



GROUND TRANSPORTATION

RULES AND REGULATIONS

LAX GROUND TRANSPORTATION RULES AND REGULATIONS

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LAX GROUND TRANSPORTATION RULES AND REGULATIONS

All entities engaged in the transportation of persons by motor vehicle for compensation, all owners and operators of commercial passenger motor vehicles and vehicles for hire regulated by a federal, state and/or municipality, and drivers thereof, at Los Angeles International Airport shall operate in compliance with the following rules and regulations. These rules and regulations have been adopted by the City of Los Angeles, Los Angeles World Airports and the Board of Airport Commissioners to promote customer service and ensure safe, efficient, and consistent ground transportation operations for both the traveling public and the service providers.

All Operators are responsible for obtaining the latest version of these Rules and Regulations and ensuring all current and future employees are familiar with, and comply with, these Rules and Regulations.

It is the intention of Los Angeles World Airports, through its enforcement activities, to encourage operators and drivers of motor vehicles transporting passengers for compensation, to operate in an orderly and safe manner by complying with the rules and regulations contained herein. Many of the rules and regulations stated herein are in ordinance or statutory form as law and consequently will be enforced through citation or arrest and adjudication through the criminal justice system in Los Angeles Superior Court. The rules and regulations contained herein, when legally permissible, shall take precedence over any other existing code, rule or regulation.

1. **DEFINITIONS.** There will be no exceptions to these definitions unless a written notice to the effect is signed by the Chief Executive Officer or his or her authorized designee.
 - 1.1. "Airline Crew Transporter" – PSC Operators and Charter-Party Operators having agreements with Permitted Air Carriers to transport Permitted Air Carriers' crew personnel to and from Airport.
 - 1.2. "Airport" - Los Angeles International Airport.
 - 1.3. "AVI System" – The automatic vehicle identification system at Airport.
 - 1.4. "AVI Transponder" – A City-issued device that transmits a signal for automatic vehicle identification.
 - 1.5. "Bus" - A Commercial Vehicle designed for carrying fifteen (15) or more persons, not including the driver.
 - 1.6. "CPUC" – The California Public Utilities Commission, or its successor state agency.
 - 1.7. "CTA" – The central terminal area of Airport which includes the roads, parking lots, and public spaces adjacent to, and used to access, the terminal entrances of the Airport.
 - 1.8. "Cell Phone Waiting Lot" - An area designated by the Chief Executive Officer for non-commercial motorists to wait until their passenger is available for pick-up at the Airport.
 - 1.9. "Charter-Party" – An Operator Type holding a Transportation Charter Party (TCP) or Transportation Network Company (TNC) permit or certificate issued by the CPUC.
 - 1.10. "Chief Executive Officer" - The Chief Executive Officer of Los Angeles World Airports, or his or her authorized representative.
 - 1.11. "Circuit" – A complete or partial loop around the CTA.

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- 1.12. "Citation" – A written administrative notice of violation of the LAX Rules and Regulations issued by any Airport police officer, any peace officer, or any employee of Airport designated by the Chief Executive Officer to enforce the Rules and Regulations.
- 1.13. "City" - The City of Los Angeles, acting through its Board of Airport Commissioners.
- 1.14. "Commercial Vehicle" - A motor vehicle that is (i) of the type required to be registered with the state DMV; and which is used or maintained for the transportation of persons or luggage. Commercial Vehicles include, but are not limited to, PSC Vehicles, Charter-Party Vehicles, TNC Vehicles, USDOT-authorized vehicles, Courtesy Vehicles, and Airline Crew Transporter vehicles.
- 1.15. "Concessionaire" – An Operator operating under the terms and conditions of a fully executed concession agreement with City.
- 1.16. "Courtesy Vehicle" - A motor vehicle that is operated by or on behalf of a business for the purpose of transporting passengers to or from such business to or from Airport, without direct charge to the passengers. An off-airport private parking or hotel courtesy shuttle is an example of a Courtesy Vehicle.
- 1.17. "Customer Service Representative" - An employee, agent or individual authorized by City to be stationed at designated locations to facilitate Commercial Vehicle activity and/or customer loading.
- 1.18. "DMV" – Department of Motor Vehicles, or its successor state agency.
- 1.19. "Driver" – Any person who drives or operates a Commercial Vehicle upon Airport.
- 1.20. "Fictitious Name" – The business name of the Operator other than its legal name (including sole proprietorship). Also referenced as "doing business as" "DBA". The business name must be registered with the County Clerk.
- 1.21. "General Order Series 157" – The CPUC "Rules and Regulations Governing the Operations of Charter-Party Carriers of Passengers Pursuant to Chapter 8 of Division 2 of the Public Utilities Code (beginning with Section 5351)" (a/k/a General Order Series 157), as may be amended.
- 1.22. "General Order Series 158" – The CPUC "Rules and Regulations Governing the Operations of Passenger Stage Corporations and the Construction and Filing of Tariffs and Timetables" (a/k/a General Order Series 158), as may be amended.
- 1.23. "Geo-Fence" – The LAWA established boundary defined by Geographic Information System coordinates, passage through which constitute a Trip for TNC operations.
- 1.24. "Geo-Fence Area" – The Airport properties and facilities within the Geo-Fence boundaries.
- 1.25. "Holding Lot" – An area designated by the Chief Executive Officer for the staging of Commercial Vehicles providing ground transportation services to Airport.
- 1.26. "LADOT" – The City of Los Angeles Department of Transportation, or its successor agency.

