

ORIGINAL

Decision No. 84359

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of }  
GOLDEN WEST AIRLINES, INC., for a }  
Certificate of Public Convenience }  
and Necessity. }

Application No. 51216  
(Petition filed July 25, 1972)

ORDER MODIFYING DECISION NO. 83353

By Decision No. 79244 (1971) applicant's certificate of public convenience and necessity was amended to allow it to serve Colton/San Bernardino through Tri-City Airport rather than through Morrow Field in Rialto. By petition in Application No. 51216 filed July 25, 1972, applicant sought authority to transfer its Colton/San Bernardino terminal from Tri-City Airport to Norton Air Force Base. Applicant stated that the proprietors of Tri-City had terminated its authority to operate to and from the airport. In addition the Federal Aviation Administration directed applicant by letter to discontinue any operations under instrument flight conditions at Tri-City. Applicant never obtained final authorization from the Air Force to use the facilities at Norton.

Decision No. 83353 dated August 27, 1974 in this proceeding revoked several portions of applicant's authority, including the authority to serve Tri-City. In a letter dated September 13, 1974 to the Commission applicant requested a public hearing regarding the revocation of its authority to serve Tri-City. This stayed the order in accordance with the condition contained in the last full paragraph of the decision. We find that the other unprotested ordering paragraphs of Decision No. 83353 should become effective.

Public timetables on file with the Commission show that applicant has not served Tri-City Airport since June 1, 1973. Applicant should be prepared to demonstrate at a public hearing to be scheduled that it will be able to reinstate service at a suitable airport in the immediate future or, in the alternative, be prepared to show why Colton/San Bernardino should not be deleted as a point from its certificate of public convenience and necessity.

IT IS ORDERED that:

1. The certificate of public convenience and necessity of Golden West Airlines, Inc. shall be revised to delete reference to Palm Springs and El Monte, and any tariffs on file referring to such points shall be canceled.
2. The certificate of public convenience and necessity of Golden West Airlines, Inc. shall reflect the name "Mojave Airport" instead of "Kern County Airport No. 7".
3. The restriction in the certificate of Golden West Airlines, Inc. 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.
4. Appendix A of Decision No. 77323, as heretofore amended, is further amended by incorporating Seventh Revised Page 1 and Tenth Revised Page 3, attached hereto, in revision of Sixth Revised Page 1 and Ninth Revised Page 3.

A. 51216 bw \*\*

5. A public hearing shall be held at a time and place to be set to determine the ability of Golden West Airlines, Inc. to serve Colton/San Bernardino, including a suitable airport to be used, and, if such ability is not shown, to determine whether Colton/San Bernardino should be deleted from its operating authority.

6. The Secretary is directed to mail a certified copy of this order to James M. Harmon, Executive Vice President, Golden West Airlines, Inc., 4200 Campus Drive, Newport Beach, CA 92660, last known address as shown on the Commission's records.

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

Dated at San Francisco, California, this 22<sup>nd</sup> day of APRIL, 1975.

Vernon L. Stevens  
President  
William J. ...  
...  
Leonard Ross  
Robert ...  
Commissioners

APPENDIX A  
(Dec. 77323)

GOLDEN WEST AIRLINES, INC.

Seventh Revised Page 1  
Cancels  
Sixth Revised Page 1

Golden West Airlines, Inc., by this certificate of public convenience and necessity, is authorized to operate as a passenger air carrier over the routes and between the points listed below:

Route 1. Deleted

Route 2. Deleted

#Route 3. Los Angeles - Riverside

Intermediate Points: Fullerton, Ontario,  
and Colton/San Bernardino

LAX - CNT                    ## LAX - SBT  
ONT - RAL                    ## ONT - SBT  
LAX - CNT (Via FUL) ## RAL - SBT  
LAX - RAL

Route 4. Los Angeles - Santa Ana

Intermediate Point: Fullerton

LAX - SNA  
LAX - FUL  
FUL - SNA

Route 5. Los Angeles - Santa Barbara Intermediate

Point: Oxnard

LAX - OXR  
OXR - SBA  
LAX - SBA

Issued by California Public Utilities Commission.

#Revised or ## Added by Decision No. 84359, Application No. 51216.

## Conditions: (Cont.)

6. Carrier shall not overfly an airport designated as a flag stop (f) if a passenger is in 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.
7. No aircraft having more than 30 revenue passenger seats or a payload of more than 7,500 pounds shall be operated.
- #8. The following airports shall be used:

<u>Symbol</u>	<u>Location</u>	<u>Name</u>
SBA	Santa Barbara	Santa Barbara Municipal Airport
OXR	Oxnard	Oxnard/Ventura Airport
LAX	Los Angeles	Los Angeles International Airport
ONT	Ontario	Ontario International
RAL	Riverside	Riverside Municipal Airport
LGB	Long Beach	Long Beach International Airport
FUL	Fullerton	Fullerton Municipal Airport
SNA	Santa Ana	Orange County Airport
SXC	Catalina Island	Airport-In-The-Sky, Hilltop
TWH	Catalina Island	Two Harbors (Seaplane Operations)
AVX	Catalina Island	Avalon Bay (Seaplane Operations)
# SBT	Colton/San Bernardino	(Airport to be determined)
MHV	Mojave	Mojave Airport
INY	Inyokern	Kern County Airport No. 8
PMD	Palmdale	U. S. Air Force Plant No. 42