air Force Base to Missouri Hwy 150, thence west along Missouri Hwy 150 to the Kansas-Missouri State line, thence north along the Kansas-Missouri State line, to 110th Street, thence west along 110th St to its junction with U.S. Highway 69, thence north along U.S. Hwy 69 to its junction with 103d St, thence west along 103d St to its junction with Quivera Rd (the corporate boundary of Lenexa, Kans.), thence along the eastern and southern boundaries of Lenexa to Black Bob Rd, thence south along Black Bob Rd to 119th Street, thence east along 119th Street to the corporate limits of Olathe, Kans., thence south and east along the Olathe corporate limits to Schlagel Road, thence south along Schlagel Road to Olathe Morse Road, thence west along Olathe Morse Road to the northeast corner of Johnson County Airport, thence south, west, and north along the boundaries of the said airport to Pflumm Road, thence north along Pflumm Road to its junction with Olathe Martin City Road, thence west along Olathe Martin City Road to its junction with Murden Road, thence south along Murden Road to its junction with Olathe Morse Road (the corporate boundary of Olathe, Kans.), thence west and north along said corporate boundary to its intersection with U.S. Highway 56, thence southwest along U.S. Highway 56 to its junction with 159th Street.

Thence west along 159th St to its junction with the Johnson County Industrial Airport, thence south, west, north and east along the boundaries of said airport to the point of beginning, on 159th St, thence, east along 159th St to its junction with U.S. Hwy 56, thence northeast along U.S. Hwy 56 to its junction with Parker Rd, thence north along Parker Rd to the northern boundary of Olathe, thence east and north along the northern corporate limits of Olathe to Pickering Road, thence north along Pickering Road to 107th Street (the corporate boundary of Lenexa, Kans.), thence along the western and northern boundaries of Lenexa to Pflumm Road, thence north along Pflumm Road to its junction with Kansas Highway 10, thence along Kansas Highway 10 to its junction with Kansas Highway 7, thence along an imaginary line due west across the Kansas River to the Wyandotte County-Leavenworth County line (142d Street) at Loring, Kans., thence westerly along County Route No. 82, a distance of three-fourths of a mile to the entrance of the facilities at Mid-Continent Underground Storage, Loring, thence from Loring in a northerly direction along Loring Lane and Lindwood Avenue to the southern boundary of Bonner Springs, Kans.

Thence along the southern, western, and northern boundaries of Bonner Springs to its intersection with Kansas Highway 7, thence southeast along Kansas Highway 7 to its junction with Kansas Highway 32, thence east on Kansas Highway 32 to the corporate boundary of Kansas City, Kans., thence north, west, and east along the corporate boundaries of Kansas City, Kans., to its junction with Cernech Road and Pomeroy Drive, thence northwesterly along Pomeroy Drive to its junction with 79th Street, thence along 79th Street to its junction with Walcotte Drive at Pomeroy, Kans., thence due west 1.3 miles to its junction with an unnamed road, thence north along such unnamed road to the entrance of Powell Port facility, thence due north to the southern bank of the Missouri River, thence east along the southern bank of Missouri River to a point directly across from the western boundary of Parkville, Mo., thence across the Missouri River to the point of beginning.

49 C.F.R. 399 app. F (2007).

*Contact Information*

General Information (816) 243-5237  
 Media Relations (816) 243-3160  
 Business and Properties (816) 243-3020  
 Ground Transportation (816) 243-5219

**Missouri—Lambert-St. Louis International Airport (STL)***Overview*

STL is owned and operated by the St. Louis Airport Authority (the authority), a department of the City of St. Louis. Commercial ground transportation at STL falls within the purview of several jurisdictions. The Airport Authority's rules, as found in the city code, generally regulate most operations in the airport's landside areas. In addition, taxicab and limousine operations are subject to regulation from both the St. Louis Metropolitan Taxicab Commission (the Taxi Commission) and MODOT, which regulates larger passenger vehicles.

STL is a semi-closed system.

*Local*

St. Louis Code

*Cited as:* City Code pt. x § x.xx.xxx (2007).

Taxis	All taxicabs must pass an inspection. City Code pt. 10 § 8.98.665 (2007).
Bus and Shuttle Services	Before offering regularly scheduled bus or shuttle service, an operator must be licensed by the city and pay a license tax. City Code pt. 10 § 8.98.575 (2007).
Operations	Drivers and operators must comply with general rules of conduct. City Code pt. 10 § 8.98 (2007).
Courtesy Vehicles	Vehicles must have a city license and adequate insurance coverage, and pay an annual fee. St. Louis, Mo., City Code pt. 10 § 8.98.690 (2007).

*St. Louis Ordinances.*—The airport director is authorized to issue rules in the best interests of the city, airport, and the traveling public.

*Cited as:* Ord. 64406 (1998).

Permits	All businesses must secure a permit before operating at STL; operators should expect to pay regular fees. St. Louis, Mo., Ord. 64406 §§ 3, 4 (1998).
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	<p>Operators must preserve and provide all documentation requested by the director. St. Louis, Mo., Ord. 64406 § 6 (1998).</p> <p>Car rental operations need to enter into an agreement with the director. Leases must be approved by the City. St. Louis, Mo., Ord. 66074 (1998).</p>
Operating Rules	Operators may not solicit at the airport, except through an authorized advertiser. St. Louis, Mo., Ord. 64406 § 5 (1998).
Violations and Appeals	Operators are entitled to reasonable notice and a hearing before suffering sanctions or suspensions. St. Louis, Mo., Ord. 64406 §§ 5,7 (1998).

#### Metropolitan Taxicab Commission Vehicle for Hire Code

*Cited as:* Vehicle for Hire Code § xxx (2006).

Licensing	<p>In order to pick up passengers at STL, taxicabs must be licensed as “Airport Taxicabs.” Vehicle for Hire Code § 208 (2006).</p> <p>Operators must pay licensing fees, keep certain required documents, and possess the necessary insurance coverage. Vehicle for Hire Code § 301 (2006).</p>
Driver Requirements	Drivers must pass a training course, post common rates, and maintain travel manifests. Vehicle for Hire Code § 601 (2006).
Suspension and Appeal	<p>The director may issue fines or suspensions, or revoke licenses for several enumerated reasons. Vehicle for Hire Code § 1101 (2006).</p> <p>Punishments may be appealed in an administrative hearing in front of a hearing officer. Vehicle for Hire Code § 1202 (2006).</p> <p>The hearing officer’s decision may be appealed to the Commission. Vehicle for Hire Code § 1203 (2006).</p>

#### Federal Jurisdiction

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of STL are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of St. Louis is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area:

- (1) All points within the corporate limits of St. Louis, Mo.;

(2) All points in St. Louis County, Mo., within a line drawn 0.5 mile south, west, and north of the following line:—Beginning at the Jefferson Barracks Bridge across the Mississippi River and extending westerly along Missouri Highway 77 to its junction with U.S. Highway 61 Bypass, thence along U.S. Highway 61 Bypass to its junction with U.S. Highway 66, thence westerly along U.S. Highway 66 to its junction with Bowles Avenue, thence northerly along Bowles Avenue, actual or projected, to the Meramec River, thence easterly along the south bank of the Meramec River to a point directly south of the western boundary of Kirkwood, thence across the Meramec River to and along the western boundary of Kirkwood to Marshall Road, thence westerly along Marshall Road to its junction with Treecourt Avenue, thence northerly along Treecourt Avenue to its junction with Big Bend Road, thence easterly along Big Bend Road to the western boundary of Kirkwood, thence northerly along the western boundary of Kirkwood to its junction with Dougherty Ferry Road, thence westerly along Dougherty Ferry Road to its junction with Interstate Highway 244, thence northerly along Interstate Highway 244 to its junction with Manchester Road, thence easterly along Manchester Road to its junction with the northwest corner of Kirkwood, thence along the western and northern boundaries of Kirkwood to the western boundary of Huntleigh, Mo., thence along the western and northern boundaries of Huntleigh to its junction with Lindbergh Boulevard, thence northerly along Lindbergh Boulevard to its junction with Lackland Avenue, thence in a westerly direction along Lackland Avenue to its junction with the right-of-way of the proposed Circumferential Expressway (Interstate Highway 244), thence in a northerly direction along said right-of-way to its junction with the right-of-way of the Chicago, Rock Island and Pacific Railroad, thence in an easterly direction along said right-of-way to its junction with Dorsett Road, thence in an easterly direction along Dorsett Road to its junction with Lindbergh Boulevard, thence in a northerly direction along Lindbergh Boulevard to its junction with St. Charles Rock Road, thence westerly along St. Charles Rock Road to its junction with the Missouri River, thence northerly along the east shore of the Missouri River to its junction with the Norfolk and Western Railway Co. right-of-way, thence easterly along the southern boundary of the Norfolk and Western Railway Co. right-of-way to Lindbergh Boulevard, thence in an easterly direction along Lindbergh Boulevard to the western boundary of St. Ferdinand (Florissant), Mo., thence along the western, northern, and eastern boundaries of St. Ferdinand to junction Interstate Highway 270, and thence along Interstate Highway 270 to the corporate limits of St. Louis (near Chain of Rocks Bridge); and

(3) All points within the corporate limits of East St. Louis, Belleville, Granite City, Madison, Venice, Brooklyn, National City, Fairmont City, Washington Park, and Sauget, Ill.; that part of the village of Cahokia, Ill., bounded by Illinois Highway 3 on the east, First Avenue and Red House (Cargill) Road on the south and southwest, the east line of the right-of-way of the Alton and Southern Railroad on the west, and the corporate limits of Sauget, Ill., on the northwest and north; that part of Centerville, Ill., bounded by a line beginning at the junction of 26th Street and the corporate limit of East St. Louis, Ill., and extending northeasterly along 26th Street to its junction with Bond Avenue, thence southeasterly along Bond Avenue to its junction with Owen Street, thence southwesterly along Owen Street to its junction with Church Road, thence southeasterly along Church Road to its junction with Illinois Avenue, thence southwesterly along Illinois Avenue to the southwesterly side of the right-of-way of the Illinois Central Railroad Co., thence along the southwesterly side of the right-of-way of the Illinois Central Railroad Co. to the corporate limits of East St. Louis, Ill, thence along the corporate limits of East St. Louis, Ill., to the point of beginning; and that area bounded by a line commencing at the intersection of the right-of-way of the Alton and Southern Railroad and the Madison, Ill., corporate limits near 19th Street, and extending east and south along said right-of-way to its intersection with the right-of-way of Illinois Terminal Railroad Co., thence southwesterly along the Illinois Terminal Railroad Co. right-of-way to its intersection with Illinois Highway 203, thence 115 northwesterly along said highway to its intersection with the Madison, Ill., corporate boundary near McCambridge Avenue, thence northerly along the Madison, Ill., corporate boundary to the point of beginning.

(b) The exemption provided by section 203(b)(8) of the Interstate Commerce Act in respect of transportation by motor vehicle, in interstate or foreign commerce, between Belleville, Ill., on the one hand, and, on the other, any other point in the commercial zone, the limits of which are defined in paragraph (a) of this section, is hereby removed, and the said transportation is hereby subjected to all applicable provisions of the Interstate Commerce Act.

49 C.F.R. 399 app. F (2007).

*Contact Information*

Airport Information (314) 426-8000

Airport Police (314) 426-8100

Contracts (314) 426-8178

## NEBRASKA

### Statewide Regulations

The State of Nebraska generally regulates motor vehicles operating within the state. Neb. Rev. Stat. § 60 (2007). For more information, visit the Nebraska Department of Roads Web site at <http://www.dor.state.ne.us>.

### Case History

In a dispute involving a transportation company's authority to enter contracts for on-call transportation from retail locations to the airport, the court addressed the requirements for passenger carriers to engage in intrastate operations. Neb. Rev. Stat. § 75-309 (Reissue 1986) provides that it shall be unlawful for any common or contract carrier to engage in intrastate operations without a certificate of public convenience and necessity issued by the commission authorizing such operations. *In re Application of BIJK Enterprises, Inc.*, 424 N.W.2d 356, 359, 228 Neb. 804, 809 (Neb. 1988). The court further noted that Neb. Rev. Stat. § 75-311 (Reissue 1986) sets forth the requirements necessary in order to obtain a permit to operate as a contract carrier. *Id.*

The court addressed the powers of the Nebraska Public Service Commission to regulate a limousine company's intrastate authority to carry passengers. The Appellate Court determined that "the Nebraska Public Service Commission has original jurisdiction and the sole power to grant, amend, deny, revoke, or transfer common carrier certificates of public convenience and necessity." *In re Qualified Devs*, 1995 Neb. App. LEXIS 86 at \*8 (Neb. Ct. App. 1995), citing *In Re Application of Kiltbau*, 236 Neb. 811, 464 N.W.2d 162 (1991).

### Nebraska—Omaha Eppley Airfield (OMA)

#### Overview

OMA is owned and operated by the Omaha Airport Authority. Transportation is regulated by the rules of the Airport Authority.

OMA is a semi-closed system.

#### Local

#### Omaha Airport Authority Rules

*Cited as:* Authority Rules § 10.x (2007).

Permit Requirements	Taxicabs, limousines, scheduled buses and vans, hotel/motel courtesy vehicles, and parking facility courtesy vehicles must have a permit before accessing the Airport Terminal Drive. Authority Rules § 10.4 (2007).  Operators must have proof of insurance on file with the authority. Authority Rules §§ 10.5-8 (2007).
Vehicle Standards	Vehicles must be maintained. Operations must

	comply with rules regarding the location and manner of transportation. Authority Rules §§ 10.5-9 (2007).
Taxicabs	<p>Taxicabs must have an operators permit issued by the City of Omaha. Authority Rules § 10.8 (2007).</p> <p>Cabs are allowed to operate in three areas:</p> <ol style="list-style-type: none"> <li>1. The cab feeder (or staging) area,</li> <li>2. The South cab stand, or</li> <li>3. The North cab stand.</li> </ol> <p>Authority Rules § 10.10 (2007).</p> <p>Operations at the feeder area and cab stands are regulated. Authority Rules §§ 10.11-13 (2007).</p>
Suspensions and Revocations	<p>Depending on the violation, the authority may fine or suspend permit holders immediately or with reasonable notice. Authority Rules and Regulations § 10.15 (2007).</p> <p>An administrative hearing with the Airport Police Chief will be held after conduct warranting a suspension. <i>Id.</i></p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of OMA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Omaha is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (402) 661-8017  
 Airport Authority (402) 661-8000  
 Operations (402) 661-8100  
 Business Office (402) 661-8000

## NEVADA

### Statewide Regulations

#### *Nevada Taxi Cab Authority*

The Nevada Taxi Cab Authority has the general power to regulate taxicabs and taxi companies. The authority may regulate the number of cabs, areas of service, operating rules, permit requirements, enforcement procedures, and other acts necessary to regulate taxicabs within the State of Nevada. Nev. Rev. Stat. § 706.8818 (2007).

#### *Nevada Transportation Authority*

The Nevada Transportation Service Authority (Nev. TSA) regulates all other types of intrastate transportation in Nevada. This includes charter buses; common, contract, or private carriers; shuttle services; scenic tours; limousines; and taxicabs. Nev. Admin. Code § 706.101–706.393 (2007).

The Nev. TSA also hears appeals of the Nevada Taxi Cab Authority's decisions. Nev. Admin. Code § 706.9914 (2007).

### Case History

After a police officer seized a taxi permit from a driver, the driver challenged the officer's authority to take the permit. The Appellate Court then addressed the authority of peace officers to regulate passenger carriers. The Appellate Court determined that local police officers must comply with Nevada Taxi Cab Authority regulations. As a result, a local sheriff may not seize a taxi driver's permit because the Nevada Taxi Cab Authority regulations only permit seizure after a designated hearing. *Lamb v. Mirin.*, 90, Nev. 329, 526 P.2d 80 (1974).

## Nevada—McCarran International Airport (LAS)

### *Overview*

Commercial transportation at LAS is regulated differently than at most airports within the United States. The Nevada state government creates most of the commercial ground transportation regulation through two of its agencies: the Nev. TSA and the Nevada Taxi Cab Authority.

Clark County, the owner and operator of LAS, regulates commercial ground transportation through its County Code.

LAS is a semi-closed system.

### *Local*

Clark County Code

*Cited as:* County Code ch. x (2007).

Rates and Charges	The airport director is given several powers under the County Code to regulate commercial
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	<p>ground transportation:</p> <ol style="list-style-type: none"> <li>1. Set rates and fares within the limits prescribed by the county. County Code ch. 20.09.010(a) (2007).</li> <li>2. Implement an AVI system to collect these fares. <i>Id.</i></li> <li>3. Create a Consolidated Car Rental Facility, and collect fares from operators. <i>Id.</i></li> <li>4. Develop rules and signage for vehicles on airport roads. <i>Id.</i></li> </ol>
Trip Fees	<ol style="list-style-type: none"> <li>1. Taxicabs must pay a trip fee. County Code ch. 20.09.020 (2007).</li> <li>2. Infrequent operators may choose not to register with the airport or install an AVI transponder provided they pay the Infrequent User Fee. <i>Id.</i></li> <li>3. Companies with individual agreements with the airport may operate on a different rate schedule. <i>Id.</i></li> </ol>
Customer Service and Discrimination	Clark County forbids commercial transporters from discriminating on the grounds of race, color, or national origin. County Code ch. 20.09.030 (2007).
Violations	All persons who violate Clark County ground transportation regulations are guilty of a misdemeanor. County Code ch. 20.09.040 (2007).
Traffic Regulations	The County Code contains general and airport-only rules-of-the road. County Code ch. 20.08 (2007).
General Taxicab Regulations	Clark County generally regulates taxicabs within its jurisdiction. Drivers, operators, and vehicles are regulated, inspected, and given permits by the County Sheriff. County Code ch. 15.08 (2007).
Airport Rules	Companies licensed by the state to operate at LAS must sign up and obtain an AVI system. The AVI system is maintained by the airport under authority from Clark County. County Code ch. 20.09.010 (2007).

*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of LAS are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Las Vegas is exempt. 49 U.S.C.S. § 13506 (2007).

*Contact Information*

General Information (702) 261-5211  
 Landside Operations (702) 261-5663  
 Nev. TSA (702) 486-3303, ext. 400  
 Nev. Taxi Cab Authority (702) 668-4025

**Nevada—Reno/Tahoe International Airport (RNO)***Overview*

Commercial transportation at RNO is regulated differently than at most U.S. airports. The Nevada state government creates most of the commercial ground transportation regulation through two of its agencies: the Nev. TSA and the Nevada Taxi Cab Authority. In addition, all commercial ground carriers must sign an agreement to obtain a permit to operate on airport grounds. This agreement contains airport operating provisions.

RNO is a semi-closed system.

*Local***Agreement and Application for Ground Transportation Permit**

*Cited as:* Agreement § x (2007).

Fees	Operators shall pay a monthly fee to the authority to conduct business on airport grounds. Agreement § 1 (2007).
Records and Permits	Operators shall maintain complete and accurate records of their business operations. Agreement § 2 (2007).  Operators must be properly insured in the amount required by the airport authority. Agreement § 10 (2007).
Vehicle Operations	Companies licensed by the state to operate at RNO must sign up and obtain an AVI system. Agreement § 7 (2007).  Vehicles must be kept in proper working condition, kept neat and clean, and maintain registration with the Nevada Department of Motor Vehicles. Agreement § 8 (2007).
Driver Rules	Drivers will not solicit passengers on airport grounds, and must maintain a neat and

	professional appearance. Agreement §§ 8, 9 (2007).
Suspensions and Appeals	Permit may be revoked by the authority upon 10 days written notice to operator for violating any provision of the agreement. Agreement § 12 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of RNO are exempt from FMCSA 123 regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Reno is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (775) 328-6400  
 Ground Transportation (775) 328-6566  
 Property Administration (775) 328-6480  
 Nev. TSA (702) 486-3303, ext. 400  
 Nevada Taxi Cab Authority (702) 668-4025

## NEW HAMPSHIRE

### Statewide Regulations

The State of New Hampshire generally regulates motor vehicles operating within the state. N.H. Rev. Stat. Ann. § XXI (2007). For more information, visit the New Hampshire Department of Safety Web site at <http://www.nh.gov/safety>.