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- 1.27. "LAMC" – The Los Angeles Municipal Code, as may be amended from time to time.
- 1.28. "Law" – All present and future legislation statutes, codes, acts, ordinances, charters, orders, judgments, decrees, injunctions, rules, regulations, of the federal, state, and local levels of government, that now or at any time hereafter may be applicable to the Operator, the Driver, or to Airport or any part thereof.
- 1.29. "LAWA" – Los Angeles World Airports.
- 1.30. "Limousine" - Any luxury sedan or sport utility vehicle, of either standard or extended length, designed with a seating capacity of not more than ten (10) passengers including the driver.
- 1.31. "Lower Level Roadway" - The lower level roadway in the CTA including curb space.
- 1.32. "Operating Authority" – A written agreement fully executed by City authorizing Operator to operate one or more Commercial Vehicles on Airport. Operating Authority may authorize operation of Charter-Party, Courtesy, PSC-Scheduled Service, PSC-Shared-Ride, Transportation Network Company Commercial Vehicle Operations, or any other Commercial Vehicle Operations approved by City.
- 1.33. "Operator" - A corporation, company, association, entity or individual holding Operating Authority from City. A corporation, company, association, entity or individual shall be deemed by LAWA as a separate business and unique Operator for each type of operating authority granted by Airport (e.g. Charter/TCP, Door-to-Door, Courtesy).
- 1.34. "Operator Type" – Airport classification of commercial operator for tracking and assessment of fees. Types may be Charter-Party, Hotel/Motel, Private Parking, Rental Car, PSC-Scheduled Service, PSC-Shared-Ride, Airline Crew Transporter, TNC or other classifications determined by Airport.
- 1.35. "Permitted Air Carrier" – An air carrier that has a current executed Air Carrier Operating Permit with City.
- 1.36. "PSC" – Passenger Stage Corporation as defined in Section 226 of the California Public Utilities Code.
- 1.37. "Rental Car Company" – Any business that, directly or indirectly, provides, procures and/or brokers rental vehicles as part of its business and/or conducts, facilitates, and/or manages vehicle rental activities as part of its business. This includes, but is not limited to, traditional rental car businesses, brokers for car rental businesses, rental car delivery companies, peer-to-peer car rental businesses and car sharing businesses.
- 1.38. "Scheduled Service" - Transportation to and from Airport conducted by a PSC Operator authorized by the CPUC and LAWA to operate scheduled service to specific places at specific times. Scheduled Service does not pick up or drop off at private residences.
- 1.39. "Shared-Ride" – Transportation to and from Airport conducted by a PSC Operator authorized by the CPUC and LAWA to operate on-call door-to-door shuttle service between Airport's terminals and points outside Airport.

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- 1.40. "Solicit/Solicitation" - The uninvited initiation of a conversation with any potential customer for the purpose of enticing or persuading said customer to use any service or facilities provided by any Operator.
- 1.41. "Suspension" – Prohibition of entering Airport property for the purpose of conducting Ground Transportation operations, including drop-off, pick-up and operating a Vehicle in a commercial ground transportation capacity.
- 1.42. "Taxicab" - A Commercial Vehicle equipped with a taxi meter authorized to operate as a taxicab by City and the LADOT.
- 1.43. "Taxicab Stand" - Curb space located on the terminal sidewalk curb on the Lower Level Roadway designated for taxis with markings and signs.
- 1.44. "TNC" – Transportation Network Company as defined by the CPUC as an organization that provides transportation services for compensation using an online enabled application or platform to connect passengers with drivers who are using their personal vehicles.
- 1.45. "TNC Driver" – Individual driver that has approved access to a TNC Mobile App
- 1.46. "TNC Mobile App" – an online enabled application or platform accessible by a mobile device to connect a TNC Driver with a passenger.
- 1.47. "TNC Vehicle" – TNC approved personal vehicle used by a TNC Driver.
- 1.48. "Traffic Island" – The raised median separating the outer lanes from the inner lanes on the Lower Level Roadway.
- 1.49. "Trip" – A scheduled or unscheduled arrival and/or departure on the CTA roadways by a vehicle of Operator.
- 1.50. "Trip Ticket" – A receipt issued by the designated Charter-Party dispensing method evidencing the Charter-Party Driver and Charter-Party Vehicle authorization of a Trip.
- 1.51. "Upper Level Roadway" - The upper level roadway in the CTA including curb space.
- 1.52. "USDOT" – The United States Department of Transportation or its successor.
- 1.53. "Van" - A Commercial Vehicle designed to carry between six (6) and fourteen (14) passengers not including the driver. Conventional passenger station wagons, sedans, sport utility vehicles and Limousines shall not be considered vans.
- 1.54. "Vehicle Category" – Classification of vehicle depending on the passenger seating capacity, including the driver, as defined by and subject to modification by City:
 - Class 1: Vehicle configured to seat twenty-five (25) passengers or less.
 - Class 2: Vehicle configured to seat more than twenty-five (25) passengers.
- 1.55. "Vehicle Permit" – A decal or sticker issued by City evidencing Operator's authority to operate Commercial Vehicle at Airport.
- 1.56. "Violation Points" – Points issued against the vehicle and Operator for violation of the Rules and Regulations of Commercial Ground Transportation at LAX. Assignment

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and/or accumulation of Violation Points may lead to an Operator and/or vehicle Suspension and/or termination of authority to operate at Airport. Where applicable, the number of Violation Points for violation of the rules and regulations listed in subsequent sections are indicated in brackets.

2. **RULES AND REGULATIONS APPLICABLE TO TAXICABS.** Taxicab Operators and Drivers shall comply with the “Taxicab Rules and Regulations of the Board of Taxicab Commissioners, City of Los Angeles” established by Board Order No. 471” (the “Taxicab Rules”), as amended from time to time. The current Taxicab Rules are available at <http://ladot.lacity.org/>
3. **GENERAL RULES AND REGULATIONS APPLICABLE TO ALL COMMERCIAL VEHICLE OPERATORS AND DRIVERS (excluding Taxicab Operators and Drivers).**

3.1. **COMPLIANCE WITH LAW**

Operators shall, at their sole cost and expense, comply and cause their Drivers, employees, agents, contractors and licensees to comply with all Laws, including, but not limited to, the California Public Utilities Code, the California Vehicle Code, the Los Angeles Municipal Code, the Los Angeles Administrative Code and any others that are applicable. Airport rules and regulations, when legally permissible, shall take precedence over any other existing code, rule or regulation.

Immediate suspension of Operator and/or vehicles will result from violations of safety and non-compliance with laws, including anti-discrimination laws, and/or operating authority revoked by the CPUC.

3.2. **AUTHORITY TO OPERATE**

3.2.1. **Authority to Operate.**

- 3.2.1.1. Pursuant to LAMC §171.02, no person shall be engaged in any business or commercial activity of any kind whatsoever on the Airport without first having applied for and obtained the appropriate operating authority, and/or permit therefore. [30]
- 3.2.1.2. Each new Operator shall complete to the satisfaction of the City an orientation provided by Airport prior to issuance of a Vehicle Permit.
- 3.2.1.3. It is the responsibility of the Operator to maintain current and valid Airport Operating Authority and Permits to operate at Airport.
- 3.2.1.4. Operating Authority may be denied for a period up to three years following the date of City termination of Operating Authority for cause.
- 3.2.1.5. Pursuant to the agreement entered into with LAWA, Operators shall obtain and keep in full force and effect at all times during the term of such agreement, at its expense, policies of insurance of the types, with the coverages and insuring the risks specified in the insurance schedule attached to such document.

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3.2.2. No Dual Authority.

