

CSE

Decision No. 83701

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of )  
NOR-CAL AVIATION INC., for a certificate )  
of Public Convenience and Necessity to ) Application No. 53378  
provide passenger air service between )  
Redding, Willows, Sacramento, Travis AFB )  
or Nut Tree Airport and San Francisco. )

ORDER REVISING CERTIFICATE OF PUBLIC  
CONVENIENCE AND NECESSITY

Nor-Cal Aviation, Inc., was authorized by Decision No. 80689, dated October 31, 1972, in Application No. 53378, to serve Route 2, between Redding and San Francisco with intermediate points of Willows, Sacramento and Nut Tree airports, and with "closed door" restrictions between Redding and San Francisco and between Sacramento and San Francisco.

In a letter dated August 20, 1973, received by the Commission on August 27, 1973, Nor-Cal requested that Route 2 be dropped from its certificate because the "closed door" restrictions made it impossible to make a profit on that route. In a three-month period, Nor-Cal carried two passengers between Nut Tree and San Francisco, and no passengers to or from Willows. Section 2769.5 of the Public Utilities Code states: "Unprofitable operations may be discontinued upon 60 days' notice to the Commission..." Sixty days' notice expired on December 26, 1973. Service at San Francisco, Nut Tree and Willows was discontinued, and tariffs were canceled.

The Commission finds that Route 2 has been shown to be unprofitable and that authority to operate between the points on this route should be canceled.

Nor-Cal's present certificate restricts passenger air carrier operations to aircraft having 25 seats or less. In Swift Aire Lines, Inc. et al. (1973) Decision No. 81416 in Applications Nos. 53623 and 53640 (unreported), the Commission held that the aircraft limitation in certificates of passenger air carriers that also operate as third level air carriers under regulations of the Civil Aeronautics Board should coincide with the limitation provided in the Code of Federal Regulations. That limitation is aircraft with not more than 30 passengers or a payload of not more than 7,500 pounds. The Commission finds that it is in the interest of an orderly, efficient, economical and healthy intrastate passenger air network that Nor-Cal's certificate should be similarly revised.

IT IS ORDERED that:

1. Authority to transport passengers by air between San Francisco and Redding via the intermediate points of Willows, Sacramento and Nut Tree airports, as authorized by Decision No. 80689 in Application No. 53378, be canceled.

2. The restriction in Nor-Cal's certificate prohibiting the operation of aircraft with a seating capacity in excess of 25 passengers shall be modified to provide that the carrier shall not operate aircraft having a seating capacity of more than 30 passengers or a payload in excess of 7,500 pounds.

3. Appendix A of Decision No. 80639 is amended by incorporating First Revised Page 1 attached hereto, in revision of Original Pages 1 and 2.

The Secretary is directed to mail a certified copy of this order to Merle C. Blevins, President, Nor-Cal Aviation, Inc., Municipal Airport, Redding, CA 96001, last known address as shown on the Commission's records.

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The effective date of this order shall be ten days after the date hereof.

Dated at San Francisco, California, this 6th day of NOVEMBER, 1974.

Vernon L. Stearns  
President  
William J. Jones

[Signature]  
Robert E. McLeod  
Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

Nor-Cal Aviation, Inc., by this Certificate of Public Convenience and Necessity is authorized to operate as a passenger air carrier between the following points only:

RDD-RBL	RBL-ORO
RDD-CIC	RBL-SMF
RDD-ORO	CIC-ORO
RDD-SMF	CIC-SMF
RBL-CIC	ORO-SMF

Conditions

1. Each airport pair shall be served with a minimum of one flight in each direction on each of five days a week. Southbound flights shall not be scheduled to depart Red Bluff within three hours of a scheduled southbound flight of Eureka Aero Industries from Red Bluff. Northbound flights shall not be scheduled to leave Sacramento within three hours of a scheduled northbound flight of Eureka Aero Industries from Sacramento.

2. Carrier shall give at least one hour's prior notification to said carrier's ticketing agency at any airport when said carrier intends to overfly said airport. Carrier shall land at each terminal on its route unless such prior notice has been given.

3. Carrier shall not overfly an airport if a passenger is in the possession of a purchased ticket and a 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.

4. No aircraft having more than 30 revenue passenger seats or a payload of more than 7,500 pounds shall be operated.

5. The following airports shall be used:

<u>Symbol</u>	<u>Location</u>	<u>Name</u>
RDD	Redding	Redding Municipal
RBL	Red Bluff	Red Bluff Municipal
CIC	Chico	Chico Municipal
ORO	Oroville	Oroville Municipal
SMF	Sacramento	Sacramento Metropolitan

Issued by California Public Utilities Commission.

Revised by Decision No. 83701, Application No. 53378.