Motor vehicle registration is covered by N.H. Rev. Stat. Ann. § XXI:261 (2007), and driver licensing is covered by N.H. Rev. Stat. Ann. § XXI:263 (2007).

### Case History

The New Hampshire Public Utilities Commission issued two orders authorizing a trucking company to operate “as an irregular route common carrier between points and places in New Hampshire and airports served by commercial airlines transporting general commodities.” A competing trucking company, Auclair Transportation, appealed the orders, charging that they impermissibly regulated interstate commerce in violation of the U.S. Constitution. The Supreme Court of New Hampshire struck down the orders, finding that they impermissibly regulated interstate transportation. The court held that the New Hampshire Public Utilities Commission has power to grant common carrier certificates in accordance with “the present or future public convenience and necessity” and contract carrier permits where consistent with “the public interest.” [citation omitted] *Auclair Transp. v. State*, 113 N.H. 231, 232, 305 A.2d 662, 663, 113 N.H. 231 (1973).

### New Hampshire—Manchester Airport (MHT)

#### Overview

MHT is owned and operated by the Manchester Airport Authority (MAA). MAA is a city commission established by the City Charter. The authority publishes Rules and Regulations Governing Commercial Ground Transportation Services.

MHT is a semi-closed system.

#### Local

#### Operator Agreements

*Cited As:* Authority Rules and Regulations § x.xx (2007).

Permit Requirements	<p>Operators must provide extensive documentation to the Permit Requirements Office. Among other requirements, operators must show insurance coverage, proof of vehicle inspections, and title. Authority Rules and Regulations §§ 4.01-06 (2007).</p> <p>Off-airport parking lots must pay an airport tariff if they provide courtesy transit to and from the airport. Authority Rules and</p>
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	<p>Regulations § 6.07 (2007).</p> <p>Operators must have proof of insurance on file with the authority. Authority Rules and Regulations §§ 10.04, 10.05 (2007).</p>
Driver and Operator Rules	<p>Drivers must comply with general airport rules regarding cleanliness, vehicle operations, courtesy, and appearances. Authority Rules and Regulations § 5.01 (2007).</p> <p>Operators must maintain radio communication with drivers. <i>Id.</i></p>
Vehicle Standards	<p>In order to access the staging area, vehicles must have an AVI transmitter. Authority Rules and Regulations §§ 5.02, 12 (2007).</p> <p>Vehicles must display an airport decal representing an operating agreement. Authority Rules and Regulations §§ 5.03, 11 (2007).</p>
Taxicabs	<p>Drivers must possess an Airport Taxicabs Driver's License. Authority Rules and Regulations § 5.06 (2007).</p> <p>Applications require a criminal background check, drug test, and driving record examination. <i>Id.</i></p> <p>Drivers must submit to random drug tests and pay an annual fee. <i>Id.</i></p> <p>Drivers may not solicit fares, and must comply with airport rules regarding the location and manner of taxicab operations. <i>Id.</i></p> <p>The authority closely regulates taxicab fares. <i>Id.</i></p>
Violations	<p>The Taxicab Driver's License may be suspended for rule violations. <i>Id.</i></p> <p>The suspended driver will have the right to appeal to the airport director. <i>Id.</i></p> <p>The authority may issue fines, suspensions, or revoke the operating agreement if operators violate airport rules. Authority Rules and Regulations § 14 (2007).</p> <p>Those issued penalties for violations may appeal to the airport director. Authority Rules and Regulations § 17 (2007).</p>
Prearranged and Shuttle Services	<p>Prearranged rides and shuttle buses may only charge rates designated by the Airport. Authority Rules and Regulations §§ 6.02, 6.03 (2007).</p>

Car Rentals	<p>Operating agreements with the authority will stipulate any airport operational requirements. Authority Rules and Regulations § 6.07 (2007).</p> <p>Operators will pay an airport tariff. Authority Rules and Regulations § 6.08 (2007).</p>
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### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of MHT are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Manchester is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (603) 624-6556  
 Media Relations (603) 624-6556  
 Administration (603) 624-6539  
 Parking (603) 641-5444  
 Switchboard (603) 628-6019

## NEW JERSEY

### *Statewide Regulations*

The State of New Jersey generally regulates motor vehicles operating within the state. N.J. Stat. Ann. § 39 (2007). For more information, visit the New Jersey DOT Web site at <http://www.state.nj.us/transportation>.

### *Case History*

In a dispute involving a limousine company's right to carry passengers from Newark Liberty International Airport to points outside of Newark, the court affirmed the approval of a limousine company's petition to operate between the Newark airport and places in two counties outside the city of Newark even though the city had not approved the application. Municipalities may not prevent passenger ground transportation through their geographic limits when there are no stops within the jurisdiction. *Petition of Asbury-Red Bank Limousine Service*, 55 N.J. 551, 264 A.2d 43 (1970).

## New Jersey—Newark Liberty International Airport (EWR)

### *Overview*

EWR is owned and operated by the Port Authority of New York and New Jersey. The Port Authority creates and enforces ground transportation regulation within its jurisdiction. Port Authority rules are published in The Port Authority of New York and New Jersey Airport Rules and Regulations and apply to all Port Authority Airports.

EWR is a semi-closed system.

### *Local*

#### Port Authority Rules and Regulations

*Cited as:* Port Auth. Rules and Regs. ch. X § x (2006).

Prearranged Rides	Ground transportation services from the terminal must be prearranged, drivers must carry certain information about the arrangement, and passenger solicitation is prohibited. Port Auth. Rules and Regs. ch. 5 § d (2006).  Vehicles transporting passengers to the airport from their authorized municipalities may operate at the airport without a prearrangement with the Port Authority. This includes all taxicabs licensed to pick up passengers on the public streets of Newark. Port Auth. Rules and Regs. ch. 5 § d (2006).
Taxicabs	Taxicabs must use the Port Authority Dispatch System and only load or unload passengers in

	designated zones. Port Auth. Rules and Regs. ch. 5 §§ a, c (2006).
Courtesy Vehicles	Courtesy vehicles may operate at the airport provided they comply with all directives from the airport manager. Port Auth. Rules and Regs. ch. 5 § g (2006).
Operating Requirements	<p>All drivers and vehicles must meet Port Authority rules regarding licensing, insurance, registration, inspection, and conduct. Port Auth. Rules and Regs. ch. 6 (2006).</p> <p>Vehicles specifications and inspection procedures are explained in Port Auth. Rules and Regs. app. B (2001). The “Ground Vehicle Specifications are promulgated in support of The Port Authority of New York and New Jersey Air Terminal Rules and Regulations. They set forth the minimum specifications applicable to ground vehicles used at Port Authority Air Terminals and Heliports.” Port Auth. Rules and Regs. app. B (i) (2001).</p>

### City Regulations

*Cited as:* Newark Municipal Code ch. x § x (2007).

Public Transport Vehicles	<p>Vehicles registered in the City of Newark must receive a certificate of compliance from the Chief of Police or designee, and all drivers must receive a permit. Newark Municipal Code ch. 5 § 32.020 (2007).</p> <p>The certificate or permit holder must present proper documentation and obey city rules. Newark Municipal Code ch. 5 § 32.070 (2007).</p>
Operating Rules	City rules govern the operation of all taxicabs and commercial transportation vehicles including rates, meters, appearance, documentation, and driver conduct. Newark Municipal Code ch. 5 § 32 (2007).
Violations and Appeals	<p>Violations may result in fines, suspensions, or certificate revocation. Violations and revocations will be heard according to city administrative procedures. Newark Municipal Code ch. 5 § 32.140 (2007).</p> <p>Appeals may be made to the Chief of Police and City Council by a prompt filing. An administrative hearing will be held before the City Council, and its decision will be final. Newark Municipal Code ch. 5 § 32.290 (2007).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of EWR are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Newark is exempt. 49 U.S.C.S. § 13506 (2007). Interstate activities within the New York Metropolitan area fall within the authority of the Port Authority. In addition, FMCSA regulations exempt several special types of transportation around Newark and New York City.

- 1) Transportation within the corporate cities of New York, Yonkers, Mount Vernon, North Pelham, Pelham, Pelham Manor, Great Neck Estates, Floral Park, and Valley Stream, N.Y., and Englewood, N.J.; the area within the borough limits of Alpine, Tenafly, Englewood Cliffs, Leonia, Fort Lee, Edgewater, Cliffside Park, Fairview, Palisades Park, and Ridgefield, Bergen County, N.J.; and that part of Hudson County, N.J., east of Newark Bay and the Hackensack River. FMCSA Regulations App. F (2007).
- 2) Transportation with a prior or subsequent movement by water
- 3) Kearny, NJ
  - a. “[W]ithin an area bounded on the north by the main line of the Jersey City Branch of the Penn Central Transportation Co., on the south and east by Fish House Road and Pennsylvania Avenue, and on the west by the property line of the Penn Central Transportation Co. Truck-Train Terminal.”
- 4) Newark, N.J.
  - a. “[W]ithin an area bounded on the north by South Street and Delancey Street, on the east by Doremus Avenue, on the south by the freight right-of-way of the Penn Central Transportation Co. (Waverly Yard, Newark, N.J., to Greenville Piers, Jersey City, N.J., line), and on the west by the Penn Central Transportation Co.'s Hunter Street produce yard, and (ii) that portion of Newark, N.J., within an area bounded on the north by Poinier Street, on the east by Broad Street, on the south by the passenger right-of-way of the Penn Central Transportation Co.'s main line and on the west by Frelinghuysen Avenue.”
- 5) Port Reading, N.J.
  - a. “[W]ithin an area bounded on the east by the Arthur Kill, on the south by the right-of-way of the Reading Co., on the west by Cliff Road, and on the north by Woodbridge-Carteret Road”
- 6) Elizabeth, N.J.
  - a. “[W]ithin an area bounded by a line extending from Newark Bay westward along Trumbull Street to its intersection with Division Street; thence northward along Trumbull Street to its intersection with East North Avenue; thence eastward along East North Avenue to its intersection with the New Jersey Turnpike, thence along the New Jersey Turnpike to the Elizabeth Channel; thence easterly along the Elizabeth Channel to Newark Bay; thence along the western shore of Newark Bay to the point of the beginning.”

49 C.F.R. 399 app. F (2007).

### *Contact Information*

Port Authority Main Office (212) 435-7000  
 Airport Information (973) 961-6000 or (800) EWR-INFO  
 Parking and Traffic (973) 961-6213

## NEW MEXICO

### Statewide Regulations

The State of New Mexico generally regulates motor vehicles operating within the state. N.M. Stat. § 65, 66 (2007). For more information, visit the New Mexico DOT Web site at <http://www.nmshtd.state.nm.us>. Title 18 of the New Mexico Administrative Code covers the specific requirements for licensing and registration of motor vehicles operating within the state. N.M. Code R. § 18 (2007).

### Case History

In a dispute involving a contract for limousine service with the City of Albuquerque, the court addressed the scope of a municipality's authority to contract for transportation and the limits placed upon municipalities by the state Motor Carrier Act. The Municipal Transit Law authorizes a qualified municipality to engage in the business of transportation of passengers and property. "The Motor Carrier Act deals with common carrier transportation by motor vehicle throughout the state generally, whereas jurisdiction of the Municipal Transit Law is limited to common carrier transportation within a municipality." *Albuquerque v. New Mexico State Corp. Comm'n*, 605 P.2d 227, 232, 93 N.M. 719 724 (1979).

### Public Regulation Commission

New Mexico generally regulates motor vehicles operating and based in the state. In addition, compensated transportation services must obtain operating authority from the New Mexico Public Regulation Commission. N.M. Code R. § 18.3.2.8 (2007).

## New Mexico—Albuquerque International Sunport (ABQ)

### Overview

ABQ is owned and operated by the City of Albuquerque. Commercial transportation is regulated through agreements with operators. In addition, the State of New Mexico grants operating authority to commercial service providers.

ABQ is a closed system.

### Local

#### ABQ Operating Agreement

*Cited as:* Operating Agreement § x.x

Records and Permits	Operators must obtain an Airport Operating Permit. Vehicles must be properly identified, registered, and inspected, and possess a permit and electronic transponder (tag). Operating Agreement § 3.1.  Operators must ensure that their vehicles are
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	properly insured and pass inspections. Operating Agreement pt. C §§ 5, 7.
Operating Rules	<p>Vehicles must have an airport tag onboard when on airport property and comply with airport cleanliness and safety standards. Operating Agreement § 4.</p> <p>Drivers may not solicit passengers, and must comply with general commercial conduct rules. Operating Agreement § 4.</p> <p>Fares may not exceed posted rates. Operating Agreement § 4.</p>
Suspensions and Appeals	<p>The director may impose fines or suspend a permit for any violation of the agreement; continued violations give cause for revocation. Operating Agreement § 3.8.</p> <p>Operators may request an arbitration hearing. The decision of the third party arbitrator shall be final. Operating Agreement § 3.10.</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of ABQ are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Albuquerque is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (505) 244-7700  
Media Relations (505) 244-7730  
Business and Properties (505) 244-7712

## NEW YORK

### Statewide Regulations

The State of New York generally regulates motor vehicles operating or based in the state. N.Y. Trans. Law § 1-22 (2007). N.Y. Trans. Law § 7 specifically regulates carriers of passengers by motor vehicles. For more information, contact the New York State DOT at (518) 457-6195 or online at <http://www.nysdot.gov/portal/page/portal/index>.

### Case History

Under N.Y. Vehicle & Traffic Law § 1220-b, an authorized service provider may solicit passengers. In a dispute involving solicitation of passengers by a taxi driver at JFK International Airport, the court found that an unauthorized ground transportation provider may never solicit ground transportation services at a New York airport. Even if an otherwise unauthorized provider has made a prearranged agreement with a particular customer, the provider cannot in turn solicit additional or substitute customers at the airport, since no preagreement would have existed with respect to those patrons. *People v. Ramirez*, 188 Misc. 2d 170, 172, 727 N.Y.S.2d 599, 600-601 (N.Y. Crim. Ct. 2001).

A cab company sought to resolve whether its exclusive franchise to operate on city streets applied to roadways located on the city-owned airport. The court held that “the ownership and operation by the City of Buffalo of its Municipal Airport involved a proprietary function, the roadways and areas of the airport were private property, and that the city may regulate and restrict their use pursuant to its inherent and statutory power.” *Ricotta v. Buffalo*, 3 Misc. 2d 625, 628, 149 N.Y.S.2d 829, 833 (N.Y. Sup. Ct. 1954).

### New York—Buffalo Niagara International Airport (BUF)

#### Overview

BUF is owned and operated by the Niagara Frontier Transportation Authority (NFTA). The primary source of regulation is the Commercial Ground Transportation Rules and Regulations for Landside Terminal Operations at the Greater Buffalo International Airport. The rules and regulations were created under authority of N.Y. Public Authorities Law, § 1299.

BUF is a closed system.

#### Local

Commercial Ground Transportation Rules and Regulations for Landside Terminal Operations at the Greater Buffalo International Airport

*Cited as:* Rules and Regs § x.x (1995).

Records and Permits	Operators wishing to access airport grounds must first apply for and obtain a permit from NFTA and pay the resulting fees. Rules and Regs § 1160.4 (1995).
Vehicle Operations	Taxicab companies that have entered into a concessionaire agreement with the airport must

	<p>provide a “starter” who manages the flow of cabs to the loading zone and ensures enough cabs are available for arriving passengers. Rules and Regs. § 1160.6(c) (1995).</p> <p>Nonconcessionaire taxicabs may only provide service to passengers who arranged the service prior to entering airport grounds. Rules and Regs § 1160.(a) (1995).</p> <p>Commercial vehicles must be kept clean and in proper working condition. Rules and Regs § 1160.7(b)(7) (1995).</p>
Driver Rules	Drivers must hold a valid state driver’s license and obey all local, state, and federal traffic laws. Rules and Regs. § 1160.4(d) (1995).
Suspensions and Appeals	Violation of any of the NFTA rules and regulations may result in the imposition of fines. Rules and Regs § 1160.19 (1995). Operators may request a hearing to contest the imposition of a fine. <i>Id.</i>
Off-Airport Parking Operators	Operators of off-airport parking that have obtained the proper license will have access to the airport roadways for the purpose of transporting passengers to and from the airport and the parking lot. Rules and Regs § 1160.11 (1995).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of BUF are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Buffalo is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (716) 630-6000  
Business Development (716) 630-6040

## New York—John F. Kennedy International Airport (JFK) and La Guardia Airport (LGA)

### Overview

JFK and LGA are operated by the Port Authority of New York and New Jersey. The Port Authority creates and enforces ground transportation regulation within its jurisdiction. However, the rules of the New York City Taxi and Limousine Commission apply to all taxicabs and limousines at the airport.

Port Authority rules are published in *The Port Authority of New York and New Jersey Airport Rules and Regulations* and apply to all Port Authority airports.

JFK and LGA use semi-closed systems.

### Local

#### Port Authority Rules and Regulations

*Cited as:* Port Auth. Rules and Regs. ch. x § x (2006).

Prearranged Rides	<p>Ground transportation services from the terminal must be prearranged, and drivers must carry certain information about the arrangement. Port Auth. Rules and Regs. ch. 5 § d (2006).</p> <p>Vehicles transporting passengers to the airport from their authorized municipalities may operate at the airport without a prearrangement with the Port Authority. This includes all taxicabs licensed to pick up passengers on the public streets of Newark. Port Auth. Rules and Regs. ch. 5 § d (2006).</p> <p>Passenger solicitation is prohibited. Port Auth. Rules and Regs. ch. 5 § b (2006).</p>
Taxicabs	<p>Taxicabs must use the Port Authority Dispatch System and only load or unload passengers in designated zones. Port Auth. Rules and Regs. ch. 5 §§ a, c (2006).</p>
Courtesy Vehicles	<p>Courtesy vehicles may operate at the airport provided they comply with all directives from the airport manager. Port Auth. Rules and Regs. ch. 5 § g (2006).</p>
Operating Requirements	<p>All drivers and vehicles operating in public areas must meet Port Authority rules regarding licensing, insurance, registration, inspection, and conduct. Port Auth. Rules and Regs. ch. 6 (2006).</p> <p>Vehicles specifications and inspection procedures are explained in Port Auth. Rules</p>

	and Regs. app. B (2001). The “ <i>Ground Vehicle Specifications</i> are promulgated in support of <i>The Port Authority of New York and New Jersey Air Terminal Rules and Regulations</i> . They set forth the minimum specifications applicable to ground vehicles used at Port Authority Air Terminals and Heliports.” Port Auth. Rules and Regs. app. B (i) (2001).
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### Taxi and Limousine Commission Rules and Local Laws

*Cited as:* TLC Rules § x-x (2007).

Owner Rules	Fleet owners must be licensed, pay required fees, and have their vehicles inspected. TLC Rules §§ 1-02, 1-04, 1-05 (2007).  The commission has numerous equipment, insurance, and documentation requirements. Individual vehicles must pass inspections and receive medallions. TLC Rules ch. 1 (2007).
Driver Rules	Driver conduct is closely regulated. Chapter 2 of the TLC Rules covers a wide range of driver conduct. Topics include taximeter operation, conduct with passengers, solicitation rules, licensing fees, fare rate, and driving standards. TLC Rules ch. 2 (2007).
For-Hire Vehicles (nontaxicabs)	The commission has numerous equipment, insurance, and documentation requirements. TLC Rules ch. 6 (2007).  All operators, drivers, and vehicles must have a license from the commission. <i>Id.</i>
Violations, Suspensions, and Appeals	Violators may request a hearing before an Administrative Law Judge assigned by the New York City Office of Administrative Trials and Hearings. Decisions of the ALJ are the final decision of the commission. TLC Rules ch. 7 (2007).