- 3.2.2.1. Pursuant to General Order Series 157 and 158, Operators shall not conduct both passenger stage service and charter-party service on Airport property unless such operations are authorized by both the CPUC and LAWA. (General Order Series 157 §3.02; General Order Series 158 §3.01)
- 3.2.2.2. Operators of Commercial Vehicles, when dually authorized by the CPUC to operate both as a TCP and a PSC, shall operate on Airport premises and pay fees, as either a PSC or TCP but not both. Each Operator shall select only one method of operation and obtain separate City authority for the type of service it shall operate on Airport premises. The Operator shall be deemed by LAWA as a separate business and unique Operator for each type of Operating Authority granted by Airport. Operator shall maintain a separate and distinct Commercial Vehicle fleet for each Operating Authority granted by LAWA. (Ex. 1) a PSC Commercial Vehicle cannot occasionally or concurrently operate as a TCP Commercial Vehicle or vice versa. 2) a PSC Scheduled Service Commercial Vehicle cannot occasionally or concurrently operate as a PSC Shared-Ride Commercial Vehicle or vice versa. 3) a TCP Charter-Party Commercial Vehicle cannot occasionally or concurrently operate as an Airline Crew Transport Commercial Vehicle or vice versa)
- 3.2.2.3. Operators and Drivers of Commercial Vehicles and/or Vehicles for Hire, when authorized by the CPUC and LAWA to operate as a TCP and dually registered with a TNC, shall operate on Airport premises and pay fees as a TCP. Each Operator shall select only one method of operation for the type of service it shall operate on Airport premises. The Operator shall be deemed by LAWA as a separate and unique business from the TNC and must abide by the rules and regulations prescribed for TCPs.

3.2.3. Notification/Information Changes.

The Operator shall submit written notification to the LAX Ground Transportation Permit Office of business changes, including but not limited to business name change, physical address change, email address change, contact name change, and Commercial Vehicle fleet changes. Notification shall be submitted within 15 calendar days of such change. Failure on the part of the Operator to deliver such notice shall neither relieve any Operator or Driver of the obligations set forth therein nor constitute a failure of the City to provide the required notice. Consequences of undeliverable or untimely receipt of LAWA notifications are the responsibility of the Operator.

3.2.4. Vehicle Permit Requirements.

- 3.2.4.1. All Commercial Vehicles operated on Airport by Operator shall have a current Airport Vehicle Permit firmly affixed to the vehicle in the location and manner prescribed by the Chief Executive Officer. [30]
- 3.2.4.2. All Vehicle Permits issued by the City shall at all times remain the property of the City and shall be returned to the City on demand.
- 3.2.4.3. Vehicle Permit shall not be transferable or assignable. [30]

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- 3.2.4.4. Vehicle Permit shall not be forged, altered or counterfeited. [30]
 - 3.2.4.5. When a Commercial Vehicle is removed from service, Operator shall return the Vehicle Permit, return the assigned AVI Transponder, and complete an Airport Vehicle Change Form within 30 days of change in service.
 - 3.2.4.6. City shall determine the frequency of and occasions when replacement Vehicle Permits may be issued.
 - 3.2.4.7. Vehicle Registration. DMV Registration must include the name of the carrier authorized to operate at Airport. It may be in a Fictitious Name capacity. If a vehicle is leased or rented, a copy of valid lease or rental agreement shall be provided.
- 3.2.5. AVI System Requirements.
- 3.2.5.1. AVI Transponder
 - 3.2.5.1.1. Commercial Vehicles shall not operate and/or board passengers on the Upper Level Roadway, Lower Level Roadway or Parking Structures without a visible, properly functioning AVI Transponder firmly affixed to the vehicle, and as designated below. [30]
 - 3.2.5.1.2. All AVI Transponders issued by the City shall at all times remain the property of the City and shall be returned to the City on demand.
 - 3.2.5.1.3. Operators are solely responsible for the safety and security of any AVI Transponder(s) assigned to its vehicle(s).
 - 3.2.5.1.4. The AVI Transponder shall be affixed to the Commercial Vehicle in the manner prescribed by the City. The AVI Transponder shall not be tampered, altered, damaged, destroyed, removed or installed on the same or another vehicle. [10]
 - 3.2.5.1.5. AVI Transponders shall not be transferable or assignable. [30]
 - 3.2.5.1.6. AVI Transponder shall be returned to City by the registered Operator when the assigned vehicle is permanently removed from service. The Operator shall be assessed a non-refundable fine for each AVI Transponder not returned.
 - 3.2.5.2. Activity Recorded. Registered Operator of AVI Transponder shall be responsible for all vehicle activity recorded and applicable fees.
 - 3.2.5.3. Evading System. Operators and its Drivers are prohibited from committing or attempting to commit any act that causes the Airport's AVI System to fail to detect the presence of such Driver's Commercial Vehicle.

Violations will subject the Operator to suspension or revocation of its operating rights at Airport as determined by the Chief Executive Officer.
 - 3.2.5.4. For purposes of this Section 3.2.5, TNC Vehicles are excluded from this provision.

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3.2.6. Fees.

- 3.2.6.1. Each Operator shall pay to the City fees for the rights granted for services rendered at the Airport as stipulated in their Agreement with City. Commercial Vehicles shall pay fees according to its Vehicle Category as provided by resolution of the City.
- 3.2.6.2. Circuit/Trip Fees. The City may adjust the Circuit/Trip Fees up to two times per year.
- 3.2.6.3. Administrative Fee. Operator shall pay the administrative fee(s) as provided by resolution of the City.
- 3.2.6.3.1. Operator shall remit a non-refundable application fee in the amount set by the City.
- 3.2.6.3.2. An annual administrative fee in the amount set by the City shall be remitted to maintain the license agreement. An additional Administrative Assessment fee may be applied to the Operator that fails to complete the annual redecal/repermit process by the date prescribed.
- For purposes of this Section 3.2.6.3, Ground Transportation Concessionaires are excluded from this provision.
- 3.2.6.4. Other Fees. Operator shall pay all other charges, penalties or fees occasioned by its operations or activities on or about Airport.
- 3.2.6.5. Refusal to Issue or Renew Permit. The City will neither issue a Permit nor renew a Permit of any Operator or Permit Holder either owing money to the City or under a period of Suspension until full payment of such money and expiration of all applicable Suspension periods.

3.2.7. Name/Logo

- 3.2.7.1. Operators shall be prohibited from operating at Airport utilizing a name, logo, and/or color schemes which is identical or similar to another authorized Operator doing business at Airport. LAWA deems each Operator a separate business and unique Operator for each type of Operating Authority granted by Airport (e.g. Charter/TCP, PSC-Shared-Ride, Courtesy).

Example:

Operator 1: **Airport Transportation, Inc.** doing business as *My Transporter*, for Charter-Party operations

Operator 2: **Airport Transportation Inc.** doing business as *Plane Wheels*, for Shared-Ride operations

LAWA deems the business known as *My Transporter* and the business known as *Plane Wheels* as two separate and distinct Operators, whose identifying name, logo, and/or color schemes may not be identical or similar in nature.

