

Decision No. 84477**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Golden West Airlines )  
 under the Shortened Procedure Tariff. )  
 Docket to increase the Intra-State )  
 passenger fare between the Mojave )  
 California Airport and the Los Angeles ) (SPT) Application No. 55618  
 International Airport. ) (Filed April 11, 1975)

O P I N I O N

Golden West Airlines, pursuant to Rule 4.2 of General Order No. 105A, requests authority to increase its passenger fare on five days' notice between Mojave Airport and the Los Angeles International Airport from \$13.62 to \$17.59 per passenger, which would be the same as the existing fare between Palmdale and the Los Angeles International Airport.

This application is based on the following facts and circumstances:

Applicant has been ordered by Decision No. 84255 dated March 25, 1975, paragraph 2(c), to file tariffs for Route 8; Los Angeles-Inyokern Intermediate Point:Palmdale in accordance with Section 461.5 of the Public Utilities Code, which prohibits establishment of a greater rate for a shorter distance, than for a longer distance over the same route in the same direction.

Route No. 8, as revised by the Decision No. 84255, includes both Mojave as a flag stop convenience service and the new authority to Palmdale.

For economic operating reasons during low demand travel periods, it is desirable to route the aircraft via both the Mojave and Palmdale Airports rather than reduce service to either one or the other airports.

In order to comply with paragraph 2(c) of the order, applicant must either raise the Mojave fare to equal or exceed the Palmdale fare, or lower the Palmdale fare to equal or be lower than the Mojave fare.

The applicant alleges that the Mojave fare was established as a convenience to a few passengers who desired service between Mojave and Los Angeles when the airlines' aircraft had to traverse the area in connection with the back-haul of mail flights and/or flights between Inyokern and the Los Angeles International Airport, and, therefore, the fare has purposely been kept below fully allocated operating expense due to the extremely low demand for the service, (44 passengers during the first quarter of 1975). The Palmdale fare, on the other hand, was based upon the fact that the service between Palmdale and the Los Angeles Airport must become self-supporting financially.

The expected annual gross revenue increase is estimated to be approximately \$700, which is less than one percent of the applicant's annual intrastate gross revenues.

Applicant believes, that this request is of narrow scope as to the geographical points and that the public will not be adversely affected by the fare increase because of the very limited use of the service to and from Mojave.

The Commission finds that the increased fare is justified.

#### O R D E R

IT IS ORDERED that:

1. Golden West Airlines is authorized to establish the increased passenger fare proposed in Application 55618. Tariff publications authorized to be made as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than five days after the effective date of this order on not less than five days' notice to the Commission and to the public.
2. This authority shall expire unless exercised within ninety days after the effective date of this order.

3. The tariff filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs set forth in the Commission's General Order No. 105-Series.
4. In addition to the required posting and filing of tariffs, applicant shall give notice to the public by posting in its terminals a printed explanation of its proposed fare. Such notice shall be posted not less than five days before the effective date of the fare changes and shall remain posted for a period of not less than thirty days.

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

Dated at San Francisco, California, this 28<sup>th</sup>  
day of MAY, 1975.

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President  
*William J. ...*  
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*Leonard ...*

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Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Robert Batinovich, being necessarily absent, did not participate in the disposition of this proceeding.