### Federal Jurisdiction

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of JFK or LGA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of New York is exempt. 49 U.S.C.S. § 13506 (2007). Interstate activities within the New York metropolitan area are under the authority of the Port Authority. In addition, FMCSA regulations exempt several special types of transportation around New York City:

- 1) Transportation within the corporate cities of New York, Yonkers, Mount Vernon, North Pelham, Pelham, Pelham Manor, Great Neck Estates, Floral Park, and Valley Stream, N.Y., and Englewood, N.J.; the area within the borough limits of Alpine, Tenafly, Englewood Cliffs, Leonia,

Fort Lee, Edgewater, Cliffside Park, Fairview, Palisades Park, and Ridgefield, Bergen County, N.J.; and that part of Hudson County, N.J., east of Newark Bay and the Hackensack River. FMCSA Regulations App. F (2007).

2) Transportation with a prior or subsequent movement by water

3) Kearny, NJ

b. “[W]ithin an area bounded on the north by the main line of the Jersey City Branch of the Penn Central Transportation Co., on the south and east by Fish House Road and Pennsylvania Avenue, and on the west by the property line of the Penn Central Transportation Co. Truck-Train Terminal.”

4) Newark, N.J.

c. “[W]ithin an area bounded on the north by South Street and Delancey Street, on the east by Doremus Avenue, on the south by the freight right-of-way of the Penn Central Transportation Co. (Waverly Yard, Newark, N.J., to Greenville Piers, Jersey City, N.J., line), and on the west by the Penn Central Transportation Co.'s Hunter Street produce yard, and (ii) that portion of Newark, N.J., within an area bounded on the north by Poinier Street, on the east by Broad Street, on the south by the passenger right-of-way of the Penn Central Transportation Co.'s main line and on the west by Frelinghuysen Avenue”

5) Port Reading, N.J.

d. “[W]ithin an area bounded on the east by the Arthur Kill, on the south by the right-of-way of the Reading Co., on the west by Cliff Road, and on the north by Woodbridge-Carteret Road”

6) Elizabeth, N.J.

e. “[W]ithin an area bounded by a line extending from Newark Bay westward along Trumbull Street to its intersection with Division Street; thence northward along Trumbull Street to its intersection with East North Avenue; thence eastward along East North Avenue to its intersection with the New Jersey Turnpike, thence along the New Jersey Turnpike to the Elizabeth Channel; thence easterly along the Elizabeth Channel to Newark Bay; thence along the western shore of Newark Bay to the point of the beginning.”

49 C.F.R. 399 app. F (2007).

### *Contact Information*

Port Authority Main Office (212) 435-7000

JFK Information (718) 244-4444

LGA Information (718) 533-3400

## NORTH CAROLINA

### Statewide Regulations

The State of North Carolina generally regulates motor vehicles operating within the state. N.C. Gen. Stat. § 20 (2007). For more information, visit the North Carolina DOT Web site at <http://www.ncdot.org>.

### Case History

In a case involving concessionaire agreements for car rental companies at the Raleigh-Durham Airport, the court addressed whether a company without a concession may still operate at the airport if contracted by the passenger. The court held that an Airport Authority had the power to grant concessions to certain car rental companies, but it could not exclude defendants from conducting their business at the passengers' request. To deny defendants the right to conduct their business would limit passengers' access to and from the airport. "Finally, the court held that the Airport Authority could not deny defendants the right to perform the previously made transportation contracts with the passengers." *Raleigh-Durham Airport Authority v. Stewart*, 278 N.C. 227, 179 S.E.2d 424 (1971).

In a civil action to declare void a resolution granting an exclusive franchise for passenger carriers, the court found that cities may grant exclusive access to certain transportation companies. *Harrelson v. Fayetteville*, 271 N.C. 87, 155 S.E.2d 749, 271 N.C. 87 (1967).

### North Carolina—Charlotte Douglas Airport (CLT)

#### Overview

CLT is owned and operated by the City of Charlotte. The primary airport regulations are vested in the city's Municipal Code. Additionally, the airport manager is vested with power to enact additional rules consistent with the code.

CLT is a semi-closed system.

#### Local

#### City Regulations

*Cited as:* Municipal Code ch. x § x (2007).

Commercial Vehicle Rules	<p>Commercial ground transportation vehicles and operators must comply with all airport rules regarding operations, documentation, and signage. Municipal Code ch. 4 § 104 (2007).</p> <p>All vehicles except taxicabs must have a transportation permit before operating at the airport, and permit holders must comply with all rules, fees, and fines issued by the airport director. Municipal Code ch. 4 § 106 (2007).</p>
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	Violations are issued and processed in accordance with city administrative procedures. Municipal Code ch. 2 § 21 (2007).
Shuttle Services	The airport awards a single contract for shuttle services. Charlotte, N.C., Municipal Code ch. 4 § 105 (2007).
Airport Operations	Operators must enter into an agreement with CLT before receiving airport permits or serving the airport. Municipal Code ch. 22 § 351 (2007).
Commercial Operators	<p>For-hire operators must meet city requirements for licensing, insurance, documentation, vehicle standards, and driver conduct. Municipal Code ch. 22 (2007).</p> <p>Airport taxis must operate through the taxi stand and comply with rules regarding pickups, drop-offs, cruising, and vehicle maintenance. Municipal Code ch. 22 § 32 (2007). Charlotte, N.C., Municipal Code ch. 22 div. 9 (2007).</p> <p>Drivers must receive city permits, demonstrate that they have received the required training, pass a probationary period, and comply with city operational rules. Municipal Code ch. 22 §§ 141-153 (2007).</p> <p>The Passenger Vehicle for Hire Board determines for-hire vehicle fares. Municipal Code ch. 22 § 251 (2007).</p>
Appeals	Violations are issued as City Administrative Violations. Appeals are made to the Passenger Vehicle for Hire Board. The board will grant hearings and its decisions may be appealed by writ of certiorari to the County Superior Court. Municipal Code ch. 22 § 183 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of CLT are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Charlotte is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

Airport Switchboard (704) 359-4000  
 Law Enforcement (704) 359-4012  
 Parking (704) 359-4038  
 Paging and Information (704) 359-4013

## North Carolina—Raleigh-Durham International Airport (RDU)

### Overview

RDU is governed by the Raleigh-Durham Airport Authority. The primary source of regulation is the Raleigh-Durham Airport Authority Ordinances. The Ordinances are created by the airport authority under authority from the state government. N.C. Gen. Stat. § 63-2 (2007).

RDU is a closed system.

### Local

Raleigh-Durham Airport Authority Ordinances

*Cited as:* Authority Ordinances § x-x (2006).

Records and Permits	<p>Prior to engaging in the transportation of passengers or property at the airport, each operator is required to enter into a concession agreement with, or hold a license or permit issued by, the airport authority. Authority Ordinances § 1-4.1 (2006).</p> <p>In addition to an airport authority license, taxicab operators must be approved by the Taxicab Management Services Concessionaire. Authority Ordinances § 8-8.1 (2006).</p> <p>All commercial vehicles must be covered by automobile and public liability insurance, and each driver must carry a proper state driver's license. Authority Ordinances §§ 6-6.3, 6.9 (2006).</p>
Vehicle Operations	<p>Commercial vehicles and their operators shall only pick up and drop off passengers and park, stand, and wait in areas designated by their concession agreement, license, or permit. Authority Ordinances § 5-5.2 (2006).</p> <p>All commercial vehicles must be fitted with an AVI System. Authority Ordinances § 6-6.12 (2006).</p>
Driver Rules	<p>Only those operators who have entered into concession agreements with the airport authority may solicit passengers on airport grounds. Authority Ordinances § 1-6.1 (2006).</p>
Suspensions and Appeals	<p>Persons operating a commercial ground transportation vehicle on airport grounds without the proper license, permit, or concessionaire agreement will be guilty of a</p>

	<p>Class Three misdemeanor. Authority Ordinances § 17 (2006).</p> <p>Taxicab operators will be subject to fines and suspension for violating any rules of the ordinance, as determined by the airport authority director. The Taxicab MSC may also issue fines with approval of the director. Authority Ordinances § 88.13 (2006).</p>
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### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of RDU are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of both Raleigh and Durham is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (919) 840-7400  
 Media Relations (919) 840-7707  
 Ground Transportation (919) 840-7530

## OHIO

### Statewide Regulations

The State of Ohio generally regulates motor vehicles operating and based in the state. Ohio Rev. Code Ann. § 45.4501-4585 (LexisNexis 2007). For more information, contact the Ohio DOT at (614) 752-5396 or online at <http://www.dot.state.oh.us>.

### Case History

A bus company challenged whether public bus routes violated an exclusive services contract. The bus company had entered into an exclusive franchise agreement with a publicly owned Ohio Airport. The court found that the airport authority had the right to add bus routes competitive with the bus company. An exclusive contract to provide bus service at an airport is not violated and, therefore, void when a public bus route begins to operate at the airport. *Toledo Lucas County Port Auth. v. Childers Limousine Serv.*, 2007 Ohio 5749 (Ct. App. 6th 2007).

### Ohio—Cleveland-Hopkins International Airport (CLE)

#### Overview

CLE is owned and operated by the City of Cleveland. CLE does not have a comprehensive system of rules for commercial ground transporters. Rather, operators enter into individual operating agreements with the airport, and are given airport rules specific to their mode of transportation. Taxicabs are generally regulated through the City of Cleveland.

CLE is a semi-closed system.

#### Local

##### Cleveland City Code

For-Hire Vehicles	For-hire vehicles may not pick up passengers at CLE without the approval, and subject to the rules, of airport management. Cleveland City Code ch. 571.13.
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#### Excerpts from Standard Operator Agreements

Courtesy Shuttles	Operators must provide certain records, including proof of insurance and driver background checks, when applying for a permit. Permit holders are charged an annual fee.  Vehicles must display an airport hangtag. Shuttles may be inspected prior to entering service.
Courier Services	Operators issued a permit may use the airport staging area for pick up and delivery. Vehicles must display an airport hangtag.
Limousines	Operators must provide certain records,

	<p>including proof of insurance and driver background checks, when applying for a permit. Permit holders are charged an annual fee. If a permit application is denied, an appeal may be made to the airport commissioner.</p> <p>Vehicles must display an airport hangtag. They may be inspected prior to entering service.</p> <p>Drivers may not solicit passengers, and they must carry with them an airport pickup authorization form during each trip.</p>
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*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of CLE are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Cleveland is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area: “(a) All points in Cuyahoga County, Ohio, and (b) All points in Wickliffe, Willoughby Hills, Waite Hill, Willoughby, Willowick, Eastlake, Lakeline, Timberlake, and Mentor, Lake County, Ohio.” 49 C.F.R. 399 app. F (2007).

*Contact Information*

General Information (216) 265-6000  
 Media Relations (216) 265-6164  
 Parking (216) 898-5189  
 Information Desk (216) 265-6030

**Ohio—Port Columbus International Airport (CMH)**

*Overview*

CMH is owned and operated by the Columbus Regional Airport Authority. The primary source of regulation is the airport’s Ground Transportation Rules and Regulations.

CMH is a semi-closed system.

*Local*

Commercial Ground Transportation Rules and Regulations

*Cited as:* Rules and Regs. § x.x (2007).

Fees	<p>Operators must pay monthly ground transportation fees. Rules and Regs § 8.8 (2007).</p> <p>Failure to pay fees may lead to fines and revocation of permit. Rules and Regs. § 8.9 (2007).</p>
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Records and Permits	<p>Operators are required to obtain a ground transportation permit from the airport authority, display it properly, and register all drivers with the authority. Rules and Regs. § § 8.5(C), 8.7 (2007).</p> <p>In order to obtain a permit from the airport authority, carriers must first obtain a valid underlying permit from the City of Columbus. Rules and Regs. § 8.7(B) (2007).</p>
Vehicle Operations	<p>Vehicles must be attended at all times, and may only be parked in designated parking areas. Rules and Regs. § 8.3 (2007).</p>
Driver Rules	<p>Drivers may not solicit business on airport grounds. Rules and Regs. § 8.2 (2007).</p> <p>Drivers must behave in a professional manner in accordance with the Rules and Regulations. Rules and Regs. § 8.5(B) (2007).</p>
Suspensions and Appeals	<p>Revocation of a city permit will automatically revoke the airport permit. Rules and Regs. § 8.7(C) (2007).</p> <p>Violation of the Rules and Regulations can lead to fines, suspensions, and revocation of permits. Rules and Regs. § 8.9 (2007).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of CMH are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Columbus is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (614) 239-4000  
 Business and Properties (614) 237-9224  
 Ground Transportation (614) 239-5040

## OREGON

### Statewide Regulations

The State of Oregon generally regulates motor vehicles operating within the state. Or. Rev. Stat. § 59.801-826 (2007). For more information, visit the Oregon DOT Web site at <http://www.oregon.gov/ODOT>.

### Case History

A local passenger carrier challenged the Port Authority's right to grant exclusive franchise agreements. The court held that the municipality's Port Authority may grant exclusive franchise agreements. Or. Rev. Stat. § 778.260(1) provides that the board of the Port of Portland may make, modify, or abolish regulations to provide for policing or regulating the use of airports, and any facilities operated in conjunction with airports owned, operated, maintained, or controlled by the port. *Port of Portland v. Bilic*, 91 Ore. App. 318, 324, 757 P.2d 423, 426 (1988).

A local company attempted to pick up passengers at the airport without complying with the Port Authority's regulations. The court addressed the Port Authority's power to regulate the activities of businesses not located on airport grounds. The court found that the fees charged by the Port of Portland to off-site businesses were within the port's statutory powers under Or. Rev. Stat. § 778.025(4). *Flamingo Motel & Restaurant, Inc. v. Port of Portland*, 9 Ore. 599, 497 P.2d 673 (1972).

### Oregon—Portland International Airport (PDX)

#### Overview

PDX is owned and operated by the Port of Portland. The port generally regulates commercial conduct within its jurisdiction. Or. Rev. Stat. § 778.015 (2005). PDX operators must have a port permit. The port issues two sources of regulations: 1) Port Rules and Regulations, and 2) Port Ordinances.

PDX is a closed system.

#### Local

#### Port of Portland Rules and Regulations

*Cited as:* Port Rules ch. x § x.x (2007).

Records and Permits	Before offering regularly scheduled bus or shuttle service, an operator must obtain an airport operating permit by meeting extensive documentation and insurance requirements. Port Rules ch. 26 §§ 1.1, 1.5, 3 (2007).
Vehicle Operations	Vehicles must be properly identified and only operate in authorized locations. Port Rules ch. 26 §§ 1.4, 1.6 (2007).  Vehicles picking up passengers must use the holding area.

Driver Rules	Drivers must abide by the operating standards of the airport as defined in Port Rules ch. 26 § 1.8 (2007).
Suspensions and Appeals	The Manager of Airport Operations is authorized to revoke or suspend permits through procedures outlined in Ordinance No. 418-R. Port Rules ch. 26 § 4 (2007).

### Port of Portland Ordinances

*Cited as:* Ordinance x § x (2007).

### Off-Airport Car Rental and Parking Rules

Permits	<p>Off-airport car rental facility or parking facility operators must obtain a privilege permit from the director. To obtain a permit, operators must pay a privilege fee based on a percentage of gross revenues. Ordinance 412 § 3 (2007).</p> <p>Operator documentation requirements include insurance coverage, proof of vehicle inspections, and employee records. Ordinance 412 § 3.2 (2007). The port reserves the right to audit operator records.</p>
Violations	Operators are entitled to reasonable notice and a hearing before suffering sanctions or suspensions. Ordinance 412 § 4 (2007).

### Permitted Businesses Operating Rules

Permit Requirements	Operators must provide extensive documentation to the Permit Office. Among other requirements, operators must show insurance coverage, proof of vehicle inspections, and title. Ordinance 418 § 3 (2007).
Roadway Access	Permit holders must obtain a Roadway Access Device for each vehicle. Ordinance 418 § 4 (2007).
Vehicle Standards	Vehicles must be clean and maintained. Ordinance 418 § 5 (2007).
Driver Rules	Drivers may not solicit passengers, and must comply with general commercial conduct rules. Ordinance 418 § 6 (2007).
Fees	<p>Operators must pay certain airport fees depending on the nature of their permit, contract with the port, or commercial activity.</p> <p>Types of fees include:</p> <ol style="list-style-type: none"> <li>1. Permit application fee.</li> </ol>

	<p>2. Access fee. 3. Dwell time fee. 4. Privilege fee. 5. Cash security deposit.</p> <p>Ordinance 418 § 7 (2007).</p>
Suspensions and Revocations	<p>Depending on the violation, the port may fine or suspend permit holders immediately or with reasonable notice. Ordinance 418 § 11 (2007).</p> <p>Permit holders are entitled to an administrative hearing with a hearing officer appointed by the Director of Airport Operations. <i>Id.</i></p> <p>Procedures for the administrative hearing are outlined in Ordinance 418 § 11.4 (2007).</p>
Towing	<p>Illegally parked vehicles may be towed at the owner's expense. PDX shall provide notice and a hearing when appropriate. Ordinance 360 (2007).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of PDX are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Portland is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area:

- (a) The municipality itself.
- (b) All points in Oregon within a line drawn 5 miles beyond the corporate limits of Portland.
- (c) All of any municipality any part of which is within the line described in (b) above.
- (d) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the city of Portland or by any municipality included under the terms of (c) above.

49 C.F.R. 399 app. F (2007).

### *Contact Information*

General Information (877) 739-4636  
Media Relations (503) 460-4591  
Business and Properties (503) 460-4548  
Ground Transportation (503) 460-4686  
Port of Portland (800) 547-8411  
Port Contracts (503) 944-7000  
Port Legal Department (503) 944-7034

## PENNSYLVANIA

### Statewide Regulations

The Pennsylvania Public Utilities Commission (PUC) regulates the activities of commercial ground transportation within the state. 52 Pa. Code 1.B (2007). Contact the Bureau of Transportation and Safety at the PUC by phone at (717) 783-3846, or visit its Web site at <http://www.puc.state.pa.us/transport/transport.aspx>.

### Case History

A limousine company challenged the airport authority's right to control airport access. The court addressed whether holding a Federal Highway Administration ticket guaranteed the limousine company a permit to operate at the airport from the local airport authority. The court held that it did not. Commercial carriers that provide both interstate and intrastate ground transportation to and from airports must comply with Allegheny County, Pennsylvania, Airport Auth. Ground Transp. Regs. § 3.4.2.4(a). "The regulations require that an operator must first obtain a certificate of public convenience from the Pennsylvania Public Utility Commission as a condition to being issued an operating permit from the Allegheny County Airport Authority." *Joseph v. Allegheny County Airport Authority*, 842 A.2d 485, 490 (Pa. Commw. Ct. 2004).

### Pennsylvania—Philadelphia International Airport (PHL)

#### Overview

PHL is operated by the City of Philadelphia Department of Aviation. The department publishes the airport's primary commercial ground transportation regulations in Section 10 of the Airport Rules and Regulations.

The Philadelphia PUC regulates transportation by taxicab or limousine within the state. However, the PUC and the City of Philadelphia have an agreement granting the Philadelphia Parking Authority jurisdiction within the city limits.

PHL is an open system.

#### Local

*Airport Regulations.—The Department of Aviation is currently revising its ground transportation regulations. Operators should verify PHL policy before conducting operations.*

*Cited as:* Rules and Regs § x pt. x (2007).

All Operators and Vehicles	All operators and vehicles must comply with general airport rules by providing proof of adequate insurance, only operating in designated areas, and maintaining safe and clean vehicles. Rules and Regs. § 10 pt. A, B (2007).
Taxicabs	<i>Vehicle Requirements</i> —Taxicabs must be adequately marked and possess a valid PUC medallion. Rules and Regs. § 10 pt. E (2007).