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- 3.2.7.2. Operators shall be prohibited to use the name, logo and/or color schemes of LAWA, LAWA operated services, or of any other company in a manner which may confuse the public. [10]
 - 3.2.7.3. Operator shall file with LAWA a description with photograph adequate to identify the color scheme(s) and markings common to Operator's Commercial Vehicles.
 - 3.2.7.4. Change in Logo. Operator shall file and obtain approval from LAWA of any change in logo or color scheme prior to operating vehicles at Airport. [10]
 - 3.2.7.5. The Chief Executive Officer reserves the right to deny the use of any name, logo, or color scheme.
- 3.2.8. Alternative Fuel Vehicle Requirement Program. Operators shall comply with the provisions of the Alternative Fuel Vehicle Requirement Program as shown in Appendix 7 of the [LAX Rules and Regulations](#).

3.3. OPERATIONS

- 3.3.1. Vehicle Identification. Operators and Drivers operating under the authority of the USDOT, CPUC and/or LADOT shall comply with the vehicle identification rules stipulated in their USDOT, CPUC and/or LADOT authorization. (e.g. California Public Utilities Code §1038.5; General Order Series 158 §§4.03-4.06; General Order Series 157 §§4.03-4.08; 49 CFR §390.21)[10]
 - 3.3.1.1. All Courtesy Vehicles, all PSC Commercial Vehicles, and all other Operator Commercial Vehicles seating fifteen (15) or more passengers, shall:
 1. Possess color schemes and markings to be readily identifiable as belonging to Operator;
 2. Display the legal name or Fictitious Name of the Operator and on each side of the vehicle;
 3. Display the Operator's fleet identification vehicle number on the rear and each side of the vehicle.
- 3.3.2. Mechanical/Operating Condition. All Commercial Vehicles used in operations at Airport shall be in safe and clean operating condition. The vehicle shall be in good repair in compliance with applicable Laws and regulations relative to motor safety and both the interior and exterior of the vehicle shall be in a clean condition. [10]
- 3.3.3. Passenger and Baggage Transfers. Drivers or agents or any Operator shall not transfer passenger(s) or baggage from one Commercial Vehicle to another Commercial Vehicle anywhere on, or within two (2) miles of Airport premises unless such transfer is necessitated by a vehicle breakdown. [10]
- 3.3.4. Commercial Vehicle Loading/Drop-Off Zones. Drivers shall not stop their Commercial Vehicles and load or unload/drop off passengers on the Lower Level Roadway, Upper Level Roadway, or at any vehicle loading zone on Airport other than as designated for their Operator Type, or as otherwise directed by the Chief Executive Officer. [20]

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- 3.3.5. Loading Zone Time Limit. Drivers shall not stop, stand or park any Commercial Vehicle at any designated loading zone, as defined in 3.3.4 for a period longer than 45 seconds unless actively engaged in unloading/loading passenger(s). [20]
- 3.3.6. Use of Commercial Vehicles. At any curb loading zone or stop on the Upper Level Roadway or Lower Level Roadway, Drivers shall advance their Commercial Vehicles at the furthestmost available front position of the applicable curb zone or stop. Drivers of Commercial Vehicles shall not use their vehicle to unreasonably block or restrict the movement of a private vehicle, government-owned vehicle or vehicle of another Operator. [10]
- 3.3.7. Inner Roadway Access. Drivers shall not allow their vehicles to interfere with the ingress to or egress from the inner roadway or lanes by other vehicles.[20]
- 3.3.8. Unattended Vehicle. Drivers shall not park or leave a vehicle unattended at a curb. If Drivers must park or leave their vehicle unattended, they shall park in a public parking facility or designated Holding Lot. [20]
- 3.3.9. Holding Lot. All Operator vehicles not actively loading or unloading passengers in the CTA shall park in 1) the designated Airport staging area or 2) the CTA public parking facilities. The Chief Executive Officer reserves the right to charge a fee for use of such staging area. Use of the staging area shall be limited to such times as the Chief Executive Officer may allow. Use of public parking shall be charged at the prevailing public rate.
- 3.3.9.1. Only Commercial Vehicles with a valid LAX Permit may park in the Holding Lot for the respective type of commercial operation. Unauthorized parking or unauthorized use of the Holding Lot will result in the immediate towing and relocation of such vehicle at the owner's expense.
- 3.3.9.2. No Commercial Vehicle may load or unload in the Holding Lot. No passengers are allowed in the Holding Lot at any time. [10]
- 3.3.9.3. Drivers shall maintain the Holding Lot in clean, neat and sanitary condition, free from any and all litter and debris. [10]
- 3.3.9.4. Sales of goods or services and/or performance of services shall not be conducted at the Holding Lot without written consent from Airport. [20]
- 3.3.10. Cell Phone Waiting Lot – Drivers shall not use or stage their Commercial Vehicle in the Cell Phone Waiting Lot without written consent from the Chief Executive Officer. [20]
- 3.3.11. Designated Locations/Routes. Drivers may be required to stop at designated locations or use designated entry or departure routes so that City may inspect or count said vehicles and determine passenger loads.
- 3.3.12. Circuiting. Drivers, excluding TNC Drivers, may make up to a maximum of two (2) consecutive Circuits per pick-up trip then shall depart Airport and not return within twenty (20) minutes of such departure. [30]
- 3.3.12.1. TNC Drivers shall not recirculate in the Geo-Fence Areas. (Section 4.8.6)

