

Decision No. 81551**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of STOL AIR, INC., for)
 a certificate of public convenience)
 and necessity and for issuance of a)
 temporary certificate of public)
 convenience and necessity to operate)
 as a passenger air carrier between)
 San Francisco and Santa Rosa and)
 between San Francisco and Monterey)
 with San Jose as an intermediate)
 point.)

Application No. 53489

ORDER MODIFYING DECISION NO. 80894

By Decision No. 80894 dated December 29, 1972, Stol Air, Inc. was granted, among other things, the authority to operate as a passenger air carrier between San Francisco and Santa Rosa via San Rafael as an intermediate point. Service at San Rafael was to be provided at Smith Ranch Airport with San Quentin Airport as an alternate.

It has come to the Commission's attention that Smith Ranch Airport has not been licensed by the California Department of Aeronautics for such air carrier operations, and that San Quentin Airport is no longer in existence.

In a letter dated May 16, 1973, Stol Air advised the Commission of its desire to use Gness Field until such time as Smith Ranch Airport is licensed to accept commercial operations as conducted by Stol Air, Inc.

1. We find that this request is reasonable.
2. We find with reasonable certainty that the use of Gness Field in lieu of Smith Ranch Airport will not have a significant effect on the environment.

IT IS ORDERED that Stol Air, Inc.'s certificate be revised as set forth in Second Revised Page 2 of Appendix A of Decision

A. 53489 FBC

No. 80894, attached hereto, to delete Smith Ranch Airport and San Quentin Airport for service to San Rafael. Gness Field shall be utilized until Smith Ranch Airport has been licensed or until January 5, 1974 (the date when temporary San Rafael authority shall expire).

The Secretary is directed to mail a certified copy of this order to Mr. William Connolly, President, Stol Air, Inc., P. O. Box 2512, San Rafael, California 94901, last known address as shown on the Commission's records.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 3rd day of JULY, 1973.

William L. Stol
President
William Connolly
J. P. Williams Jr.
John Williams
Commissioners

Conditions: (Continued)

5. Carrier shall not overfly an airport designated as a "flag stop" if a passenger is in the possession of a purchased ticket and confirmed reservation one hour or longer before the scheduled departure time from that airport on the flight on which the passenger holds a confirmed reservation.
6. No passenger shall be carried whose transportation is solely between the respective airports of SFO and SMF.
7. On Route 4 each airport shall be served with a minimum of four flights in each direction per week.
8. Authority for Route 4 is temporary and shall expire May 31, 1974.
9. The following airports shall be used:

<u>Symbol</u>	<u>Location</u>	<u>Name</u>
SFO	San Francisco	San Francisco International
STS	Santa Rosa	Sonoma County Airport
CCR	Concord	Buchanan Field
# NOV	Novato	Gross Field
APC	Napa	Napa County Airport
TTA	Truckee	Truckee-Tahoe
SMF	Sacramento	Sacramento Metropolitan