	<i>Operating Rules</i> —Drivers may not solicit passengers, and may only operate in designated locations. <i>Id.</i>
Charter Services	<i>Intrastate Operators</i> —Vehicles must be adequately marked and operated only in designated areas. Rules and Regs. § 10 pt. G (2007).  <i>Interstate Operators</i> —Operators engaged solely in interstate commerce need only comply with federal regulations. <i>Id.</i>
Limousine	Rides must be prearranged. Drivers must only use designated areas. Rules and Regs. § 10 pt. F (2007).
Car Rentals	<i>On-Site Facilities</i> —Operators must provide a bond before operating on the airport roads. Rules and Regs. § 10 pt. D (2007).  <i>Off-Site Facilities</i> —Operators must pay required usage fees. <i>Id.</i>
Fee Schedules	All operators must pay the annual, monthly, and trip fees designated by the airport. Rules and Regs. § 10 pt. H (2007).  They must keep and maintain adequate documentation and use the airport's AVI system. <i>Id.</i>
Suspensions and Appeals	Operators that lose operating authority will suspend operations immediately. Rules and Regs. § 10 pt. I (2007).  Repeat violations of airport rules may result in a hearing before the Director of Aviation and suspension or revocation of operating privileges. <i>Id.</i>

*Philadelphia Parking Authority Regulations for Taxicab and Limousine Service in the City of Philadelphia.*—The Philadelphia Parking Authority regulates taxicabs and limousines within the city limits. Its rules supersede the Pennsylvania PUC within the City of Philadelphia. Parking Authority Regulations §1 (2005).

*Cited as:* Authority Regulations § x (2005).

Operating Rules	The authority has extensive equipment and operating standards. Parking Authority Regulations §§ 13, 14 (2005).  The authority makes regular inspections to ensure compliance. Parking Authority Regulations § 1 (2005).
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	Operators must hold a Certificate of Public Conveyance. Authority Regulations § 4 (2005).
Violations	<p>The authority investigates complaints, issues citations, and holds hearings. Parking Authority Regulations § 26 (2005).</p> <p>Administrative hearings are made in front of an authority official. Parking Authority Regulations § 27 (2005).</p> <p>The authority has the power to issue fines, citations, suspensions, and license revocations, and to impound vehicles. Authority Regulations § 29 (2005).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of PHL are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Philadelphia is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations describe an additional exempt area:

(a) The area within Pennsylvania included within the corporate limits of Philadelphia and Bensalem and Lower Southampton Townships in Bucks County; Conshohocken and West Conshohocken, Pa., and Lower Moreland, Abington, Cheltenham, Springfield, Whitmarsh, and Lower Merion Townships in Montgomery County; an area in Upper Dublin Township, Montgomery County, bounded by a line beginning at the intersection of Pennsylvania Avenue and Fort Washington Avenue and extending northeast along Fort Washington Avenue to its junction with Susquehanna Road, thence southeast along Susquehanna Road to its junction with the right-of-way of the Pennsylvania Railroad Company, thence southwest along the right-of-way of the Pennsylvania Railroad Company to Pennsylvania Avenue, thence northwest along Pennsylvania Avenue to its junction with Fort Washington Avenue, the point of beginning; Haverford Township in Delaware County; and an area in Delaware County south and east of a line extending southward from the intersection of the western and northern boundaries of Upper Darby Township along Darby Creek to Bishop Avenue, thence south along Bishop Avenue to Baltimore Pike, thence west along Baltimore Pike to Pennsylvania Highway 320, thence south along Pennsylvania Highway 320 to the corporate limits of Chester, thence along the northern corporate limit of Chester in a westerly direction to the eastern boundary of Upper Chichester Township, thence south to the southern boundary of said township along the eastern boundary thereof, and thence west along the southern boundary of said township to the Delaware State line, and thence south along the Delaware State line to the Delaware River, and (b) The area in New Jersey included in the corporate limits of Camden, Gloucester City, Woodlynne, Merchantville, and Palmyra Boroughs, and the area included in Pennsauken Township in Camden County.

49 C.F.R. 399 app. F (2007).

*Contact Information*

General Information (215) 937-6937  
 Ground Transportation Hotline (215) 937-6958  
 Philadelphia Parking Authority (215) 683-9842

**Pennsylvania—Pittsburgh International Airport (PIT)***Overview*

PIT is owned and operated by the Allegheny County Airport Authority. The authority provides primary regulation for transportation at the airport. In addition, the Pennsylvania PUC generally regulates all for-hire transportation within the state.

PIT is a semi-closed system.

*Local*

Allegheny County Airport Authority Rules and Regulations

*Cited as:* Authority Rules § x.x (2007).

Records and Permits	Before offering regularly scheduled bus or shuttle service, an operator must obtain an airport operating permit by meeting extensive documentation and insurance requirements. Authority Rules § 3.1 (2007).
Vehicle	Vehicles must be properly identified and only operate in authorized locations. Authority Rules § 8.6 (2007).  Vehicles picking up passengers must use the holding area. <i>Id.</i>  Taxicabs, limousines, charter buses, and scheduled ride services must comply with authority rules regarding operations, conduct, and insurance coverage. Authority Rules §§ 4, 8-12 (2007).  All vehicles must comply with hold lot rules. Authority Rules §§ 8-12 (2007).
Driver Rules	Drivers meet professional standards of conduct and abide by the operating standards of the airport as defined in Authority Rules §§ 8.5, 9.2 (2007).
Suspensions and Appeals	The Manager of Airport Operations is authorized to revoke or suspend permits. Authority Rules § 3.17 (2007).

	<p>Depending on the violation, the port may fine or suspend permit holders immediately or with reasonable notice. Authority Rules § 7 (2007).</p> <p>Permit holders are entitled to an administrative hearing with a hearing officer appointed by the Director of Airport Operations. <i>Id.</i></p> <p>Operators are entitled to reasonable notice and a hearing before suffering sanctions or suspensions. <i>Id.</i></p>
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### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of PIT are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Pittsburgh is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area:

- (a) All points in Allegheny County, Pa., except Forward, Elizabeth, South Versailles, Marshall (including the Borough of Bradford Woods), Pine Richland, West Deer and Fawn Townships and that part of Frazer Township north of a line made by extending easterly in a straight line the southern boundary of West Deer Township.
- (b) Borough of Trafford situated in both Allegheny and Westmoreland Counties;
- (c) Borough of Ambridge and Harmony Township located in Beaver County; and
- (d) The City of New Kensington and Borough of Arnold in Westmoreland County.

49 C.F.R. 399 app. F (2007).

### *Contact Information*

General Information (412) 472-3525  
 Media Relations (412) 472-3517  
 Ground Transportation (412) 472-5050

## RHODE ISLAND

### Statewide Regulations

The State of Rhode Island generally regulates motor vehicles operating or based in the state. R.I. Gen. Laws § 31-22 (2007). For more information, visit the Rhode Island DOT Web site at <http://www.dot.state.ri.us> or call (401) 222-2450.

### Case History

A rental car company challenged concession spot limitations for local businesses. The court held that the state Director of Transportation may set aside car rental concession spots for local operators without violating the Equal Protection clause of the Constitution because he had a reasonable belief that reserving a number of spots for local consumers would provide an economical option for travelers. U.S. Const. Amend. XIV. *National Car Rental Sys. v. Fazzano*, 112 R.I. 56, 307 A.2d 770 (1973).

A taxi service challenged the denial of a permit to operate taxis at a local airport. The court examined whether the Rhode Island Public Utilities Commission Division of Public Utilities Carriers had properly denied the permit. To receive an operator's permit from the Public Utilities Division, applicants must show that they are 1) fit, willing, and properly able to perform the service proposed, and 2) that the service is or will be required for public convenience and necessity. The court held that the operator satisfied the requirements and should be issued a permit. "The findings and conclusions of the Public Utilities Division must be related to final agency actions through a chain of reasoning." *Big Daddy Taxi Serv. v. R.I. PUC Div. of Pub. Utils. & Carriers*. 2004 R.I. Super. LEXIS 26 at \*8 (2004).

### Rhode Island—T.F. Green State Airport (PVD)

#### Overview

PVD is owned and operated by the Rhode Island Airport Corporation. The corporation is a semi-autonomous part of the Rhode Island Port Authority and is overseen by the State Legislature. PVD's rules for commercial ground transportation are approved by the State Legislature.

PVD is an open system.

#### Local

Rules and Regulations for Ground Transportation at T.F. Green State Airport

*Cited as:* Rules and Regs. § x.x.

Covered Vehicles	<p>As defined by the regulations, covered vehicles include taxicabs, limited public motor vehicles, or public motor vehicles, but not courtesy vehicles. Rules and Regs. § 1.13.</p> <p>Drivers may not access the airport without either: 1) a valid certificate and registration, or 2) a valid authorization. Rules and Regs. § 2.2.1.</p>
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	<p>Operations must be conducted only in authorized lanes and without soliciting passengers. Rules and Regs. § 2.2.</p> <p>Drivers shall provide proof of insurance. Rules and Regs. § 2.5.</p>
Car Rental Companies	<p>Rental companies shall collect a customer facility charge from every chargeable customer. Collections must be made in accordance with certain accounting procedures, and remittances must be made in a timely and lawful fashion. Rules and Regs. §§ 7.1.1-7.1.4.</p> <p>The Rhode Island Airport Corporation will have the right to audit the books of any rental car company. Rules and Regs. § 7.1.5.</p>
Courtesy Vehicles	<p>Drivers may not access the airport without either: 1) prior authorization, or 2) being in compliance with the Rules and Regulations. Rules and Regs. § 6.1.</p> <p>Vehicles must have at least the minimum insurance coverage required by law. Rules and Regs. § 6.4.</p>
Enforcement	<p>Violators will be subject to citations and penalties from the Rhode Island Traffic Tribunal. Rules and Regs. § 9.2.</p> <p>The Rhode Island Traffic Tribunal will administer fines pursuant to R.I. Gen. Laws. § 8.-8.2-2 (2006).</p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of PVD are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Warwick is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (888) 268-7222  
Administration (401) 737-4000  
Media Relations (401) 737-4000, ext. 272  
Properties (401) 737-4000, ext. 231

## TENNESSEE

### Statewide Regulations

The State of Tennessee generally regulates motor vehicles operating within the state. Tenn. Code Ann. § 55-4 (2007). Vehicles carrying eight or more passengers must register and comply with Tennessee DOT rules. Tenn. Code Ann. § 65-15-128 (2007). For more information, visit the Tennessee DOT Web site at <http://www.tdot.state.tn.us/>.

Local authorities are authorized to regulate airport commercial ground transportation under Tenn. Code Ann. § 7-51-1003 (2007). They may charge a privilege tax to all transportation operators picking up passengers at public airports. The tax may be applied whenever an operator charges a separate fee for airport pickup. Tenn. Code Ann. § 7-4-203 (2007).

### Tennessee—Nashville International Airport (BNA)

#### Overview

BNA is owned and operated by the Metropolitan Nashville Airport Authority (MNAА). The primary source of regulation is the airport's Commercial Ground Transportation Policy.

BNA is a semi-closed system.

#### Local

#### MNAА Ground Transportation Policy

*Cited as:* MNAА Policy § x (2005).

Records and Permits	Operators accessing the airport roadways more than twice per month must obtain an Airport Operating Permit. MNAА Policy § 2 (2005). Permits are not issued until extensive documentation and insurance requirements are met. MNAА Policy § 3 (2005).  Permit fees are set according to a fixed schedule. MNAА Policy § 4, app. F (2005). Insurance requirements are based on vehicle type and operation. MNAА Policy § 5, app. E (2005).
Taxicabs Operations	Vehicles must be properly identified, registered, and inspected, and must comply with standards set forth by the Transportation Licensing Commission of the Metropolitan Government of Nashville and Davidson County. MNAА Policy app. F (2005).
Operating Rules	Vehicles must have a decal and AVI system. MNAА Policy app. B § 3 (2005).

	<p>Passengers may only be loaded in designated zones. MNAA Policy app. B § 6 (2005).</p> <p>Drivers must possess an authority-issued ID badge. MNAA Policy app. B § 16 (2005).</p>
Suspensions and Appeals	<p>The authority's Senior Vice President and Chief Operating Officer are authorized to revoke or suspend permits through procedures outlined in MNAA Policy app. C (2005).</p> <p>Operators may request a hearing before the Senior Vice President and Chief Operating Officer. MNAA Policy app. C § 5 (2005).</p> <p>Decisions made at the hearing represent the final decision of the authority. <i>Id.</i></p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of BNA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Nashville is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (615) 275-1675

Media Relations (615) 275-1611

## **Tennessee—Memphis International Airport (MEM)**

### *Overview*

MEM is operated by the Memphis-Shelby County Airport Authority. The primary source of regulation is the airport's Ground Transportation Rules and Regulations. The Rules and Regulations are created by the airport under authority from the Metropolitan Airport Authority Act. Tenn. Code. Ann. § 424-101 (2007).

MEM is a semi-closed system.

### *Local*

Memphis-Shelby County Airport Authority Ground Transportation Rules and Regulations

*Cited as:* Authority Rules and Regs. § x.x (2003).

Records and Permits	Commercial operators who provide public transportation services at the airport are required to hold an operating agreement with the authority if an operator's vehicle accesses the commercial drive in excess of two times per
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	month during any 12-month period, and must meet minimum insurance requirements. Authority Rules and Regs. § IV.A, B (2003).
Vehicle Operations	All commercial vehicles must be fitted with an AVI system. Authority Rules and Reg. § IV.C (2003).
Driver Rules	Drivers must obtain all operating certificates required by the City of Memphis. Authority Rules and Regs. § IV.E (2003).  Drivers must meet professional standards of conduct and abide by the operating standards of the airport as defined in Authority Rules and Regs. § IV.F, G (2003).
Suspensions and Appeals	The authority's manager of properties, authorized agent, concession committee, or president may impose a fine, suspension, or revocation upon any commercial ground transportation operator or driver of any commercial vehicle who, after investigation, is found to have violated any of the rules and regulations. Authority Rules and Regs. § VII (2003).

#### Memphis-Shelby County Airport Authority Taxicab Rules and Regulations

*Cited as:* Taxicab Rules and Regs. § x.x (2003).

Operating Procedures	Taxicabs bringing passengers to the airport will drop off passengers on the upper drive. Airport taxicabs will be dispatched on a first in, first out basis. Taxicab Rules and Regs. § B.1, 3 (2003).
Permits	All drivers must have a current City of Memphis permit, which will be prominently displayed in the taxicab in a manner that is clearly visible to the passenger. Taxicab Rules and Regs. § E.1 (2003).  The authority shall establish the number of permitted taxicabs required to provide proper service to the public. Permits shall be offered to participating taxicab companies in equal numbers. Taxicab Rules and Regs. § C.1, 2 (2003).
Vehicle Standards	Drivers shall ensure that their taxicab is clean both inside and out. Taxicabs are subject to inspection by taxi coordinators and may be removed if found unsatisfactory. Taxicab Rules and Regs. § E.8 (2003).
Driver Rules	Drivers shall, at all times, be clean and neat in appearance and conduct themselves with proper decorum. Taxicab Rules and Regs. § E.2 (2003).

	Drivers shall comply with the directions of the taxi coordinators at all times. Taxicab Rules and Regs. § E.5 (2003).
Violations	<p>Major violations of Airport Rules and Regulations, as determined by the authority, will result in the immediate removal of a driver from permitted service. Major violations include but are not limited to:</p> <ol style="list-style-type: none"> <li>1. Overcharging;</li> <li>2. Conduct detrimental to the operation, which is creating a disturbance in public view by arguing, use of profanity, or any actions that disrupt the operation;</li> <li>3. Gambling;</li> <li>4. Smoking in the taxi lounge; and</li> <li>5. Being under the influence of an intoxicant or drug.</li> </ol> <p>All violations will be considered on a case by case basis. Taxicab Rules and Regs. § D.2 (2003).</p> <p>Violations can result in the authority imposing fines, suspensions, or permanent removal. <i>Id.</i></p>
Suspensions and Revocations	The manager of properties may, for cause, suspend or revoke an airport permit from a company. Taxicab Rules and Regs. § D.7 (2003).
	When a permit is revoked, the permit may be offered to other participating companies on an equal basis. <i>Id.</i>

### Federal Jurisdiction

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of MEM are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Memphis is exempt. 49 U.S.C.S. § 13506 (2007). In addition, FMCSA regulations define a special exempt area:

- a) The municipality itself;
- b) All points within a line drawn 5 miles beyond the corporate limits of Memphis, Tenn;
- c) All points in that part of Shelby County, Tenn., north of the line described in paragraph (b) of this section, bounded by a line as follows: Beginning at the intersection of the line described in paragraph (b) of this section and U.S. Highway 51 north of Memphis, thence northeasterly along U.S. Highway 51 for approximately 3 miles to its intersection with Lucy Road, thence easterly along Lucy Road for approximately 1.4 miles to its intersection with Chase Road, thence northerly along Chase Road for approximately 0.6 mile to its intersection with Lucy Road thence easterly along Lucy Road for approximately 0.8 mile to its intersection with Main Road, thence southeasterly along Main Road approximately 0.3 mile to its intersection with Amherst Road, thence southerly and easterly along Amherst Road for approximately 0.8 mile to its intersection with Raleigh-Millington Road, thence southerly along Raleigh-Millington Road for approximately 2 miles to its intersection with the line described in paragraph (b) of this section north of Memphis;
- d) All of any municipality any part of which is within the limits of the combined areas described in paragraphs (b) and (c) of this section.

49 C.F.R. 399 app. F (2007).

*Contact Information*

General Information (901) 922-8000  
Business and Properties (901) 344-1600  
Ground Transportation (901) 922-8066

## TEXAS

### Statewide Regulations

The State of Texas generally regulates motor vehicles operating or based in the state. Tex. Transp. Code § 5.001 (2007). For more information, visit the Texas DOT Web site at <http://www.dot.state.tx.us>.

### Case History

A taxicab company filed suit alleging that a municipal government violated federal antitrust law when it granted exclusive franchises for airport passenger carriers. The court held that a municipal government and local taxicab company did not violate antitrust law by awarding franchises to operators at local airports. Tex. Rev. Civ. Stat. Ann. art. 46d-14 expresses a policy of the State of Texas to regulate taxicabs at airports instead of relying on competition. Taxicab operators and local authorities are, therefore, immune from the antitrust rules. *Woolen v. Surtran Taxicabs*, 801 F.2d 159 (5th Cir., 1986).

An off-site parking and shuttle vendor challenged a local ordinance creating pickup and drop-off zones at a local airport. On appeal, the court addressed the legality of the ordinance establishing these zones. The court held that ordinances regulating pickup and drop-off zones used by certain ground transporters may not arbitrarily or capriciously require competing operators to use disadvantageous or dangerous zones. The ordinance in question was arbitrary and capricious because it unreasonably discriminated against interstate commerce. *Park 'n Fly of Texas v. Houston*, 327 F. Supp. 910 (S.D. Tex. 1971).

### Texas—Austin-Bergstrom International Airport (AUS)

#### Overview

AUS is owned and operated by the City of Austin. The primary sources of regulation are the Airport's Rules for Commercial Ground Transportation Service Providers and Austin City Code Chapter 13-1.

The Airport's Rules for Commercial Ground Transportation Service Providers is an AUS document that is based on and references the City Code. It focuses exclusively on ground transportation and provides additional guidance to commercial operators; therefore, parts of the City Code covered by the rules will not be covered in this report.

AUS is a semi-closed system.

#### Local

Airport's Rules for Commercial Ground Transportation Service Providers

*Cited as:* Airport Rules § x (2005).

Records and Permits	Operators must obtain an Airport Operating Permit. Airport Rules § II (2005).
Vehicle Rules	Vehicles must be properly identified, registered,

	and inspected. Airport Rules § VII (2005).
Operating Rules	<p>Drivers must visit the Ground Transportation Staging Area (GTSA) before loading passengers. Airport Rules § VII (2005).</p> <p>All vehicles will be issued a GTSA debit card. The card is used at the GTSA to collect trip fees. <i>Id.</i></p> <p>Driver conduct is closely regulated and must comply with good behavior and customer service standards outlined in Airport Rules §§ VIII, IX (2005).</p>
Taxicab Rules	<p>Drivers may only pick up unarranged rides at the Ready Stand, and they must be in possession of certain required documents. Airport Rules § XIII (2005).</p> <p>Only limited, explicit, fare refusals are permitted. Special procedures are permitted for short trips. <i>Id.</i></p>
Additional Rules for Charters, Shuttles, and Limousines	<p>Some special operating rules accommodate drivers. Drivers leaving their vehicles to meet prearranged passengers must visibly display their GTSA card on the dash of the vehicle. Airport Rules § X (2005).</p> <p>Charter vehicles may not arrive at the curbside until the GTSA confirms flight arrival. Airport Rules § XI (2005). Courtesy vehicles may only operate in a limited capacity. They may not wait at the loading area. Airport Rules § XII (2005).</p>
Suspension and Revocation	<p>The director may issue suspensions or revocations for a number of violations. Airport Rules § XV (2005).</p> <p>Violators may appeal the punishment to the director. The director's written decision is final. Airport Rules § XVI (2005).</p>

### City Code

Cited as: City Code § x (2007).