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- 3.3.13. Obedience to Officers. No person shall willfully fail or refuse to comply with any lawful order, direction or signal of police officer, guard or special officer. (LAMC §89.19) [30]
- 3.3.14. Obedience to Airport Personnel. No person shall willfully fail or refuse to comply with any lawful order, direction or signal of an Airport official or agent appointed by Chief Executive Officer who displays proper identification. [30]
- 3.3.15. Right of Examination. Drivers shall allow any law enforcement officer, Airport official or designee thereof to examine their Trip Tickets and any other written or electronic evidence of authorizations to operate. [30]
- 3.3.16. Invalid Documents. Operators and Drivers, employees and agents of Operators shall not intentionally use, display, alter, show, exhibit or transfer any Trip Ticket, trip record, waybill, registration form, decal, seal, receipt, or any other document which is false, invalid, revoked, terminated or expired. [20]
- 3.3.17. Signage/Advertising
- 3.3.17.1. No person shall post, distribute or display signs, advertisements, posters, billboards, pictures or any printed or written matter at all on the Airport without a permit to do so. (LAMC §171.02(d))
- 3.3.17.2. An Operator and its Drivers, employees and agents shall not erect, post or place any signage, business card or any other form of advertising on the exterior of Commercial Vehicles operated on Airport, unless such Operator is specifically permitted pursuant an agreement with LAWA, or otherwise approved by prior written permission of the Chief Executive Officer. Signage and advertising, as used in this subsection, shall include any reference to price, special promotions, names, places, email address or phone numbers other than the Operator's primary contact information.
- An Operator and its Drivers, employees and agents shall not cause to be advertised the operation of a ground transportation service at the Airport that does not have Operating Authority.
- Violations will subject the Operator to suspension or revocation of its operating rights at Airport as determined by the Chief Executive Officer.
- 3.3.17.3. Meet and Greet Signage. Signage used shall be hand held and may not be larger than 15" x 15". The signage must contain the passenger's name or logo of the individual, group or company being met on the face of the sign. [10]
- 3.3.17.4. Amplified Sound/Public Address Equipment. Operator and Drivers shall not use amplifying sound or public address equipment at Airport unless such use and equipment are pre-approved in writing by the Chief Executive Officer or his or her designee. [10]
- 3.3.18. Soliciting. Drivers, employees, agents, and third persons representing Operators of Commercial Vehicles shall not solicit passengers on Airport for any reason. [30]

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- 3.3.19. Curb Coordinators and Customer Service Representatives. Operators and Drivers shall not use employees or agents in the CTA for any reason without the prior written consent of the Chief Executive Officer. [30]
- 3.3.20. Tips and Gratuities. Operators, its Drivers, employees, agents and representatives shall not in any manner pay, extend or give any type of consideration, compensation, gratuity or reward to any Airport skycap, porter, starter, ticket or information booth person at Airport, or other curbside or terminal personnel at Airport, unless the latter be a uniformed employee of Operator whose presence and activities on Airport property are approved by the Chief Executive Officer. [20]
- 3.3.21. Identification Badges/Cards
Drivers, excluding Charter-Party Drivers, shall either (i) wear an Operator-issued identification badge above the waist, visible to members of the public, while on Airport premises or (ii) display an Operator-issued identification card inside their Commercial Vehicle (x) in a location visible to the passenger(s) of the Commercial Vehicle and (y) with a font size large enough for passenger(s) of the vehicle to be able to read. The identification badge and identification card shall indicate the first and last name of the Driver and the Operator the Driver represents. Courtesy Vehicle Drivers may list their first name only on such identification badge or card. All non-Driver personnel of Operators shall wear Operator-issued identification badges while on Airport premises. Identification badges and cards shall be of a design approved by the Chief Executive Officer. [10]
- 3.3.22. Driver Appearance. Drivers of commercial vehicles shall present a clean and neat appearance while on Airport premises. [10]
- 3.3.23. Driver Courtesy. Drivers and agents of Operators shall be courteous to members of the public, other Drivers, all Airport law enforcement personnel, state and local peace officers, all Airport official and all agents appointed by Chief Executive Officer. [10]

4. CHARTER-PARTY OPERATORS

- 4.1. General Order Series 157. Charter-Party Operators and Charter-Party Drivers shall comply with the "Rules and Regulations Governing the Operations of Charter-Party Carriers of Passengers Pursuant to Chapter 8 of Division 2 of the Public Utilities Code (beginning with Section 5351)" (a/k/a/ General Order Series 157), as may be amended.
- 4.2. No Dual Authority. TNC Drivers and TNC Vehicles operating under TNC authority who also operate under a separate CPUC license or permit and separate Airport License Agreement, must abide by the terms pursuant to the non-TNC agreements, including but not limited to payment of fees, Airport access, Airport Rules and Regulations and license requirements by the CPUC, DMV, and City. (Refer to Section 3.2.2.3)
- 4.3. Waybill. Pursuant to General Order 157, Charter-Party Drivers shall possess waybills, completed in advance, for each pre-arranged pick-up and drop-off Trip. The waybill may be in electronic or hardcopy format.

Upon request, Charter-Party Drivers shall show their waybills to any airport enforcement officer, or to any official of a city, county, or city and county authorized to inspect waybills pursuant to California Public Utilities Code §5371.4(h). (General Order Series 157 §3.01)

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Failure or refusal of Driver to make a valid waybill available, the Driver's display of a document showing a time not reasonable in relation to the time when the Driver is present at the Airport, or failure of the Driver to provide information confirming his or her presence at the Airport for other business shall constitute prima facie evidence that the Driver is on the Airport for purposes of engaging in Solicitation. [20]

- 4.4. Expeditious Departure. Charter-Party Vehicles shall proceed immediately to exit the CTA after discharging or picking up a passenger fare. [20]
- 4.5. No Cruising. Drivers shall not drive on any Airport road and stop or slow in front of any terminal seeking an arrangement to transport one or more passengers from Airport for compensation or profit without a prearranged charter of agreement to transport the passenger(s) made prior to entry of CTA. [30]
- 4.6. No Taxi Transportation Service. Pursuant to General Order Series 157, Charter-Party Operators are not authorized to engage in taxicab transportation service licensed and regulated by a city or county. Charter-Party Operators are prohibited from using vehicles which have top lights and/or taxi meters. Pursuant to California Public Utilities Code §5386.5, no Charter-Party Operator or Charter-Party Driver shall advertise its services, or in any manner represent its services, as being taxicab or taxi service, or immediately available for hire or transport. (General Order Series 157 §3.03; California Public Utilities Code §5386.5)
- 4.7. No Rental Car Company Service. Charter-Party Operators and Charter-Party Drivers are prohibited from loading Rental Car Company customers at the Airport unless specifically authorized in writing by the Chief Executive Officer. [30]

4.8. TRANSPORTATION CHARTER PARTY (TCP)

4.8.1. TCP Waybill

In addition to CPUC waybill requirements, the waybill shall include:

- (i) Airline, and
- (ii) Airport terminal pick up location.

A TCP waybill without all CPUC and Airport waybill requirements is incomplete and invalid. [20]

4.8.2. Charter Trip Ticket

- 4.8.2.1. Possession of Trip Ticket. TCP Drivers shall not pick up passengers at Airport or enter the CTA for the purpose of picking up passengers without first obtaining a valid Trip Ticket from the designated Charter-Party dispensing method. Charter-Party Drivers operating a vehicle with CPUC vehicle identification that are picking up passengers in a personal capacity (e.g. family and friends) shall be subject to this Section 4.5.1. [10]

Picking up any passenger for hire after, or while, dropping off any other passenger without possession of a valid Trip Ticket is prohibited.

