

employed after {the} transfer of title" of the Airport is deleted as obsolete; that transfer occurred as of July 26, 1972.

Similarly, the first two sentences of present §9-902 are deleted as obsolete. These sentences granted an option to employees of the Airport who, as of July 26, 1972, were members of the Baltimore City employees retirement system to remain in that system or transfer to the State system. In fact, all these employees have exercised the option of transferring to the State system.

(B) TAXICABS.

NOTWITHSTANDING ANY PUBLIC LOCAL OR OTHER LAW, THE OPERATOR OF A TAXICAB AUTHORIZED AND LICENSED TO OPERATE IN A POLITICAL SUBDIVISION OF THIS STATE MAY, WITHOUT BEING REQUIRED TO OBTAIN AN ADDITIONAL PERMIT OR LICENSE FROM ANY OTHER POLITICAL SUBDIVISION:

(1) TRANSPORT PASSENGERS TO BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT FROM THE POLITICAL SUBDIVISION IN WHICH THE TAXICAB IS AUTHORIZED AND LICENSED TO OPERATE; AND

(2) AFTER TRANSPORTING PASSENGERS TO THE AIRPORT FROM THAT POLITICAL SUBDIVISION, PICK UP PASSENGERS AT THE AIRPORT AND TRANSPORT THEM TO THE POLITICAL SUBDIVISION ON ITS RETURN TRIP.

REVISOR'S NOTE: This subsection presently appears as Art. 1A, §9-903.

The only changes are in style.

5-414. RESERVED.

5-415. RESERVED.

PART III. LOCAL AIRPORTS.

5-416. ESTABLISHMENT AND OPERATION OF AIRPORTS AND FACILITIES.

(A) POLITICAL SUBDIVISION MAY ESTABLISH OR OPERATE.

AS PROVIDED IN THIS SECTION, A POLITICAL SUBDIVISION OF THIS STATE, WHETHER ACTING ALONE OR JOINTLY WITH ANOTHER POLITICAL SUBDIVISION, MAY:

(1) ESTABLISH OR OPERATE ANY AIRPORT, AIRPORT FACILITY, OR AIR NAVIGATION FACILITY; AND

(2) FOR THIS PURPOSE, USE ANY SUITABLE PROPERTY OWNED OR CONTROLLED BY THE POLITICAL SUBDIVISION.