Off-Airport Car Rental Services	<p>The airport director issues annual permits if an off-site company conducts business on airport grounds. Austin, Tex., City Code § 13-1-163 (2007).</p> <p>The permit fee is based upon annual gross receipts. <i>Id.</i></p>
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*Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of AUS are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Austin is exempt.

*Contact Information*

General Information (512) 530-2242  
 Business and Properties (512) 530-7551  
 Ground Transportation (512) 530-3300

**Texas—Dallas Love Field (DAL)***Overview*

DAL is owned and operated by the City of Dallas. The primary source of regulation at the airport is the Dallas City Code. “[T]he city has established a ground transportation system at the airport designed to control traffic congestion, protect the public health and safety, preserve the airport infrastructure, and provide beneficial and convenient ground transportation services to air carrier passengers and other users at the airport.” Dallas, Tex., City Code § 5-57 (2007).

DAL is a semi-closed system.

*Local*

Dallas City Code

*Cited as:* City Code § x (2007).

Permits	<p>Operators picking up passengers at DAL must be licensed by the City of Dallas. City Code § 5-60 (2007).</p> <p>Vehicles licensed by another municipality may only drop off passengers. <i>Id.</i></p> <p>All vehicles must have an operable AVI tag and a decal. City Code § 5-61 (2007).</p>
Limousines and Shuttle Buses	<p>Vehicles must have an AVI tag, and drivers must comply with all applicable rules. City Code § 10A-461 (2007).</p> <p>All lawful orders of the director must be complied with. <i>Id.</i></p>
Courtesy Services	<p>Passengers may only be loaded in designated zones. City Code § 5-62 (2007).</p> <p>Drivers must possess certain vehicle, company, and personal documentation whenever operating on airport property. <i>Id.</i></p>

	<p><i>Fees:</i></p> <ol style="list-style-type: none"> <li>1. Annual fee.</li> <li>2. Trip fee.</li> <li>3. Decal fee.</li> </ol> <p>City Code § 5-63 (2007).</p> <p><i>Violations:</i> The director may suspend a driver or operator's permit if certain violations occur. City Code § 5-62 (2007).</p> <p>Notice must be given to suspended drivers and operators. <i>Id.</i></p> <p>A suspended party shall have the opportunity to appeal to the Permit and Licensing Board under City Code § 2-96 (2007).</p>
Taxicabs	<p>Permit fees are set according to a fixed schedule. City Code § 45-212 (2007).</p> <p>Fares and trip fees are set by the city. <i>Id.</i></p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of DAL are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Dallas is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (214) 670-6073  
Administration (214) 670-6073  
Media Relations (214) 670-6142  
Operations (214) 670-6156

## Texas—Dallas-Fort Worth International Airport (DFW)

### Overview

The main source of commercial ground transportation regulation at DFW is the Airport's Code of Rules and Regulations of the Dallas-Fort Worth International Airport Board (Airport Code). The Airport Code governs operations on airport property under authority from the Texas Legislature and includes all applicable state laws. Tex. Transp. Code Ann. § 22.082 (2003). The Airport Board, an independent authority, operates the airport. Board members are appointed by the Cities of Dallas and Fort Worth.

More general statewide regulations are created by the Texas Transportation Commission. Tex. Transp. Code Ann. title I, II, VI, VII (2007).

DFW is a semi-closed system.

### Local

#### Code of Rules and Regulations of the Dallas-Fort Worth International Airport Board

The Airport Code is the primary source of regulation within the geographical boundaries of Dallas-Fort Worth International Airport. Dallas-Fort Worth, Tex., Int'l. Apt. Bd. Code ch. 1 § 3 (2001).

*Cited as:* Airport Code ch. x § x (2001).

Traffic Regulations	<p>The airport board has authority to create parking and traffic rules and restricted-access zones. Airport Code ch. 2 §§ 1-8 (2001).</p> <p>The code explains the administrative procedures for adjudicating parking violations. Violations are processed by a director-appointed hearing officer, and the code presumes that the vehicle owner is liable for a citation. Airport Code ch. 2 § 12 (2001).</p>
Operating Authority	<p>Vehicles must have operating authority from the airport administrator. However, certain types of trips, and those operators with USDOT-authorized regularly scheduled routes, may be exempt. Airport Code ch. 4 § 1, 2-1 (2001).</p>
Driver Permits	<p>No person may operate a vehicle on DFW property without a valid airport driver's permit. Airport Code ch. 4 § 3 (2001).</p> <p>The administrator is authorized to determine driver qualifications and fees, and conduct criminal background checks. <i>Id.</i></p> <p>The code provides procedures to investigate and punish drivers that violate the Airport Code. <i>Id.</i></p>
General and Driver Rules and Regulations	<p>Vehicles using the holding stand must follow holding stand rules and procedures. Airport</p>

	<p>Code ch. 4 § 5-1 (2001).</p> <p>The driver must possess certain required information and paperwork for each prearranged ride. Airport Code ch. 4 § 5-3 (2001).</p> <p>Taxicabs and limousines must maintain daily manifests and meet the code's minimum level of customer service. Airport Code ch. 4 § 5-9 (2001).</p> <p>Taxicab and limousine fares may not exceed the maximum fares listed in the Airport Rules. Airport Code ch. 4 § 5-10 (2001).</p>
Inspections and Enforcement	<p>In order to receive an operating permit, vehicles must not exceed certain age and mileage maximums. Vehicles beyond these limits must pass an inspection. Airport Code ch. 4 § 7-2 (2001).</p> <p>The administrator and his or her representatives shall have the power to make inspections, be assisted by the Department of Public Safety, and confiscate evidence of code violations. Airport Code ch. 4 §§ 8-1, 8-4 (2001). Airport Code ch. 5 §§ 7, 8 (2001).</p>
Courtesy Vehicles	<p>Courtesy vehicles must obtain operating authority from the administrator. Airport Code ch. 5 § 2 (2001).</p> <p>The code provides a process for permit applications, operating rules, and procedures for suspensions, revocations, and fees. <i>Id.</i></p> <p>Vehicles are inspected and issued decals by the airport administration, and each courtesy vehicle must meet insurance requirements. Airport Code ch. 5 § 7 (2001).</p>
Rental Cars	<p>All rental car company operations take place at the Consolidated Rental Car Facility. Airport Code ch. 5 § 5-3 (2001).</p> <p>Rental car companies may not provide courtesy vehicles between the terminal and the Consolidated Rental Car Facility. Airport Code ch. 5 § 5 (2001).</p>
Appeals	<p>Drivers or operators wishing to appeal a violation may file an appeal in municipal court; the case is heard de novo. Airport Code ch. 2 § 12 subsec.15 (2001).</p>

### Case History

The defendant received a speeding ticket from a local municipal peace officer while on airport grounds. The defendant challenged the municipality's authority to regulate traffic safety when the airport maintained its own police force. The Airport Code can be enforced by both airport police and the law enforcement agents of adjacent municipalities with concurrent jurisdiction. *Roberts v. State*, 49 S.W.3d 89, 91 (Tex. App. 2001).

### Federal Jurisdiction

Vehicles staying within a 25-mi radius of DFW and carrying passengers with immediate prior or subsequent movement by air are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Dallas, Fort Worth, or any other municipality whose boundaries are within the airport boundaries is exempt. 49 U.S.C.S. § 13506 (2007).

### Contact Information

General Information (972) 574-8888  
 Ground Transportation (972) 574-5878  
 Administration Offices (972) 574-6000  
 Operations (972) 574-8986

Download the Airport Code at <http://www.dfwairport.com/airport/publications.htm>.

## Houston Airport System

### Texas—George Bush Intercontinental Airport (IAH) and Texas—Houston Hobby Airport (HOU)

#### Overview

IAH and HOU are owned by the City of Houston and operated by the City's Department of Aviation. The City Municipal Code and the Airport Rules provide the primary regulation for ground transportation services within the Houston Airport System.

IAH and HOU use semi-closed systems.

#### Local

*Houston Airport System Operating Instructions.*—All information taken from the Houston Airport System Operating Instructions: Tenants—Taxicab Service (2007).

Operating Rules	<p>Taxicab owners and drivers must obtain permits before picking up passengers.</p> <p>All drivers must comply with the airport's conduct and duty rules, privilege restrictions, multiple loadings rules, short trip requirements, loading and unloading procedures, and fee requirements.</p>
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	<p>Drivers must purchase trip tickets and submit one ticket per trip along with certain required information.</p> <p>All regulations in the City of Houston Code of Ordinances shall apply at the airport.</p>
Violations	<p>Taxicab permits may be suspended or revoked by airport officials. Hearing procedures are outlined in the Airport Rules.</p> <p>Violators are placed on a restriction called “Code 5” that limits activity at both HOU and IAH.</p> <p>Violations are processed by a director-appointed hearing officer. The airport may issue warnings, mandatory retraining, fines, and suspensions.</p>

*City Regulations.*—The Department of Aviation Traffic Engineer is responsible for all landside traffic rules and signage. City of Houston Code of Ordinances § 9-32 (2007).

*Cited as:* Ordinances § x-x (2007).

General Requirements	<p>All vehicles must have a permit. Ordinances § 9-52 (2007).</p> <p>Permit applications must contain a fee and certain documentation, including business information and proof of necessary insurance (as dictated by the Code of Ordinances). Ordinances § 9-53 (2007).</p> <p>A table of per-trip fees is provided in the City of Houston Code of Ordinances. Ordinances § 9, table 1 (2007).</p>
Valet Service	<p>The airport director may contract to provide valet service at the airport. Rates will be set forth in the contract. Ordinances § 950 (2007).</p>
Courtesy Vehicles	<p>Vehicles must be marked as courtesy vehicles, be operated only incidentally as part of a business operation, and charge no fare. Ordinances § 9-51 (2007).</p>
Car Rentals	<p>All car rental operations, both on-site and off-site, are based in the Consolidated Car Rental Facility. Ordinances § 9-51 (2007).</p>
Violations	<p>Violators are subject to civil proceedings against the city. Ordinances § 9-51 (2007).</p> <p>Permits may be restricted or revoked if the operator commits certain violations; the director may use a demerit system to track violations. City of Houston Code of Ordinances § 9-53</p>

	(2007). The director must provide notice, an opportunity to respond, and at least an informal hearing. Ordinances § 9-51 (2007).
Contract Service	The director may enter into contracts with operators and grant them exclusive operating rights. Ordinances § 9-57 (2007).  In exchange for a city contract, operators must provide additional documentation, maintain inspection-worthy vehicles, post a bond, and pay additional fees. <i>Id.</i>  Regularly scheduled transportation providers must obtain a license from the Finance and Administration Department. Ordinances § 9-58 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of IAH and HOU are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Houston, Baytown, La Porte, and Lomax, Tex., is exempt. 49 U.S.C.S. § 13506 (2007). FMCSA Regulations app. F (2007).

### *Contact Information*

General Information—IAH (281) 230-3100  
Houston Airport System Information (281) 233-3000  
Media Hotline (281) 233-1234  
Open Records Administration (281) 233-3129

## **Texas—San Antonio International Airport (SAT)**

### *Overview*

SAT is owned and operated by the City of San Antonio. The primary source of regulation is found within the San Antonio City Code.

SAT is a semi-closed system.

### *Local*

San Antonio City Code

*Cited as:* City Code § x (2007).

Records and Permits	Operators must provide extensive documentation to the Permit Office. Among other requirements, operators must show insurance coverage, proof of vehicle inspections, and title. City Code §§ 3-22, 3-46 (2007).  Permit fees are set according to a fixed schedule. City Code § 346 (2007).
Taxicabs Operations	A per-trip fee is collected from taxicabs in a manner mandated by the director. San Antonio, Tex., City Code § 3-79 (2007).  Taxicabs must use the holding area and may not solicit passengers. City Code §§ 3-79, 3-84 (2007).
Car Rental Operations	Car rental operators must obtain a nonexclusive user permit and pay a fee based on a percentage of revenues. The permit allows the operator to access the airport during the course of business with airport passengers. City Code § 3-85 (2007).
Enforcement	Violations are Class C misdemeanor and punishable through the local courts. City Code § 3-148 (2007).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SAT are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of San Antonio is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (210) 207-3411  
 Airport Administration (210) 207-3450  
 Media Relations (210) 207-3534

## UTAH

### Statewide Regulations

The State of Utah generally regulates motor vehicles operating or based in the state. Utah Code Ann. § 41-1, 6 (2007). For more information, visit the Utah DOT Web site at <http://www.udot.utah.gov>.

A municipal authority may require airport commercial ground transportation operators to perform background checks on drivers. Utah Code Ann. § 72-10602 (2007).

### Utah—Salt Lake City International Airport (SLC)

#### Overview

SLC is owned and operated by the City of Salt Lake. The primary source of regulation is the Salt Lake City Department of Airports Commercial Ground Transportation Rules. The Department of Airports is granted the authority to create these rules under Salt Lake City Code §§ 16.12.050 and 16.04.060. In addition, the Salt Lake City Code contains provisions regulating the operations of commercial ground transportation vehicles.

SLC is a semi-closed system.

#### Local

The Salt Lake City Department of Airports Commercial Ground Transportation Rules

*Cited as:* CGT Rules § x.x (2004).

Fee Schedule	Authorized ground transportation businesses shall pay a commercial lane fee and an AVI transponder tag fee in order to operate on airport grounds. CGT Rules § 3 (2004).
Records and Permits	All authorized ground transportation businesses must register with the department prior to conducting any activities at the airport. CGT Rules § 3.2 (2004).  The department will inspect the vehicle before granting registration. <i>Id.</i>  Drivers must also carry a valid driver's license and adequate insurance. <i>Id.</i>
Vehicle Operations	Commercial vehicles may only operate within areas designated by the department. CGT Rules § 3.1 (2004).  All ground transportation vehicles are required to have an AVI tag installed prior to commencing operations at the airport. CGT

	<p>Rules § 3.2 (2004).</p> <p>Article 5 of the CGT Rules lists specific regulations for the operation of taxis, limousines, buses, and shuttles. CGT Rules § 5.1-5.11 (2004).</p>
Driver Rules	<p>All authorized ground transportation business drivers must have an applicable Utah driver's license, a current airport-issued driver's identification badge, and a current Salt Lake City Taxi I.D. License if driving a taxicab or other applicable license for other vehicles. CGT Rules § 6.2 (2004).</p>
Suspensions and Appeals	<p>Upon the violation of any CGT rule, the department may withdraw consent for any driver, vehicle, or authorized ground transportation business to conduct business on airport property pursuant to Salt Lake City Code §§ 16.12.050 and 16.12.120. CGT Rules § 3.8 (2004).</p> <p>If an operator is not satisfied with the decision of the suspension, the operator may appeal that decision by delivering a written appeal to the airport's Director of Operations or his or her designee within 3 business days after receiving the decision. CGT Rules § 3.8 (2004).</p>

## Salt Lake City Municipal Code

*Cited as:* SLC Code § x.x.x (2007).

Operating Procedures	<p>It is unlawful for any person to operate a taxicab for hire upon the streets of Salt Lake City without having first obtained and having then in force a valid taxicab driver's license issued by the police department of the city. SLC Code § 5.72.220 (2007).</p> <p>For transportation back and forth between the airport and points within the corporate limits of Salt Lake City, only taxicabs, courtesy vehicles, hotel vehicles, and limousines may provide on-demand service. SLC Code § 16.60.967A (2007).</p>
Permits	<p>No person shall operate a vehicle for hire upon the streets of Salt Lake City without first having obtained a certificate of public convenience and necessity from the city. SLC Code § 5.72.115 (2007).</p>
Vehicle Standards	<p>Vehicles must be clean and in good operating condition pursuant to Article IV of the Salt Lake City Municipal Code.</p>

Driver Rules	<p>Drivers of commercial vehicles must maintain a minimum level of appearance as defined in SLC Code § 5.71.120 (2007).</p> <p>Drivers must pick up all passengers requesting service as set forth in ch. 5.72, and otherwise conform to the codes of conduct found in SLC Code § 5.71.130 (2007).</p>
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### *Case History*

Concessionaires challenged the imposition of a property tax on property built by the concessionaires on airport grounds. The concessionaires had entered into an agreement to transfer title to the airport upon completion of the lease. The concessionaires argued that the title transfer gave a sufficient means for allowing the concessionaires to avoid taxation. The court disagreed, finding that the concessionaires at a public airport were not exempt from taxation because they, and not the government, owned the structures built on the government's land. *Interwest Aviation v. County Bd. of Equal.*, 743 P.2d 1222 (Utah 1987).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SLC are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Salt Lake City is exempt. 49 U.S.C.S. § 13506.

### *Contact Information*

General Information (801) 575-2400  
 Business and Properties (801) 575-2420  
 Ground Transportation (801) 575-2477  
 Media Relations (801) 575-2762

## VIRGINIA

### *Statewide Regulations*

The State of Virginia generally regulates motor vehicles operating or based in the state. Va. Code Ann. § 46.2 (2007). For more information, visit the Virginia DOT Web site at <http://www.virginiadot.org>.

### *Case History*

A taxicab operator sued the Metropolitan Washington Airport Authority (MWAA) claiming that the authority's award of a taxicab concession contract violated the terms of its lease and the Metropolitan Washington Airports Act of 1986, 49 U.S.C. §§ 49101–49112 (2003). The operator brought suit after several companies bid on a concession contract. The MWAA's staff reviewed the contracts and made a recommendation that the contract be awarded to the plaintiff, but the MWAA chose a competitor. On appeal, the court found that the MWAA may disagree with staff recommendations and award ground transportation service contracts to the bidding contractor it feels best meets established MWAA criteria. Mere disagreement with staff over a bidding contractor's score does not violate the Act or 49 U.S.C. § 49104(a)(4). *Washington-Dulles Transp., Ltd. v. Metro. Wash. Airports Auth.*, 87 Fed. Appx. 843 (4th Cir. 2004).

An off-site parking lot operator challenged a fee imposed on it. The District Court held that the Norfolk Airport Authority may charge a privilege fee to off-airport parking lot operators without violating the Commerce Clause, if the fee is charged without respect to the destination of passengers. U.S. Const. art. I, § 8, cl. 3. The fee did not violate the Equal Protection clause of the U.S. Constitution (Amend. XIV), even though it was a higher fee than fees charged to other operators, because it was “rationally related to the legitimate purpose of protecting the airport's revenue.” *Park Shuttle N Fly, Inc. v. Norfolk Airport Auth.*, 352 F. Supp. 2d 688 (E.D. Vir., 2004).

A driver received a ticket from a local municipal police officer while on airport grounds. The driver challenged the nonairport police officer's authority to ticket a driver at Dulles International Airport because he was not on “Commonwealth Grounds.” The court upheld the issuance of the ticket and found that “the federal government and the Commonwealth of Virginia have concurrent police power over Dulles Airport.” As a result, Commonwealth Virginia vehicle laws apply and may be enforced by nonairport police officers while on airport grounds. *Loudoun County v. Murphy*, 24 Va. Cir. 337, 339 (1991).

### **National Airport System**

#### **Virginia—Washington-Dulles International Airport (IAD) and Reagan National Airport (DCA)**

##### *Overview*

The MWAA (the authority) owns and operates the National Airports. The authority was created by an agreement between the District of Columbia and the State of Virginia with the consent of Congress. The authority is an independent body with full powers over IAD and DCA. D.C. Law 6-67 § 3 (1985), Va. Acts of Assembly, ch. 598 § 2 (2001), Pub. L. No. 99-591 § 6007 (2001).

The main source of commercial ground transportation regulation at IAD and DCA is the Metropolitan Washington Airport Authority Regulations (MWAAR). Authority rules have the full force of law. MWAAR 3-5 (2001).

The two airports do not follow the same system, even though they share a regulatory scheme:  
IAD is a closed system.  
DCA is a semi-closed system.