- 4.8.2.2. Lot Avoidance Circuit. A TCP Operator operating at Airport without a valid Trip Ticket may be cited for each Circuit that such TCP Operator operates

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without a valid Trip Ticket. Administrative Citations may be rendered based on observation and/or AVI System records. [10]

Example: A TCP Operator makes five (5) consecutive Circuits without a valid Trip Ticket; the Charter-Party Operator's vehicle may receive five (5) separate administrative Citations.

- 4.8.2.3. Valid Trip Ticket. A Trip Ticket is valid for a single pick-up Trip during the time period designated on the Trip Ticket.
- 4.8.2.4. Trip Ticket shall not be forged, altered or counterfeited. [20]
- 4.8.2.5. No Transfer of Trip Ticket. TCP Operators and TCP Drivers shall not transfer, sell, buy, give or receive a Trip Ticket (i) to or from another TCP Driver, or (ii) from one vehicle to another vehicle. [20]
- 4.8.2.6. Display of Trip Ticket. TCP Drivers shall properly display a valid Trip Ticket, face up, on the driver's side dashboard or windshield of the vehicle, while i) loading or meeting passengers in the CTA, and/or ii) parking and/or loading passengers and luggage in an Airport public parking lot or facility. [10]
- 4.8.2.7. TCP Drivers shall be exempt from this Section 4.7.2 during such time period as posted at the Charter-Party Holding Lot when Trip Tickets are not required.

4.8.3. Single-Use Permit, Class 2 Vehicles

- 4.8.3.1. A Charter-Party Operator requesting to provide transportation services LAX on a non-permanent basis with Class 2 vehicles, including one-time operations, shall obtain a Ground Transportation (GT) Single-Use Permit. A new GT Single-Use Permit is required for each request to utilize LAX.
- 4.8.3.2. A GT Single-Use Permit may be issued to a Charter-Party Operator no more than three occasions in a calendar year. Upon request for a second Single Use Permit, said Charter-Party Operator shall commence with the procedure to obtain a Non-Exclusive License Agreement which must be fully executed prior to said Charter-Party Operator's fourth facility use.
- 4.8.3.3. The fee for the Single-Use Permit shall be required in the amount and form as approved by the City.
- 4.8.3.4. The AVI Transponder requirement may be waived for a TCP Class 2 vehicle operating under a GT Single-Use Permit.
- 4.8.3.5. The issuance of any GT Single-Use Permit shall be at Airport's discretion based on factors that include but are not limited to, the Operator's past compliance with Airport Rules and Regulations.

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4.9. TRANSPORTATION NETWORK COMPANY (TNC)

- 4.9.1. Mobile App Assignments Only. TNC Driver shall only accept rides booked through the TNC's Mobile App and shall not solicit or accept street hails anywhere in the Airport Geo-Fence Areas.
- 4.9.2. No Disabling of TNC Mobile App. TNC Driver shall not turn off or disable the TNC Mobile App when a TNC Vehicle is in the Geo-Fence Areas.
- 4.9.3. Unauthorized Driver. TNC Vehicle shall not operate in the Geo-Fence Areas by an unauthorized driver.
- 4.9.4. Unauthorized Vehicle. TNC Driver shall not transport in an unauthorized vehicle.
- 4.9.5. No Shared Rides. TNC Vehicle shall not pick-up more than one passenger fare within the Geo-Fence Areas unless authorized by the Chief Executive Officer.
- 4.9.6. No Roadway Recirculation. TNC Vehicle shall not recirculate on or loop around any roadways in the Geo-Fence Areas.
- 4.9.7. No Loitering On or Near Airport. No TNC Vehicle shall stage, wait or park in any other areas of the Airport other than the Designated TNC Airport Assignment Area and/or Designated TNC Staging Areas.
- 4.9.8. Display Trade Dress. TNC Vehicle shall display Licensee's Trade Dress in the Designated Trade Dress Location at all times while in the Geo-Fence Areas. Trade Dress on TNC Vehicles must be visible and distinguishable within fifty (50) feet by any and all law enforcement and Airport personnel.
- 4.9.9. Airport Vehicle Permit
 - 4.9.9.1. Display Airport Vehicle Permit. TNC Vehicle shall display valid Airport Vehicle Permit at all times while in the Geo-Fence Areas and Designated TNC Staging Areas.
 - 4.9.9.2. Vehicle Permit shall not be transferable or assignable.
 - 4.9.9.3. Vehicle Permit shall not be forged, altered or counterfeited.
- 4.9.10. Waybill. In lieu of a physical waybill, every passenger pick-up or drop-off shall be documented electronically before crossing the Geo-Fence Areas to commence the provision of ride services for which the TNC Driver was contacted. The TNC Mobile App must generate the electronic equivalent of a waybill, which include the following requirements:
 - a) The name of the party(ies) to be transported
 - b) Time of booking
 - c) Airport terminal pick-up location

TNC Driver shall, upon request, present the electronic equivalent of a waybill to any Airport, City of Los Angeles, State, or Federal official for inspection.

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5. **COURTESY VEHICLE OPERATORS**

- 5.1. Vehicle Identification. All Courtesy Vehicles shall have identification as detailed in Section 3.3.1. [10]
- 5.2. Vehicle Size Limit. Courtesy Vehicles in the CTA shall be limited to forty-five (45) feet in length.
- 5.3. Rental Car Company. With the exception of Concessionaire Rental Car Companies, and unless specifically authorized in writing by the Chief Executive Officer, a Rental Car Company is prohibited from causing its drivers, employees, agents, contractors, or licensees to load Rental Car Company customers at the Airport. This includes contracting for said services with an entity that has a license agreement to operate a Charter-Party, Courtesy and/or PSC Vehicle service at Airport.
 - 5.3.1. Courtesy Vehicle Operators are prohibited from loading Rental Car Company customers at the Airport unless specifically authorized in writing by the Chief Executive Officer. [30]

6. **PASSENGER STAGE CORPORATIONS (PSC) AND USDOT CARRIERS**

- 6.1. General Order Series 158. PSC Operators and PSC Drivers shall comply with the “Rules and Regulations Governing the Operations of Passenger Stage Corporations and the Construction and Filing of Tariffs and Timetables” (a/k/a/ General Order Series 158), as may be amended.
- 6.2. No Dual Service. PSC Operators cannot operate both on-call and scheduled service under the same Airport Operating Authority. (See Section 3.2.2)
- 6.3. Vehicle Identification. All PSC Commercial Vehicles shall have identification as detailed in Section 3.3.1. [10]
- 6.4. Authorized Destination. Drivers shall not transport any passenger to a destination or area of operations not approved for driver’s operator by the CPUC or the USDOT, whichever is applicable. [20]
- 6.5. Destination Signs. Vehicles may be required to display a destination sign visible from the front of each vehicle. The location, wording, size of lettering and method of attachment shall be subject to approval by the Chief Executive Officer. Words, logos, or signs stating a destination not approved for that vehicle’s operator by the CPUC or the USDOT, whichever is applicable, are prohibited. [10]
- 6.6. Non-Displayed Destination. Drivers shall not announce a destination or load any passenger for any destination other than the destination displayed on the destination sign on their vehicle. [10]
- 6.7. Exiting of Vehicle. Drivers shall be allowed to exit their vehicles while stopped at their Operator Type designated loading zone only to actively load passengers or to announce their specific area of service no more than twice. Drivers are allowed to respond to questions addressed to them by members of the public. [10]

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- 6.8. Posting of Customer Information Inside of Vehicle. Each Operator shall post inside each PSC Commercial Vehicle, in a location and form to be determined by Chief Executive Officer, the company name, vehicle fleet number, and a representative list of tariffs (filed with the CPUC) to the key sectors within its authorized area of operation. [20]
- 6.9. Customer Receipts. Each customer picked up on Airport must be issued a completed receipt upon request. Each PSC Commercial Vehicle on Airport must be supplied with said receipts at all times. Each receipt shall be completed and indicate the date, destination, number of passengers, fee collected, driver's name and signature, company name and vehicle fleet number. [20]
- 6.10. No Rental Car Company Service. PSC Operators and PSC Drivers are prohibited from loading Rental Car Company customers at the Airport unless specifically authorized in writing by the Chief Executive Officer. [30]

6.11. PSC-SCHEDULED SERVICE

- 6.11.1. Pursuant to General Order Series 158, PSC Operators operating Scheduled Service shall file a copy of the specific route points and current timetable with LAWA. All proposed schedule or destination changes shall be submitted to the Airport in writing, at least fifteen (15) days prior to filing for such changes with the P.U.C. LAWA reserves the right to approve, reject or require modification to any such changes.
- 6.11.2. PSC Operators and PSC Drivers operating Scheduled Service must follow the specific route points and times in the timetables the PSC Operator has filed with the CPUC and LAWA.

Failure to adhere to the specific route points and times in the timetables approved by the CPUC and as filed with LAWA is grounds for revocation of the Permit and/or Authority to operate Scheduled Service at Airport.

7. TAXICABS

- 7.1. Board Order 471. Drivers shall operate and taxicabs shall be operated in compliance with Board Order Number 471 of the Board of Taxicab Commissioners of the City of Los Angeles, as may be amended.
- 7.2. Executive Directives. Drivers shall operate and taxicabs shall be operated in compliance with any rules, regulations and directives issued by the Chief Executive Officer.
- 7.3. Taxicab Operators shall not board passengers at Airport unless authorized by the City.

8. AIRLINE CREW TRANSPORTER OPERATORS

- 8.1. Service to Permitted Air Carrier. Charter-Party Operators having agreements with an LAX Permitted Air Carrier to conduct Airline Crew Transporter services may obtain authority for such specific activities. A Letter of Verification from the Air Carrier(s) shall be required for designation as an Airline Crew Transporter.

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- 8.2. No Dual Service. Charter-Party Operators cannot operate both Airline Crew Transporter services and pre-arranged Charter services for the general public under the same Airport Operating Authority. (See Section 3.2.2)
- 8.3. Use of Upper Level Roadway. Airline Crew Transporters shall not stop their vehicles anywhere on the Upper Level Roadway except at the designated Employee Bus Zones or as designated by the Chief Executive Officer. [20]

9. AUTOMOBILES-FOR-HIRE

- 9.1. Operators of all “automobile-for-hire” vehicles, as defined in Section 71.00 of the Los Angeles Municipal Code and registered with and permitted by the City of Los Angeles Department of Transportation in accordance with Board of Transportation Commissioners Order 448, shall register with Airport and obtain a permit or decal to pick up passengers on Airport. [30]
- 9.2. Automobile-for-hire vehicles, drivers, and operators shall conform to all rules and regulations herein and shall be subject to the penalties and suspensions of the Permit Program applicable to Charter-Party Operators.

10. ENFORCEMENT. HEARING RIGHTS AND PENALTIES APPLICABLE TO TAXICAB OPERATORS AND DRIVERS. Violations of the Taxicab Rules are subject to the enforcement, hearing rights and penalties prescribed in the Taxicab Rules. The current Taxicab Rules are available at <http://ladot.lacity.org/>.

11. ENFORCEMENT. HEARING RIGHTS AND PENALTIES APPLICABLE TO TNC OPERATORS, DRIVERS AND VEHICLES. Violations of the Rules and Regulations applicable to TNCs, TNC Drivers and TNC Vehicles are subject to the enforcement, hearing rights and penalties prescribed in the executed Non-Exclusive License Agreement.

12. ENFORCEMENT. HEARING RIGHTS AND PENALTIES APPLICABLE TO ALL COMMERCIAL PASSENGER VEHICLE OPERATORS AND DRIVERS (Excluding Taxicab Operators and Drivers, and TNCs, TNC Drivers and TNC Vehicles)

- 12.1. General Policy Statement. Violations of the above rules and regulations may lead to the temporary suspension of the right to operate on Airport on a per Operator and/or per vehicle basis. Repeated violations may lead to longer suspensions and ultimately to termination of an Operator’s agreement with LAWA. Immediate suspensions of vehicles will result from violations of safety and authorization rules. Suspensions for certain other violations will only be imposed after LAWA has warned the Operator about ongoing violations by its Drivers. A fair and equitable process using impartial hearing officers will be used to adjudicate violations where suspensions are sought by LAWA pursuant to these rules and regulations.
- 12.2. Enforcement. Any Airport police officer, any peace officer, or any employee of LAWA designated by the Chief Executive Officer shall have the authority to enforce these rules and regulations.
- 12.3. Vehicle Violation Points. Those violations not warranting immediate suspensions as determined by the Chief Executive Officer will become part of an accumulation of Violation Points against an Operator’s vehicles.

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The system is designed to be increasingly punitive against Operators who consistently violate Airport rules. Operators may be suspended from Airport based on the number and types of violations they commit either quarterly and/or annually.

12.3.1. Notices of Violations. Any violation of these rules and regulations may result in an administrative Citation issued by LAWA. An issuance of an administrative Citation to the Driver shall be deemed to be notice to the Operator of such violation. Violations may be observed by enforcement personnel and/or detected by the AVI System.