### *Jurisdiction*

Violations of authority rules are enforced in Virginia County Courts. For IAD, violations are prosecuted in the Loudon or Fairfax County Courts. For DCA, violations are prosecuted in the Arlington County Courts.

Airport police have jurisdiction over all authority property, and county police have concurrent jurisdiction whenever authority land is within their county.

State and local agencies have jurisdiction over the Dulles Toll Road, Route 28, and Route 606. MWAAR 3 (2001).

### *Local*

*Cited as:* MWAAR § x (2001).

Taxicabs and Limousine	<p>All operators must contract with the authority before beginning operations, drivers must hold permits, and vehicles must meet authority standards. MWAAR §§ 5.3, 5.6, 5.23, 5.24 (2001).</p> <p>All drivers must comply with the airport's conduct and duty rules, privilege restrictions, multiple loadings rules, short trip requirements, loading and unloading procedures, and fee requirements. MWAAR §§ 5.4, 5.6, 5.24 (2001).</p> <p>Operations must be conducted at designated locations. MWAAR §§ 4.4, 5.5, 5.6 (2001).</p> <p>Prearranged and late-night operations may be conducted outside of the taxi dispatch system. <i>Id.</i></p> <p>Operators must comply with rate rules set by the Washington Metropolitan Area Transit Commission (WMATC). MWAAR §§ 5.4, 5.24 (2001).</p>
Buses, Charters, and Courtesy Vehicles	<p>Operations must be conducted at designated locations and with appropriate permits. MWAAR § 4.4 (2001).</p> <p>All commercial businesses must have an airport</p>

	permit before conducting any aspect of their business on airport grounds. MWAAR §§ 6.1, 6.2, 6.3 (2001).
Car Rentals	All car rental operations must be conducted at designated locations. MWAAR § 4.4 (2001).
Suspensions and Appeals	The MWAAR explains the administrative procedures for adjudicating parking violations. MWAAR § 5.12 (2001).  Violations are heard by the airport manager under administrative procedures. MWAAR § 5.14 (2001).  Appeals may be made to the President of the Airport Authority. MWAAR § 5.14 (2001).

*WMATC.*—The WMATC sets rates and rules for taxicab operations within the Washington Metropolitan Area. Its members are appointed by the Governor of Virginia, the Governor of Maryland, and the Mayor of Washington, D.C. The WMATC defines its jurisdiction as:

the District of Columbia; the cities of Alexandria and Falls Church of the Commonwealth of Virginia; Arlington County and Fairfax County of the Commonwealth of Virginia, the political subdivisions located within those counties, and that portion of Loudoun County, Virginia, occupied by the Washington Dulles International Airport; Montgomery County and Prince George's County of the State of Maryland, and the political subdivisions located within those counties; and all other cities now or hereafter existing in Maryland or Virginia within the geographic area bounded by the outer boundaries of the combined area of those counties, cities, and airports.

<http://www.wmatc.gov>.

#### *State*

The motor vehicle laws of the State of Virginia shall apply on authority lands. MWAAR 4-1.2 (2001).

#### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of IAD or DCA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Washington, D.C., is exempt. 49 U.S.C.S. § 13506 (2007). In addition, the FMCSA regulations describe a specific exempt zone around Washington, D.C.:

Beginning at the intersection of MacArthur Boulevard and Falls Road (Maryland Highway 189) and extending northeasterly along Falls Road to its junction with Scott Drive, thence west on Scott Drive to its junction with Viers Drive, thence west on Viers Drive to its junction with Glen Mill Road, thence northeast on Glen Mill Road to its junction with Maryland Highway 28, thence west on Maryland Highway 28 to its junction with Shady Grove Road, thence northeast on Shady Grove Road approximately 2.7 miles to Crabbs Branch, thence southeasterly along the course of Crabbs Branch to Rock Creek, thence

southerly along the course of Rock Creek to Viers Mill Road (Maryland Highway 586), thence southeasterly along Viers Mill Road approximately 0.3 mile to its junction with Aspen Hill Road, thence northeasterly along Aspen Hill Road to its junction with Brookeville Road (Maryland Highway 97), thence southeasterly along Brookeville Road to its junction with Maryland Highway 183, thence northeasterly along Maryland Highway 183 to Colesville, Md., thence southeasterly along Beltsville Road to its junction with Powder Mill Road (Maryland Highway 212), thence easterly over Powder Mill Road to its junction with Montgomery Road, thence northeasterly along Montgomery Road, approximately 0.2 mile, to its junction with an unnumbered highway extending northeasterly to the north of Ammendale Normal Institute, thence along such unnumbered highway for a distance of about 2.2 miles to its junction somewhat north of Virginia Manor, Md., with an unnumbered highway extending easterly through Muirkirk, Md., thence along such unnumbered highway through Muirkirk to its junction, approximately 1.8 miles east of the Baltimore and Ohio Railroad, with an unnumbered highway, thence southwesterly along such unnumbered highway for a distance of about 0.5 mile to its junction with an unnumbered highway, thence southeasterly along such unnumbered highway through Springfield and Hillmeade, Md., to its junction with Defense Highway (U.S. Highway 50), thence southwesterly along Defense Highway approximately 0.8 mile to its junction with Enterprise Road (Maryland Highway 556), thence southerly over Enterprise Road to its junction with Central Avenue (Maryland Highway 214), thence westerly over Central Avenue about 0.5 mile to its crossing of Western Branch, thence southerly down the course of Western Branch to Maryland Highway 202, thence westerly approximately 0.3 mile along Maryland Highway 202 to its junction with White House Road, thence southwesterly along White House Road to its junction with Maryland Highway 221, thence southeasterly along Maryland Highway 221 to its junction with Maryland Highway 4, thence westerly along Maryland Highway 4 to the boundary of Andrews Air Force Base, thence south and west along said boundary to Brandwine Road (Maryland Highway 5), thence northwesterly along Maryland Highway 5 to its junction with Maryland Highway 337, thence southwesterly along Maryland Highway 337 to its junction with Maryland Highway 224, thence southerly along Maryland Highway 224 to a point opposite the mouth of Broad Creek, thence due west across the Potomac River to the west bank thereof, thence southerly along the west bank of the Potomac River to Gunston Cove, thence up the course of Gunston Cove to Pohick Creek, thence up the course of Pohick Creek to Virginia Highway 611, thence southwesterly along Virginia Highway 611 to the Fairfax-Prince William County line, thence along said county line to Virginia Highway 123, thence northerly along Virginia Highway 123 to its junction with Virginia Highway 636, thence northeasterly along Virginia Highway 636 to its junction with Virginia Highway 638, thence northwesterly along Virginia Highway 638 to its junction with Virginia Highway 620, thence westerly along Virginia Highway 620 to its junction with Virginia Highway 655, thence northeasterly along Virginia Highway 655 to its junction with U.S. Highway 211, thence westerly along U.S. Highway 211 to its junction with Virginia Highway 608, thence northerly along Virginia Highway 608 to its junction with U.S. Highway 50, thence westerly along U.S. Highway 50 to the Fairfax-Loudoun County line, thence northeasterly along said county line to its intersection with Dulles International Airport, thence along the southern, western, and northern boundaries of said airport to the Fairfax-Loudoun County line (at or near Dulles Airport Access Road), thence northeasterly along said county line to its junction with Virginia Highway 7, thence southeasterly along Virginia Highway 7 to its junction with Virginia Highway 193, thence along Virginia Highway 193 to its junction with Scott Run Creek, thence northerly down the course of Scott Run Creek to the Potomac River, thence due north across the river to MacArthur Boulevard to its junction with Maryland Highway 189, the point of beginning.

49 C.F.R. 399 app. F (2007).

### Contact Information

MWAA Offices (703) 417-8600  
 IAD Information (703) 572-2700  
 DCA Information (703) 417-8000  
 Media Relations (703) 417-8370  
 IAD Airport Police (703) 572-2950  
 DCA Airport Police (703) 417-8560

## Virginia—Norfolk International Airport (ORF)

### Overview

ORF is owned and operated by the Norfolk Airport Authority (NAA). The NAA charges fees to all commercial operators, and generally regulates taxicab operations at ORF. In addition, operators registered in North Carolina and transporting passengers to and from the Outer Banks must have a permit from either the North Carolina DOT or the Virginia Department of Motor Vehicles.

ORF is a semi-closed system.

### Local

Norfolk Airport Authority Rules

*Cited as:* Handbook p. xx (2006).

Vehicular Access Privilege Fee	Operators accessing the airport roadways more than twice per month must obtain a Vehicular Access Decal. Handbook p. 5 (2006).  Permits are not issued until the operator pays the annual Vehicular Access Privilege Fee. <i>Id.</i>
<i>Taxicab Service Handbook</i>	Per § 43-24 of the Norfolk City Code, drivers may not refuse fares from the airport.  Vehicles must be properly identified, registered, and inspected, and comply with the NAA's operating rules. Handbook p. 5 (2006).  Cabs registered with the City of Norfolk, but not with the NAA, may only pick up prearranged fares. <i>Id.</i>  Drivers must have a Taxicab Operators Permit and pay a monthly fee. Handbook p. 9 (2006).
Violations	Drivers violating airport rules may be fined or have their operating permits suspended. Handbook p. 11 (2006).

	<p>Depending on the violation, the NAA may fine or suspend permit holders immediately or with reasonable notice. Handbook pp. 14-15 (2006).</p> <p>Permit holders are entitled to an administrative hearing with a Taxi Line Officer. <i>Id.</i></p> <p>The decision may be appealed to the driver's company and the Director of Operation. <i>Id.</i></p>
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### *Case History*

An off-airport parking lot operator challenged fees imposed on it by the NAA. The court held that the NAA may impose a fee on an off-airport parking facility without violating the Commerce Clause, Equal Protection Clause, or First Amendment of the U.S. Constitution. U.S. Const. art. I § 8, cl. 3; Amend. XIV; Amend. I. The fee does not discriminate against interstate travelers or violate the Commerce Clause because it is imposed uniformly without regard for the passenger's destination. It does not violate Equal Protection because it is rationally related to protecting the airport's revenue. Forbidding operators from advertising within the terminal building does not violate the First Amendment because the advertising space was within the terminal, not a public space, and a source of revenue for the airport. *Park Shuttle N Fly, Inc. v. Norfolk Airport Auth.*, 352 F. Supp. 2d 688 (E.D. Va. 2004).

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of ORF are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Norfolk is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (757) 857-3351  
 Airport Authority (757) 857-3351  
 Airport Police (757) 857-3344

## WASHINGTON

### Statewide Regulations

The State of Washington generally regulates motor vehicles operating within the state. Wash. Rev. Code Ann. § 46.01-98 (LexisNexis 2007). For more information, visit the Washington DOT Web site at <http://www.wsdot.wa.gov>.

Municipalities that control airports also have exclusive control to regulate activity on the airport grounds. Wash. Rev. Code Ann. § 14.08.330 (LexisNexis 2007).

### Case History

The Port of Seattle sued the Washington Utilities and Transportation Commission over who had authority to regulate passenger carrier rates. The court held that a ground transportation service, which is not a part of interstate commerce and which serves an airport operated by a port district, is subject to regulation by the Utilities and Transportation Commission. *Port of Seattle v. Washington Utils. and Transp. Comm'n*, 92 Wash. 2d 789, 597 P.2d 383 (1979).

### Washington—Seattle-Tacoma International Airport (SEA)

#### Overview

Seattle-Tacoma International Airport (SEA) is owned and operated by the Port of Seattle, a municipal corporation, organized under the statutory authority of the State of Washington.

SEA is a semi-closed system.

#### Local

#### Airport Regulations

*Cited as:* Rules Regs. § x (2002).

Airport Agreement	<p>No Ground Service Operator shall provide services on the Airport without first having executed a Ground Service Operator Licensing Application and Agreement in form and content approved by the Director, providing documentation of a current insurance policy meeting the Airport's specifications and having paid the appropriate fees and/or charges as provided in said Ground Service Operator Licensing Application and Agreement.</p> <p>Rules and Regs. § 4(b)(6) (2007).</p> <p>Vehicles must comply with airport rules for loading and unloading passengers. Rules and Regs. § 4(f)(5) (2007).</p>
Limousine	Drivers must hold a King County license. Rules

	and Regs. § 4(f)(2) (2007).
Taxicabs	The airport provides rules for taxicab operation and driver conduct. Rules and Regs. § 4(f)(5) (2007).
Enforcement and Appeals	<p>Cited drivers or operators will receive notice of violation and punishment according to the Sea-Tax Int'l Schedule of Rules and Regs. § 8(a) (2007).</p> <p>Vehicles may be impounded according to Rules and Regs. § 8(f) (2007).</p> <p>Administrative appeals of punishments will be promptly heard by the Landside Operations Manager or assignees. Rules and Regs. § 8(d)(4) (2007).</p>

### *City, County, and Port Regulations*

There is an agreement between the City of Seattle, King County, and the Port of Seattle to regulate taxicabs under a common set of rules. King County, Wash., Code ch. 6.64 § 015 (2007).

*Cited as:* County Code ch. 6.14 § x (2007).

License Requirements	<p>All drivers, vehicles, and operators must maintain required licenses, documents, and certificates. King County, Wash., Code ch. 6.64 § 300-700 (2007).</p> <p>License fees and standards will vary depending on the privileges sought. <i>Id.</i></p>
County Oversight	<p>Operators must make regular operations reports. King County, Wash., Code ch. 6.64 § 700-900 (2007).</p> <p>The county sets fares, imposes penalties for rule infractions, and maintains a consumer complaint hotline. <i>Id.</i></p>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of SEA are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of the commercial zone surrounding Seattle is exempt. 49 U.S.C.S. § 13506 (2007). The zone is defined as follows:

- (a) The municipality of Seattle itself.
- (b) All points within a line drawn 5 miles beyond the municipal limits of Seattle, except points on Bainbridge Island, Vashon Island, and Blake Island.

(c) All points more than 5 miles beyond the municipal limits of Seattle (1) within a line as follows: Beginning at that point south of Seattle where the eastern shore of Puget Sound intersects the line described in paragraph (b) of this section, thence southerly along the eastern shore of Puget Sound to Southwest 192d Street, thence easterly along Southwest 192d Street to the point where it again intersects the line described in paragraph (b) of this section; and (2) within a line as follows: Beginning at the junction of the southern corporate limits of Kent, Wash., and Washington Highway 181, and extending south along Washington Highway 181 to the northern corporate limits of Auburn, Wash., thence along the western, southern, and eastern corporate limits of Auburn to the junction of the northern corporate limits of Auburn and Washington Highway 167, thence northerly along Washington Highway 167 to its junction with the southern corporate limits of Kent, Wash., including all points on the highways named.

(d) All points more than 5 miles beyond the municipal limits of Seattle within a line as follows: Beginning at the junction of the northern corporate limits of Lynwood, Wash., and U.S. Highway 99, thence north along U.S. Highway 99 to its junction with Washington Highway 525, thence along Washington Highway 525 to its junction with West Casino Road, thence east along West Casino Road to the western boundary of the Everett facilities of the Boeing Co. at or near 4th Avenue West, thence along the western, northern and eastern boundaries of the facilities of the Boeing Co. to West Casino Road, thence east along West Casino Road to its junction with U.S. Highway 99, thence south along U.S. Highway 99 to 112th Street, thence easterly along 112th Street to its junction with Interstate Highway 5, thence southerly along Interstate Highway 5 to its intersection with the present zone limits, including all points on the named routes.

(e) All of any municipality any part of which is within the limits set forth in (b) above.

(f) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the city of Seattle or by any municipality included under the terms of (b) above.

49 C.F.R. 399 app. F (2007).

#### *Contact Information*

Port of Seattle HQ (206) 728-3000  
Airport Information (206) 433-5388  
Airport Police (206) 431-3490  
Public Affairs (206) 431-4923  
Landside Operations (206) 439-5176

## WISCONSIN

### Statewide Regulations

The State of Wisconsin generally regulates motor vehicles operating within the state. Wis. Stat. §§ 341-351 (2006). For more information, visit the Wisconsin DOT Web site at <http://www.dot.wisconsin.gov>.

### Case History

Taxicabs operated without permits while providing prearranged service at General Mitchell International Airport. The County of Milwaukee moved to prevent the taxicabs that had no permits from providing their services. The court held that although a local government may regulate transportation at an airport, it may not do so in a way that conflicts with state law. The court ruled to permit the taxicab operations, finding that “precluding taxis without airport permits from providing prearranged services conflicts with Wis. Stat. § 114.14(3)(b)1 and is an invalid exercise of the county's authority.” *County of Milwaukee v. Williams*, 301 Wis. 2d 134, 158, 732 N.W.2d 770, 782 (2007).

### Wisconsin—General Mitchell International Airport (MKE)

#### Overview

MKE is owned and operated by the County of Milwaukee. The primary source of regulation is the Milwaukee County Code.

MKE is a semi-closed system.

#### Local

Milwaukee County Code

*Cited as:* County Code § x.x (2007).

Fees	Taxicab operators shall pay to the county a fee of \$1.00 for each cab leaving the airport with one or more passengers, as designated by the airport director. County Code § 4.05(3)(b)(6) (2007).
Records and Permits	<p>An operator of a taxicab shall not do business at the airport unless it has been licensed as owner or operator of a taxicab business by any city, village, or town consistent with Wis. Stats. § 349.24. County Code § 4.05(3)(b)(1) (2007).</p> <p>In addition to the vehicle permit, each driver of a taxicab shall possess a valid airport driver's permit issued by the airport director. County Code § 4.05(3)(b)(4) (2007).</p>

	Taxicab operators must carry a minimum amount of liability insurance in order to operate on airport grounds. County Code § 4.05(3)(c)(1) (2007).
Vehicle Operations	<p>All commercial vehicles operating on airport grounds must adhere to all local, state, and federal laws regarding motor vehicle operation. County Code § 4.04(1) (2007).</p> <p>Taxicabs shall meet all safety standards required by law and be kept in good operating condition and appearance. County Code § 4.05(e)(1) (2007).</p> <p>No person shall park or leave standing any vehicles, whether occupied or not, on the premises of General Mitchell International Airport, except within designated parking areas and then only in accordance with the regulations governing the use of said areas. County Code § 4.04(3)(a) (2007).</p>
Driver Rules	Drivers shall be neatly groomed and act professionally in accordance with the code. County Code § 4.05(3)(f) (2007).
Limousine/Shuttle Service	<p>The county board will authorize, based on a bidding process, one or more companies to provide in-county shuttle service to the airport. County Code § 4.05(4) (2007).</p> <p>Out-of-county shuttle service operators must obtain a permit and be properly insured in order to operate at the airport. County Code § 4.05(5) (2007).</p> <p>Limousine operators must be licensed and insured and obtain a permit in order to operate on airport grounds. County Code § 4.05(6)(b) (2007).</p>
Suspensions and Appeals	<p>Any owner, operator, or driver of a taxicab who fails to comply with the code may forfeit the right to operate at the airport. County Code § 4.05(3)(h) (2007).</p> <p>The airport director must notify the operator in writing, and the operator then has 72 hours to request a hearing to appeal the decision. <i>Id.</i></p>

## Off-Airport Car Rental and Parking Rules

Fees	Off-airport car rental companies operating a courtesy vehicle on airport grounds must pay a privilege fee to be in the amount of 6 1/2 percent of the off-airport rental car companies' gross
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	receipts. County Code § 4.33(1)(d) (2007).
Violations	Courtesy vehicles are expressly prohibited from transporting customers for any reason other than to take them to off-airport facilities for the sole purpose of entering into a car rental agreement. County Code § 4.33(1) (2007). The off-airport rental car companies shall operate on the airport in a safe and orderly fashion and shall not allow their agents, servants, or employees to solicit business on the airport. <i>Id.</i>

### *Federal Jurisdiction*

Vehicles carrying passengers with immediate prior or subsequent movement by air and staying within a 25-mi radius of MKE are exempt from FMCSA regulations. 49 C.F.R. § 372.117 (2007). Transportation within the municipal limits of Milwaukee is exempt. 49 U.S.C.S. § 13506 (2007).