12.4. Administrative Hearing. When any Operator, Driver, employee or agent of any Operator, is formally accused of violating these rules and regulations, the Operator holding the applicable LAWA permit shall have the right to an informal Administrative Hearing before an impartial hearing officer provided by LAWA. The right to an Administrative Hearing shall not be granted where the basis of the violation has been proven in a court of law or before another local, state or federal regulatory or governmental agency.

12.4.1. Failure of the Operator to request an Administrative Hearing within five (5) business days of the date of the Notice of Violation shall constitute a waiver of the hearing and the Operator's right to further appeal.

12.5. Time of Hearing. Except in situations involving safety, or the revocation of any federal, state or City authorization to operate, or the termination of insurance coverage, or any other condition of like seriousness, Operators shall have the right to a timely Administrative Hearing on any alleged violation.

12.6. Hearing Representative. The vehicle Driver and/or representative of the Operator may be present at the Administrative Hearing for Driver violations, but shall be present if so instructed by LAWA.

12.7. Professional Conduct. The representative of an Operator or Driver shall display professional and courteous behavior in an Administrative Hearing and within the immediate vicinity of the Administrative Hearing office.

12.8. Evidence. During Administrative Hearings, it is within the discretion of the hearing officers to request and/or accept information from any interested or informed party, including Airport law enforcement personnel and LAWA officials.

12.8.1. Evidence - Extensions. It is the responsibility of the Operator to have all relevant evidence ready for presentation at the time of the Administrative Hearing. No extensions will be granted or research performed by the hearing officers.

12.9. Open Hearings. All Administrative Hearings are public hearings. Other Operators, Drivers, City personnel and members of the public may attend Administrative Hearings.

12.10. Operator Suspensions. An Operator shall be subject to suspensions based on the number of Violation Points its vehicles receive. If the number of Violation Points divided by the number of vehicles of an Operator reaches one or more of the following suspension point levels within a consecutive three month period, an Operator and its entire fleet is subject to suspension for the number of days shown in the following formula:

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Formula for Operator Fleet Suspensions

| Violation Points per Vehicle | Operator Days of Suspension |
|---|------------------------------------|
| 30 points | 1 day |
| 40 points | 3 days |
| 50 points | 5 days |
| 75 points | 10 days |
| 125 points | 20 days |
| 150 points | 30 days |
| Violation Points in excess of 150 points per vehicle will have one additive suspension day for each additional Violation Point accumulated. | |

Example #1:

An Operator has two (2) vehicles in its fleet. Vehicle #1 received 20 Violation Points, Vehicle #2 received 40 Violation points during the same consecutive three month period. The total number of Violation Points (60) divided by the number of vehicles of the Operator (2) results in 30 Violation Points per vehicle. The Operator’s entire fleet of two (2) vehicles is subject to a 1-day suspension.

Example #2:

An Operator has four (4) vehicles in its fleet. Vehicle#1 received 40 Violation Points, Vehicle#2 received 100 Violation points, Vehicle#3 received 80 Violation Points during the same consecutive three month period. Vehicle#4 received no Violations Points. The total number of Violation Points (220) divided by the number of vehicles of the Operator (4) results in 55 Violation Points per vehicle. The Operator’s entire fleet of four (4) vehicles is subject to a 5-day suspension.

Example #3:

An Operator has three (3) vehicles in its fleet. Vehicle#1 received 40 Violation Points, Vehicle#2 received 270 Violation Points, and Vehicle #3 received 150 Violation Points during a consecutive three month. The total number of Violation Points (460) divided by the number of vehicles of the Operator (3) results in 153 Violation Points per vehicle. The Operator’s entire fleet of three (3) vehicles is subject to a 33-day suspension.

12.11. Vehicle Suspensions. If stipulated in the Operator’s Agreement, an Operator’s individual vehicle(s) shall be subject to suspensions based on the number of Violation Points the individual vehicle receives. If the number of Violation Points received by the vehicle reaches one or more of the following suspension point levels within a consecutive three month period, the vehicle is subject to suspension for the number of days shown in the following formula:

LAX GROUND TRANSPORTATION RULES AND REGULATIONS

Formula for Vehicle Suspensions

| Violation Points | Vehicle Days of Suspension |
|---|-----------------------------------|
| 30 points | 1 day |
| 40 points | 3 days |
| 50 points | 5 days |
| 75 points | 10 days |
| 125 points | 20 days |
| 150 points | 30 days |
| Violation Points in excess of 150 points will have one additive suspension day for each additional Violation Point accumulated. | |

Any suspensions pursuant to Section 10.14 shall count towards any suspensions pursuant to this Section 10.13. Applied Violation Points will not carry forward once a suspension period has been served subject to Section 10.3.

Example #1:

An Operator has 2 vehicles in its fleet. Vehicle#1 accumulated 30 Violation Points and Vehicle#2 received 70 Violation Points in a consecutive three month period. Vehicle#1 shall be subject to a 1-day suspension and Vehicle#2 shall be subject to a 5-day suspension.

Example #2:

An Operator has 2 vehicles in its fleet. Vehicle#1 accumulated 160 Violation Points in a consecutive three month period. Vehicle#2 received no Violation Points. Vehicle #1 shall be subject to a 40-day suspension. Vehicle#2 is not subject to a suspension.

- 12.12. No Operations While Suspended. Any Operator who operates its vehicle(s) at Airport, Upper Level Roadway and Lower Level Roadways inclusive, while under a term of suspension shall have its agreement with Airport terminated.
- 12.13. Operator Suspensions and Terminations for Violation of Rules and Regulations - Authority of Chief Executive Officer. The Chief Executive Officer, or through his/her designee, reserves the right to suspend any Operator or terminate any agreement with Operator for repeated violation of these rules and regulations.
- 12.14. Termination Pursuant to Agreement with LAWA. The right of LAWA to terminate any agreement to operate at Airport shall be governed by the terms and conditions of the applicable agreement. Administrative Hearing rights are not guaranteed to an Operator where LAWA seeks to terminate any such agreement with the Operator. The number of Violation Points and the number of suspensions imposed upon an Operator may be considered by LAWA in its decision to terminate an agreement with the Operator. However, LAWA may terminate any agreement based upon the terms and conditions of the applicable agreement, notwithstanding the Violation Points and/or suspension penalties imposed or pending under these rules and regulations.

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- 12.15. Termination – Three (3) Year Ban. An Operator whose License Agreement was terminated by LAWA for cause shall not be issued a new License Agreement, for a period up to three years immediately following the date of termination.

13. **AMENDMENTS AND INTERPRETATION**

- 13.1. Amendments. City reserves the right to modify, change and amend these rules and regulations through the actions of the Chief Executive Officer as delegated by the Board of Airport Commissioners.
- 13.2. Interpretation. The Chief Executive Officer shall interpret these rules and regulations and their meaning.