### *Contact Information*

General Information (414) 747-5300  
[info@mitchellairport.com](mailto:info@mitchellairport.com)



**APPENDIX A: U.S. AIRPORTS WITH REGULARLY SCHEDULED PASSENGER SERVICE***As ranked by 2005 enplanements and hub designation**Hub designations as determined by yearly enplanements:*

L—Large

M—Medium

S—Small

N—Nonhub Primary Airport

None—Nonprimary Commercial Service Airport

<b>Rank</b>	<b>ST</b>	<b>Location ID</b>	<b>City</b>	<b>Airport Name</b>	<b>Hub</b>	<b>2005 Enplanements</b>
1	GA	ATL	Atlanta	Hartsfield–Jackson Atlanta International	L	42,402,653
2	IL	ORD	Chicago	Chicago O'Hare International	L	36,720,005
3	CA	LAX	Los Angeles	Los Angeles International	L	29,372,272
4	TX	DFW	Fort Worth	Dallas/Fort Worth International	L	28,079,147
5	NV	LAS	Las Vegas	McCarran International	L	21,402,676
6	CO	DEN	Denver	Denver International	L	20,799,886
7	AZ	PHX	Phoenix	Phoenix Sky Harbor International	L	20,315,544
8	NY	JFK	New York	John F. Kennedy International	L	20,260,359
9	TX	IAH	Houston	George Bush Intercontinental/Houston	L	19,032,196
10	MN	MSP	Minneapolis	Minneapolis–St Paul International/Wold-Chamberlain Field	L	17,971,771
11	MI	DTW	Detroit	Detroit Metropolitan Wayne County	L	17,580,363
12	FL	MCO	Orlando	Orlando International	L	16,592,133
13	NJ	EWR	Newark	Newark Liberty International	L	16,444,959
14	CA	SFO	San Francisco	San Francisco International	L	16,070,133
15	PA	PHL	Philadelphia	Philadelphia International	L	15,376,569

16	FL	MIA	Miami	Miami International	L	15,092,763
17	WA	SEA	Seattle	Seattle-Tacoma International	L	14,359,530
18	NC	CLT	Charlotte	Charlotte/Douglas International	L	14,009,608
19	MA	BOS	Boston	General Edward Lawrence Logan International	L	13,214,923
20	VA	IAD	Chantilly	Washington Dulles International	L	13,032,502
21	NY	LGA	New York	La Guardia	L	13,014,314
22	KY	CVG	Covington	Cincinnati/Northern Kentucky International	L	11,277,068
23	FL	FLL	Fort Lauderdale	Fort Lauderdale/Hollywood International	L	10,729,468
24	UT	SLC	Salt Lake City	Salt Lake City International	L	10,601,918
25	MD	BWI	Glen Burnie	Baltimore/Washington International Thurgood Marshall	L	9,829,432
26	HI	HNL	Honolulu	Honolulu International	L	9,784,404
27	FL	TPA	Tampa	Tampa International	L	9,297,643
28	CA	SAN	San Diego	San Diego International	L	8,628,648
29	VA	DCA	Arlington	Ronald Reagan Washington National	L	8,623,907
30	IL	MDW	Chicago	Chicago Midway International	L	8,383,698
31	CA	OAK	Oakland	Metropolitan Oakland International	M	7,071,534
32	MO	STL	St. Louis	Lambert-St. Louis International	M	6,847,228
33	OR	PDX	Portland	Portland International	M	6,798,976
34	TN	MEM	Memphis	Memphis International	M	5,630,305
35	OH	CLE	Cleveland	Cleveland-Hopkins International	M	5,529,629
36	PR	SJU	San Juan	Luis Munnoz Marin	M	5,336,690

				International		
37	CA	SJC	San Jose	Norman Y. Mineta San Jose International	M	5,309,992
38	PA	PIT	Pittsburgh	Pittsburgh International	M	5,198,442
39	CA	SMF	Sacramento	Sacramento International	M	5,108,364
40	MO	MCI	Kansas City	Kansas City International	M	5,063,120
41	CA	SNA	Santa Ana	John Wayne Airport-Orange County	M	4,791,786
42	NC	RDU	Raleigh	Raleigh-Durham International	M	4,723,989
43	TN	BNA	Nashville	Nashville International	M	4,563,251
44	IN	IND	Indianapolis	Indianapolis International	M	4,221,085
45	TX	HOU	Houston	William P. Hobby	M	3,961,642
46	LA	MSY	Metairie	Louis Armstrong New Orleans International	M	3,912,884
47	FL	RSW	Fort Myers	Southwest Florida International	M	3,701,665
48	TX	AUS	Austin	Austin-Bergstrom International	M	3,645,956
49	CT	BDL	Windsor Locks	Bradley International	M	3,617,453
50	TX	SAT	San Antonio	San Antonio International	M	3,604,665
51	WI	MKE	Milwaukee	General Mitchell International	M	3,602,536
52	FL	PBI	West Palm Beach	Palm Beach International	M	3,496,936
53	CA	ONT	Ontario	Ontario International	M	3,458,935
54	OH	CMH	Columbus	Port Columbus International	M	3,281,452
55	NM	ABQ	Albuquerque	Albuquerque International Sunport	M	3,169,861
56	TX	DAL	Dallas	Dallas Love Field	M	2,949,256
57	FL	JAX	Jacksonville	Jacksonville International	M	2,890,298
58	RI	PVD	Warwick	Theodore Francis Green State	M	2,846,002
59	HI	OGG	Kahului	Kahului	M	2,843,845

60	CA	BUR	Burbank	Bob Hope	M	2,761,184
61	NV	RNO	Reno	Reno/Tahoe International	M	2,510,458
62	NY	BUF	Buffalo	Buffalo Niagara International	M	2,436,952
63	AK	ANC	Anchorage	Ted Stevens Anchorage International	M	2,430,081
64	NH	MHT	Manchester	Manchester	M	2,149,035
65	NE	OMA	Omaha	Eppley Airfield	M	2,052,234
66	AZ	TUS	Tucson	Tucson International	M	2,050,377
67	VA	ORF	Norfolk	Norfolk International	M	1,953,003
68	KY	SDF	Louisville	Louisville International- Standiford Field	M	1,862,017
69	OK	OKC	Oklahoma City	Will Rogers World	S	1,773,522
70	TX	ELP	El Paso	El Paso International	S	1,638,242
71	AL	BHM	Birmingham	Birmingham International	S	1,595,443
72	WA	GEG	Spokane	Spokane International	S	1,583,737
73	ID	BOI	Boise	Boise Air Terminal/ Gowen Field	S	1,581,338
74	OK	TUL	Tulsa	Tulsa International	S	1,563,622
75	NY	ALB	Albany	Albany International	S	1,533,301
76	CA	LGB	Long Beach	Long Beach/ Daugherty Field	S	1,481,659
77	VA	RIC	Highland Springs	Richmond International	S	1,452,066
78	NY	ROC	Rochester	Greater Rochester International	S	1,450,181
79	GU	GUM	Agana	Guam International	S	1,420,751
80	HI	KOA	Kailua Kona	Kona International at Keahole	S	1,355,639
81	NC	GSO	Greensboro	Piedmont Triad International	S	1,310,034
82	AR	LIT	Little Rock	Adams Field	S	1,265,098
83	HI	LIH	Lihue	Lihue	S	1,257,848
84	NY	SYR	Syracuse	Syracuse Hancock International	S	1,222,657
85	OH	DAY	Dayton	James M. Cox/ Dayton International	S	1,220,130

86	SC	CHS	Charleston	Charleston AFB/ International	S	1,072,182
87	NY	ISP	Islip	Long Island MacArthur	S	1,055,832
88	MI	GRR	Grand Rapids	Gerald R. Ford International	S	1,041,967
89	GA	SAV	Savannah	Savannah/ Hilton Head International	S	1,032,676
90	CO	COS	Colorado Springs	City of Colorado Springs Municipal	S	1,025,481
91	IA	DSM	Des Moines	Des Moines International	S	922,099
92	TN	TYS	Maryville	McGhee Tyson	S	904,004
93	SC	GSP	Greer	Greenville Spartanburg International	S	893,397
94	FL	PNS	Pensacola	Pensacola Regional	S	815,157
95	WI	MSN	Madison	Dane County Regional–Truax Field	S	804,519
96	FL	SFB	Sanford	Orlando Sanford International	S	789,795
97	SC	MYR	Myrtle Beach	Myrtle Beach International	S	776,051
98	ME	PWM	Portland	Portland International Jetport	S	734,295
99	SC	CAE	Columbia	Columbia Metropolitan	S	725,573
100	MS	JAN	Jackson	Jackson-Evers International	S	722,219
101	KS	ICT	Wichita	Wichita Mid- Continent	S	718,457
102	CA	PSP	Palm Springs	Palm Springs International	S	715,627
103	OH	CAK	Akron	Akron–Canton Regional	S	711,540
104	VT	BTV	Burlington	Burlington International	S	690,641
105	FL	SRQ	Sarasota/ Bradenton	Sarasota/ Bradenton International	S	656,007
106	PA	MDT	Harrisburg	Harrisburg International	S	647,468
107	HI	ITO	Hilo	Hilo International	S	637,753
108	AL	HSV	Huntsville	Huntsville International– Carl T. Jones Field	S	619,499
109	VI	STT	Charlotte Amalie	Cyril E. King	S	575,507

110	CA	FAT	Fresno	Fresno Yosemite International	S	574,012
111	FL	TLH	Tallahassee	Tallahassee Regional	S	573,723
112	AR	XNA	Cave Springs	Northwest Arkansas Regional	S	561,045
113	MP	GSN	Saipan	Francisco C. Ada/Saipan International	S	555,647
114	MI	FNT	Flint	Bishop International	S	553,468
115	TX	LBB	Lubbock	Lubbock Preston Smith International	S	552,023
116	KY	LEX	Lexington	Blue Grass	S	536,000
117	LA	BTR	Baton Rouge	Baton Rouge Metropolitan, Ryan Field	S	515,991
118	VA	PHF	Newport News	Newport News/Williamsburg International	S	514,361
119	IA	CID	Cedar Rapids	The Eastern Iowa	S	501,351
120	NJ	ACY	Atlantic City	Atlantic City International	S	467,148
121	NY	HPN	White Plains	Westchester County	S	462,256
122	TX	AMA	Amarillo	Rick Husband Amarillo International	S	446,395
123	TX	MAF	Midland	Midland International	S	446,161
124	MO	SGF	Springfield	Springfield–Branson National	S	434,362
125	ME	BGR	Bangor	Bangor International	S	433,816
126	CA	SBA	Santa Barbara	Santa Barbara Municipal	S	431,079
127	IL	MLI	Moline	Quad City International	S	430,992
128	TX	HRL	Harlingen	Valley International	S	429,396
129	AK	FAI	Fairbanks	Fairbanks International	S	420,597
130	WI	GRB	Green Bay	Austin Straubel International	S	419,308
131	PA	ABE	Allentown	Lehigh Valley International	S	419,122
132	TX	CRP	Corpus Christi	Corpus Christi International	S	417,022
133	MT	BIL	Billings	Billings Logan International	S	404,427
134	MS	GPT	Gulfport	Gulfport–Biloxi International	S	393,803

135	AK	JNU	Juneau	Juneau International	S	393,453
136	FL	VPS	Valparaiso	Eglin AFB	S	388,778
137	AZ	GCN	Grand Canyon	Grand Canyon National Park	S	385,920
138	OR	EUG	Eugene	Mahlon Sweet Field	N	359,187
139	SD	FSD	Sioux Falls	Joe Foss Field	N	356,459
140	TX	MFE	McAllen	McAllen Miller International	N	352,216
141	IN	SBN	South Bend	South Bend Regional	N	349,847
142	NC	ILM	Wilmington	Wilmington International	N	339,520
143	MT	BZN	Bozeman	Gallatin Field	N	336,516
144	VA	ROA	Roanoke	Roanoke Regional/ Woodrum Field	N	326,202
145	AL	MOB	Mobile	Mobile Regional	N	323,209
146	LA	SHV	Shreveport	Shreveport Regional	N	319,960
147	WV	CRW	Charleston	Yeager	N	317,093
148	NC	AVL	Asheville	Asheville Regional	N	315,624
149	MI	LAN	Lansing	Capital City	N	314,593
150	FL	EYW	Key West	Key West International	N	314,075
151	IN	FWA	Fort Wayne	Fort Wayne International	N	307,682
152	WI	ATW	Appleton	Outagamie County Regional	N	299,179
153	FL	PIE	Clearwater	St Petersburg–Clearwater International	N	298,647
154	FL	DAB	Daytona Beach	Daytona Beach International	N	297,565
155	OR	MFR	Medford	Rogue Valley International–Medford	N	286,905
156	ND	FAR	Fargo	Hector International	N	285,298
157	MT	MSO	Missoula	Missoula International	N	271,499
158	NV	VGT	Las Vegas	North Las Vegas	N	263,553
159	IL	PIA	Peoria	Greater Peoria Regional	N	255,578
160	MA	ACK	Nantucket	Nantucket Memorial	N	252,757
161	TN	CHA	Chattanooga	Lovell Field	N	249,396
162	WY	JAC	Jackson	Jackson Hole	N	247,116
163	TN	TRI	Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	N	244,815
164	IN	EVV	Evansville	Evansville	N	244,352

				Regional		
165	SD	RAP	Rapid City	Rapid City Regional	N	244,174
166	WA	PSC	Pasco	Tri-Cities	N	240,767
167	MI	AZO	Kalamazoo	Kalamazoo/ Battle Creek International	N	235,948
168	OH	TOL	Toledo	Toledo Express	N	234,335
169	IL	BMI	Bloomington/ Normal	Central IL Regional Airport at Bloomington- Normal	N	227,881
170	FL	MLB	Melbourne	Melbourne International	N	226,207
171	PA	AVP	Wilkes- Barre/Scranton	Wilkes- Barre/Scranton International	N	221,866
172	MI	TVC	Traverse City	Cherry Capital	N	219,188
173	MI	MBS	Saginaw	MBS International	N	213,669
174	CO	EGE	Eagle	Eagle County Regional	N	213,233
175	NE	LNK	Lincoln	Lincoln	N	203,586
176	AL	MGM	Montgomery	Montgomery Regional (Dannelly Field)	N	203,557
177	NY	SWF	Newburgh	Stewart International	N	199,741
178	VA	CHO	Charlottesville	Charlottesville- Albemarle	N	198,133
179	CO	ASE	Aspen	Aspen-Pitkin County/Sardy Field	N	193,961
180	CA	MRY	Monterey	Monterey Peninsula	N	193,728
181	TX	GRK	Killeen	Robert Gray Army Airfield	N	192,887
182	MT	GPI	Kalispell	Glacier Park International	N	192,507
183	FL	PFN	Panama City	Panama City- Bay County International	N	188,318
184	PA	ERI	Erie	Erie International/ Tom Ridge Field	N	187,997
185	VI	STX	Christiansted	Henry E. Rohlsen	N	187,461
186	OR	RDM	Redmond	Roberts Field	N	180,637
187	MA	HYA	Hyannis	Barnstable Municipal- Boardman/ Polando Field	N	177,761
188	LA	LFT	Lafayette	Lafayette Regional	N	176,448

189	CA	SBP	San Luis Obispo	San Luis County Regional	N	174,878
190	ND	BIS	Bismarck	Bismarck Municipal	N	174,567
191	FL	GNV	Gainesville	Gainesville Regional	N	171,036
192	WI	CWA	Mosinee	Central Wisconsin	N	163,557
193	MT	GTF	Great Falls	Great Falls International	N	156,859
194	CO	GJT	Grand Junction	Walker Field	N	156,815
195	GA	AGS	Augusta	Augusta Regional at Bush Field	N	156,170
196	NC	FAY	Fayetteville	Fayetteville Regional/Grannis Field	N	153,524
197	CA	BFL	Bakersfield	Meadows Field	N	146,607
198	MN	DLH	Duluth	Duluth International	N	146,394
199	PA	UNV	State College	University Park	N	143,800
200	AK	BET	Bethel	Bethel	N	143,670
201	MN	RST	Rochester	Rochester International	N	142,267
202	LA	AEX	Alexandria	Alexandria International	N	138,494
203	ID	IDA	Idaho Falls	Idaho Falls Regional	N	135,058
204	IL	CMI	Champaign/Urbana	University of Illinois–Willard	N	132,077
205	CO	HDN	Hayden	Yampa Valley	N	129,755
206	NY	BGM	Binghamton	Greater Binghamton/Edwin A. Link Field	N	122,443
207	PR	BQN	Aguadilla	Rafael Hernandez	N	122,293
208	WI	LSE	La Crosse	La Crosse Municipal	N	122,068
209	LA	MLU	Monroe	Monroe Regional	N	112,086
210	AK	KTN	Ketchikan	Ketchikan International	N	110,211
211	CA	ACV	Arcata/Eureka	Arcata	N	108,698
212	CO	DRO	Durango	Durango–La Plata County	N	101,742
213	WA	BLI	Bellingham	Bellingham International	N	101,228
214	AR	FSM	Fort Smith	Fort Smith Regional	N	100,546
215	NC	EWN	New Bern	Craven County Regional	N	93,768
216	MT	HLN	Helena	Helena Regional	N	93,204
217	NC	OAJ	Jacksonville	Albert J. Ellis	N	92,327

218	TX	LRD	Laredo	Laredo International	N	92,316
219	WY	CPR	Casper	Natrona County International	N	88,731
220	AZ	IFP	Bullhead City	Laughlin/Bullhead International	N	88,102
221	ND	GFK	Grand Forks	Grand Forks International	N	88,065
222	AK	ENA	Kenai	Kenai Municipal	N	87,924
223	TX	CLL	College Station	Easterwood Field	N	87,484
224	NY	ELM	Elmira/Corning	Elmira/Corning Regional	N	86,925
225	TX	TYR	Tyler	Tyler Pounds Regional	N	85,997
226	IL	RFD	Rockford	Chicago/Rockford International	N	82,282
227	IL	SPI	Springfield	Abraham Lincoln Capital	N	82,218
228	NY	ITH	Ithaca	Ithaca Tompkins Regional	N	79,953
229	CO	MTJ	Montrose	Montrose Regional	N	78,669
230	TX	ABI	Abilene	Abilene Regional	N	78,269
231	AK	ADQ	Kodiak	Kodiak	N	78,128
232	TX	BRO	Brownsville	Brownsville/South Padre Island International	N	76,573
233	ND	MOT	Minot	Minot International	N	76,467
234	NV	EKO	Elko	Elko Regional	N	75,618
235	AK	SIT	Sitka	Sitka Rocky Gutierrez	N	73,882
236	TX	ACT	Waco	Waco Regional	N	71,684
238	ID	SUN	Hailey	Friedman Memorial	N	69,892
240	AL	DHN	Dothan	Dothan Regional	N	68,330
241	SC	HXD	Hilton Head Island	Hilton Head	N	67,282
242	ID	LWS	Lewiston	Lewiston-Nez Perce County	N	66,444
243	VA	LYH	Timberlake	Lynchburg Regional/Preston Glenn Field	N	65,895
244	AZ	YUM	Yuma	Yuma MCAS/Yuma International	N	65,824
245	TX	SJT	San Angelo	San Angelo	N	65,705

				Regional/ Mathis Field		
246	HI	MKK	Kaunakakai	Molokai	N	65,240
247	CT	HVN	New Haven	Tweed–New Haven	N	65,142
248	MD	SBY	Salisbury	Salisbury– Ocean City Wicomico Regional	N	64,564
249	MI	SAW	Gwinn	Sawyer International	N	62,951
250	CA	RDD	Redding	Redding Municipal	N	62,509
251	AK	OME	Nome	Nome	N	60,357
252	AK	OTZ	Kotzebue	Ralph Wien Memorial	N	58,140
253	WA	YKM	Yakima	Yakima Air Terminal/ McAllister Field	N	58,094
254	AS	PPG	Pago Pago	Pago Pago International	N	56,705
255	SC	FLO	Florence	Florence Regional	N	54,142
258	OK	LAW	Lawton	Lawton–Fort Sill Regional	N	50,968
259	GA	CSG	Columbus	Columbus Metropolitan	N	50,889
260	WV	HTS	Huntington	Tri- State/Milton J. Ferguson Field	N	50,289
261	UT	SGU	St. George	St. George Municipal	N	49,667
262	MA	MVY	Vineyard Haven	Martha’s Vineyard	N	48,977
263	CA	CRQ	Carlsbad	McClellan- Palomar	N	48,927
264	NC	PGV	Greenville	Pitt-Greenville	N	48,784
265	TX	SPS	Wichita Falls	Sheppard Air Force Base/Wichita Falls Municipal	N	48,490
266	LA	LCH	Lake Charles	Lake Charles Regional	N	46,399
267	TX	BPT	Beaumont/Port Arthur	Southeast Texas Regional	N	46,253
268	HI	LNY	Lanai City	Lanai	N	45,890
269	CO	GUC	Gunnison	Gunnison– Crested Butte Regional	N	44,865
270	ID	TWF	Twin Falls	Joslin Field– Magic Valley Regional	N	44,405
271	WI	RHI	Rhineland	Rhineland– Oneida County	N	43,076
272	AK	DLG	Dillingham	Dillingham	N	42,979

273	MT	BTM	Butte	Bert Mooney	N	42,751
274	GA	VLD	Valdosta	Valdosta Regional	N	42,200
275	IA	SUX	Sioux City	Sioux Gateway/Col. Bud Day Field	N	41,738
276	IA	DBQ	Dubuque	Dubuque Regional	N	40,777
277	AZ	FLG	Flagstaff	Flagstaff Pulliam	N	40,189
278	AK	AKN	King Salmon	King Salmon	N	40,160
279	IA	ALO	Waterloo	Waterloo Regional	N	40,140
280	MP	GRO	Rota Island	Rota International	N	39,747
281	WA	EAT	East Wenatchee	Pangborn Memorial	N	39,022
282	GA	ABY	Albany	Southwest Georgia Regional	N	38,527
283	AK	HOM	Homer	Homer	N	38,485
284	ID	PIH	Arbon Valley	Pocatello Regional	N	38,411
286	MI	PLN	Pellston	Pellston Regional Airport of Emmet County	N	38,191
287	CA	SMX	Santa Maria	Santa Maria Public/Capt. G Allan Hancock Field	N	38,128
288	MI	MKG	Muskegon	Muskegon County	N	37,975
290	GA	BQK	Brunswick	Brunswick Golden Isles	N	37,269
292	AK	BRW	Barrow	Wiley Post–Will Rogers Memorial	N	36,740
293	OR	OTH	North Bend	Southwest Oregon Regional	N	36,083
294	OH	LCK	Columbus	Rickenbacker International	N	34,948
295	CO	FNL	Fort Collins/ Loveland	Fort Collins–Loveland Municipal	N	34,669
296	AR	TXK	Texarkana	Texarkana Regional–Webb Field	N	34,549
297	KY	PAH	Paducah	Barkley Regional	N	33,981
298	MS	GTR	Columbus	Golden Triangle Regional	N	33,629
299	FL	APF	Naples	Naples Municipal	N	32,898
300	PR	PSE	Ponce	Mercedita	N	30,996

301	PA	IPT	Williamsport	Williamsport Regional	N	30,818
302	AK	DUT	Unalaska	Unalaska	N	30,561
303	MS	TUP	Tupelo	Tupelo Regional	N	30,318
304	MN	BJI	Bemidji	Bemidji Regional	N	29,699
305	IL	BLV	Belleville	Scott Air Force Base/ Midamerica	N	29,449
307	NM	FMN	Farmington	Four Corners Regional	N	29,226
308	OR	LMT	Klamath Falls	Klamath Falls	N	29,010
309	SD	ABR	Aberdeen	Aberdeen Regional	N	28,924
310	WY	COD	Cody	Yellowstone Regional	N	28,483
311	MI	CMX	Hancock	Houghton County Memorial	N	27,729
312	MS	MEI	Meridian	Key Field	N	26,605
313	AZ	PGA	Page	Page Municipal	N	26,594
314	MP	TNI	Tinian (Municipality)	Tinian International	N	25,954
315	AZ	1G4	Peach Springs	Grand Canyon West	N	25,945
316	CA	VCV	Victorville	Southern California Logistics	N	25,836
317	WI	EAU	Eau Claire	Chippewa Valley Regional	N	25,694
319	WA	ALW	Walla Walla	Walla Walla Regional	N	24,793
320	NC	ISO	Kinston	Kinston Regional Jetport at Stallings Field	N	24,726
321	MN	STC	St. Cloud	St. Cloud Regional	N	24,556
322	PR	VQS	Isla De Vieques	Antonio Rivera Rodriguez	N	24,112
323	UT	ENV	Wendover	Wendover	N	23,620
324	TX	GGG	Longview	East Texas Regional	N	23,437
325	AK	ANI	Aniak	Aniak	N	23,116
326	WA	BFI	Seattle	Boeing Field/King County International	N	23,016
327	WA	PUW	Pullman	Pullman/Moscow Regional	N	22,874
328	CA	OXR	Oxnard	Oxnard	N	22,783
329	MO	COU	Columbia	Columbia Regional	N	22,005
330	MN	INL	International Falls	International Falls	N	21,861

			Falls	International		
332	WA	FHR	Friday Harbor	Friday Harbor	N	21,172
333	MN	BRD	Brainerd	Brainerd Lakes Regional	N	20,718
335	AK	PSG	Petersburg	Petersburg James A. Johnson	N	19,657
336	AK	CDV	Cordova	Merle K. (Mudhole) Smith	N	19,590
337	WA	CLM	Port Angeles	William R. Fairchild International	N	19,347
338	CO	TEX	Telluride	Telluride Regional	N	18,134
339	MA	EWB	New Bedford	New Bedford Regional	N	17,960
341	IN	GYG	Gary	Gary/Chicago International	N	17,935
342	CA	CIC	Chico	Chico Municipal	N	17,811
343	AK	MRI	Anchorage	Merrill Field	N	17,745
344	CA	MOD	Modesto	Modesto City County–Harry Sham Field	N	17,735
345	GA	MCN	Macon	Middle Georgia Regional	N	16,954
346	ME	PQI	Presque Isle	Northern Maine Regional Airport at Presque Isle	N	16,479
347	PA	LBE	Latrobe	Arnold Palmer Regional	N	16,305
348	SD	PIR	Pierre	Pierre Regional	N	16,138
349	MI	CIU	Sault Ste. Marie	Chippewa County International	N	15,550
350	AK	VDZ	Valdez	Valdez Pioneer Field	N	15,522
351	MS	PIB	Moselle	Hattiesburg-Laurel Regional	N	15,406
352	KS	MHK	Manhattan	Manhattan Regional	N	15,140
353	WY	CYS	Cheyenne	Cheyenne Regional/Jerry Olson Field	N	15,127
354	WY	GCC	Gillette	Gillette–Campbell County	N	15,015
356	WY	RKS	Rock Springs	Rock Springs–Sweetwater County	N	14,662
357	MI	CVX	Charlevoix	Charlevoix Municipal	N	14,549
359	MA	BED	Bedford	Laurence G. Hanscom Field	N	13,887
360	WV	PKB	Parkersburg	Mid-Ohio	N	13,773

				Valley Regional		
361	WY	SHR	Sheridan	Sheridan County	N	13,760
362	AK	LHD	Anchorage	Lake Hood	N	13,727
363	AK	SCC	Deadhorse	Deadhorse	N	13,703
364	MT	SDY	Sidney	Sidney-Richland Municipal	N	13,479
365	ME	RKD	Rockland	Knox County Regional	N	13,217
366	CA	IYK	Inyokern	Inyokern	N	13,138
367	IA	MCW	Mason City	Mason City Municipal	N	13,127
368	PR	SIG	San Juan	Fernando Luis Ribas Dominicci	N	12,778
369	PA	JST	Johnstown	John Murtha Johnstown-Cambria County	N	12,674
370	IL	MWA	Marion	Williamson County Regional	N	12,373
371	WY	RIW	Riverton	Riverton Regional	N	12,236
373	AK	YAK	Yakutat	Yakutat	N	11,989
375	WV	LWB	Lewisburg	Greenbrier Valley	N	11,753
376	IL	DEC	Decatur	Decatur	N	11,686
377	CA	CEC	Crescent City	Jack McNamara Field	N	11,632
378	AK	GST	Gustavus	Gustavus	N	11,579
379	NC	HKY	Hickory	Hickory Regional	N	11,530
380	NH	LEB	Lebanon	Lebanon Municipal	N	11,367
381	MI	ESC	Escanaba	Delta County	N	11,361
382	AK	ENM	Emmonak	Emmonak	N	11,271
383	AK	GAL	Galena	Edward G. Pitka Sr.	N	11,261
384	TX	DRT	Del Rio	Del Rio International	N	11,094
385	WV	MGW	Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	N	11,038
387	TX	VCT	Victoria	Victoria Regional	N	10,932
388	AK	WRG	Wrangell	Wrangell	N	10,740
389	MN	HIB	Hibbing	Chisholm-Hibbing	N	10,619
390	NM	SAF	Santa Fe	Santa Fe Municipal	N	10,522
391	UT	CDC	Cedar City	Cedar City Regional	N	10,412

392	MS	GLH	Greenville	Mid Delta Regional	N	10,364
393	MI	APN	Alpena	Alpena County Regional	N	10,302
394	PA	DUJ	Brookville	Du Bois–Jefferson County	N	10,275
395	MA	PVC	Provincetown	Provincetown Municipal	N	10,236
396	NE	BFF	Scottsbluff	Western Nebraska Regional/ William B. Heilig Field	N	10,235
397	AK	UNK	Unalakleet	Unalakleet	N	10,224
398	KS	GCK	Garden City	Garden City Regional	N	10,107
399	WY	LAR	Laramie	Laramie Regional	N	10,065
400	ME	BHB	Bar Harbor	Hancock County–Bar Harbor	N	10,057
401	MO	JLN	Joplin	Joplin Regional	N	10,056
402	WV	CKB	Clarksburg	Harrison/ Marion Regional	None	9,701
403	NM	ROW	Roswell	Roswell International Air Center	None	9,570
404	AK	HNH	Hoonah	Hoonah	None	9,499
405	IL	UIN	Quincy	Quincy Regional– Baldwin Field	None	9,483
406	AK	SGY	Skagway	Skagway	None	9,385
407	AK	SOV	Seldovia	Seldovia	None	9,292
408	NJ	TTN	Trenton	Trenton Mercer	None	9,255
409	SD	ATY	Watertown	Watertown Regional	None	9,161
410	MI	IMT	Iron Mountain Kingsford	Ford	None	9,130
412	AK	FYU	Fort Yukon	Fort Yukon	None	8,964
413	AK	CDB	Cold Bay	Cold Bay	None	8,661
414	CA	MCE	Merced	Merced Municipal/Mac Ready Field	None	8,616
415	AK	KSM	St. Mary's	St. Mary's	None	8,262
416	IA	FOD	Fort Dodge	Fort Dodge Regional	None	8,229
417	MO	TBN	Fort Leonard Wood (U.S. Army)	Waynesville Regional Airport at Forney Field	None	8,216
418	CO	CEZ	Cortez	Cortez Municipal	None	8,205
419	AZ	HII	Lake Havasu City	Lake Havasu City	None	8,174

421	AK	HNS	Haines	Haines	None	8,054
423	AK	ILI	Iliamna	Iliamna	None	7,947
424	KS	HYS	Hays	Hays Regional	None	7,933
426	NE	LBF	North Platte	North Platte Regional Airport Lee Bird Field	None	7,749
427	GA	AHN	Athens	Athens/Ben Epps	None	7,680
428	NE	GRI	Grand Island	Central Nebraska Regional	None	7,617
429	KS	FOE	Topeka	Forbes Field	None	7,530
430	PR	MAZ	Mayaguez	Eugenio Maria De Hostos	None	7,463
432	NH	PSM	Portsmouth	Portsmouth International at Pease	None	7,312
433	AK	AQH	Quinhagak	Quinhagak	None	7,249
434	NY	JHW	Jamestown	Chautauqua County/Jamestown	None	7,086
435	MO	CGI	Scott City	Cape Girardeau Regional	None	7,019
436	OR	PDT	Pendleton	Eastern Oregon Regional at Pendleton	None	6,977
438	PA	AOO	Altoona	Altoona-Blair County	None	6,859
439	NE	EAR	Kearney	Kearney Municipal	None	6,789
441	IA	BRL	Burlington	Southeast Iowa Regional	None	6,723
442	AK	HPB	Hooper Bay	Hooper Bay	None	6,380
443	AL	MSL	Muscle Shoals	Northwest Alabama Regional	None	6,157
444	PA	LNS	Lancaster	Lancaster	None	6,101
445	AK	IIK	Kipnuk	Kipnuk	None	6,100
447	KS	LBL	Liberal	Liberal Municipal	None	6,018
448	CA	IPL	Imperial	Imperial County	None	5,977
449	AK	WLK	Selawik	Selawik	None	5,842
452	AK	MOU	Mountain Village	Mountain Village	None	5,599
453	ND	ISN	Williston	Sloulin Field International	None	5,569
454	CO	ALS	Alamosa	San Luis Valley Regional/Bergman Field	None	5,443
455	AK	D76	Noorvik	Robert (Bob) Curtis Memorial	None	5,390
456	PA	BFD	Bradford	Bradford Regional	None	5,379

457	VA	SHD	Weyers Cave	Shenandoah Valley Regional	None	5,307
459	ME	AUG	Augusta	Augusta State	None	5,225
460	AK	MBA	Manokotak	Manokotak	None	5,194
461	KS	DDC	Dodge City	Dodge City Regional	None	5,166
462	AK	MCG	McGrath	McGrath	None	5,141
463	MD	HGR	Hagerstown	Hagerstown Regional–Richard A. Henson Field	None	5,063
464	AK	VAK	Chevak	Chevak	None	5,021
465	AZ	PRC	Prescott	Ernest A. Love Field	None	5,020
466	ND	DIK	Dickinson	Dickinson–Theodore Roosevelt Regional	None	5,010
467	AK	OOK	Toksook Bay	Toksook Bay	None	4,952
468	AZ	SOW	Show Low	Show Low Regional	None	4,860
469	AK	WTK	Noatak	Noatak	None	4,859
470	WA	MWH	Moses Lake	Grant County International	None	4,822
471	AZ	SDL	Scottsdale	Scottsdale	None	4,798
472	AK	SVA	Savoonga	Savoonga	None	4,637
473	NV	61B	Boulder City	Boulder City Municipal	None	4,617
474	NY	ART	Watertown	Watertown International	None	4,612
475	MN	TVF	Thief River Falls	Thief River Falls Regional	None	4,611
476	AK	PHO	Point Hope	Point Hope	None	4,580
479	AK	SHH	Shishmaref	Shishmaref	None	4,395
480	MT	WYS	West Yellowstone	Yellowstone	None	4,372
481	AK	GAM	Gambell	Gambell	None	4,360
482	NM	CNM	Carlsbad	Cavern City Air Terminal	None	4,273
483	AK	SCM	Scammon Bay	Scammon Bay	None	4,149
484	AK	BVK	Buckland	Buckland	None	4,117
485	AK	KLK	Kalskag	Kalskag	None	4,105
486	AK	SDP	Sand Point	Sand Point	None	4,090
487	AK	AWI	Wainwright	Wainwright	None	4,049
488	CO	PUB	Pueblo	Pueblo Memorial	None	4,033
489	AK	2A9	Kotlik	Kotlik	None	4,030
491	CA	VIS	Visalia	Visalia Municipal	None	4,008
494	AK	AQT	Nuiqsut	Nuiqsut	None	3,954
495	HI	HNM	Hana	Hana	None	3,898
496	AK	BTI	Kaktovik	Barter Island LRRS	None	3,867
497	AR	HRO	Harrison	Boone County	None	3,853

499	AK	MTM	Metlakatla	Metlakatla	None	3,821
498	AK	KVL	Kivalina	Kivalina	None	3,821
500	AK	IAN	Kiana	Bob Baker Memorial	None	3,740
501	AK	GGV	Kwigillingok	Kwigillingok	None	3,708
502	AK	A61	Tuntutuliak	Tuntutuliak	None	3,684
504	AK	DUY	Kongiganak	Kongiganak	None	3,636
506	NV	ELY	Ely	Ely/Yelland Field	None	3,618
507	KY	OWB	Owensboro	Owensboro–Davies County	None	3,611
508	AK	OAK	Pilot Station	Pilot Station	None	3,582
509	AK	CFK	Chefornak	Chefornak	None	3,519
510	AK	Z09	Kasigluk	Kasigluk	None	3,502
511	AK	TAL	Tanana	Ralph M. Calhoun Memorial	None	3,433
512	AR	HOT	Hot Springs	Memorial Field	None	3,366
513	AK	NUL	Nulato	Nulato	None	3,359
514	ND	DVL	Devils Lake	Devils Lake Municipal	None	3,327
515	AK	SNP	Saint Paul Island	St. Paul Island	None	3,325
519	MI	IWD	Ironwood	Gogebic–Iron County	None	3,291
520	AK	AKP	Anaktuvuk Pass	Anaktuvuk Pass	None	3,289
521	AK	KKA	Koyuk	Koyuk Alfred Adams	None	3,236
522	NY	MSS	Massena	Massena International–Richards Field	None	3,218
523	AK	AUK	Alakanuk	Alakanuk	None	3,109
524	AK	CGA	Craig	Craig	None	3,088
525	AK	EEK	Eek	Eek	None	3,083
526	AR	JBR	Jonesboro	Jonesboro Municipal	None	3,079
527	UT	CNY	Moab	Canyonlands Field	None	3,078
528	AK	HLA	Huslia	Huslia	None	3,072
529	AK	ATK	Atkasuk	Atkasuk Edward Burnell Sr. Memorial	None	3,064
530	AK	TLT	Tuluksak	Tuluksak	None	3,061
531	AK	PGM	Port Graham	Port Graham	None	3,047
532	AK	ELI	Elim	Elim	None	3,023
534	AK	KVC	King Cove	King Cove	None	2,949
535	AK	KEB	English Bay	English Bay	None	2,943
536	PA	FKL	Franklin	Venango Regional	None	2,939
537	WA	ORS	Eastsound	Orcas Island	None	2,934
539	UT	BCE	Bryce Canyon	Bryce Canyon	None	2,856
540	KS	SLN	Salina	Salina Municipal	None	2,805

541	AK	KWT	Kwethluk	Kwethluk	None	2,796
542	AK	WBB	Stebbins	Stebbins	None	2,793
543	AK	16A	Nunapitchuk	Nunapitchuk	None	2,777
544	AK	MDM	Marshall	Marshall Don Hunter Sr.	None	2,749
545	AK	T44	Kodiak	Trident Basin	None	2,730
546	AK	RSH	Russian Mission	Russian Mission	None	2,708
547	TN	MKL	Jackson	McKellar–Sipes Regional	None	2,703
548	NY	SLK	Saranac Lake	Adirondack Regional	None	2,682
549	CA	PMD	Palmdale	Palmdale Regional/U.S. Air Force Plant 42	None	2,648
550	AK	2C7	Shaktoolik	Shaktoolik	None	2,601
551	AK	AKI	Akiak	Akiak	None	2,587
552	AK	2A3	Larsen Bay	Larsen Bay	None	2,581
553	WV	BKW	Beckley	Raleigh County Memorial	None	2,574
554	AK	Z13	Akiachak	Akiachak	None	2,530

**ACKNOWLEDGMENTS**

This study was performed under the overall guidance of the ACRP Project Committee 11-01. The Committee is chaired by ARTHUR P. BERG, Kaplan Kirsch & Rockwell LLP, New York, New York. Members are TIMOTHY KARASKIEWICZ, General Mitchell International Airport, Milwaukee, Wisconsin; ROBERT S. MAERZ, San Francisco International Airport, San Francisco, California; CARLENE MCINTYRE, Port Authority of New York & New Jersey, New York, New York; DONALD MUETING, Minnesota DOT, St. Paul, Minnesota; E. LEE THOMSON, McCarran International Airport, Las Vegas, Nevada; and KATHLEEN YODICE, Yodice Associates, Aircraft Owners and Pilots Association, Washington, DC.

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