

Decision No. 86351**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application for Marin Aviation, Inc., }
 for a Certificate of Public }
 Convenience and Necessity. }

Application No. 54604
 (Filed January 29, 1974;
 amended May 29, 1974 and
 March 12, 1975)

THIRD INTERIM ORDER

In Decision No. 84488 Marin Aviation, Inc. (Marin) was authorized to conduct passenger air carrier service on an interim basis between Fort Bragg and San Jose serving several intermediate points including Novato, Livermore, San Francisco, and Palo Alto. Marin's request to serve between those San Francisco Bay Area points and Sacramento, Placerville, Truckee, and South Lake Tahoe was severed and consolidated for decision with three other applications requesting authority to serve South Lake Tahoe. The three other applications request authority to fly large aircraft into and out of South Lake Tahoe and interim authority was granted to two of those applicants to institute service. Marin intends to fly only 5- and 9-place airplanes and to charge a higher fare than the other three applicants. It is apparent that granting Marin interim authority to serve between San Jose, Palo Alto, San Francisco, Sacramento, Placerville, Truckee, and South Lake Tahoe would not have a detrimental effect on the services of other passenger air carriers serving between those points. We find that the certificate to operate as a passenger air carrier on an interim basis issued to Marin in Decision No. 84488 should be amended to include service between Novato, San Francisco, Palo Alto, San Jose, Livermore, Sacramento, Placerville, Truckee, and South Lake Tahoe subject to the restrictions set out in Appendix A.

It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.


IT IS ORDERED that:


1. Appendix A of Decision No. 84488 is amended to read as set out in Appendix A attached hereto.
2. As to Route 2 of Appendix A, Marin Aviation, Inc. shall:
 - (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. By accepting the certificate applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with the requirements of the Commission's General Orders Nos. 120-Series and 129-Series.
 - (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service and file tariffs, in triplicate, in the Commission's office.
 - (c) The tariff filings shall 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 the public, and the effective date of the tariff filings shall be concurrent with the establishment of the authorized service.


- (d) 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.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 15th
day of SEPTEMBER, 1976.



President




Commissioners

Commissioner Leonard Ross, being necessarily absent, did not participate in the disposition of this proceeding.

Marin Aviation, Inc., by this temporary certificate of public convenience and necessity, is authorized to operate as a passenger air carrier between the following airports subject to the following conditions:

ROUTE 1

<u>Symbol</u>	<u>Location</u>	<u>Name</u>
FTB	Fort Bragg	(See Note)
LAM	Clear Lake	Lampson Field Airport
LIV	Livermore	Livermore Airport
PAL	Palo Alto	Palo Alto Airport
SFO	San Francisco	San Francisco International Airport
SJC	San Jose	San Jose Municipal Airport
STS	Santa Rosa	Sonoma County Airport
UKI	Ukiah	Ukiah Airport
WGN	Novato	Gross Field Airport

#ROUTE 2

<u>Symbol</u>	<u>Location</u>	<u>Name</u>
LIV	Livermore	Livermore Airport
PAL	Palo Alto	Palo Alto Airport
PLV	Placerville	Placerville Airport
SFO	San Francisco	San Francisco International Airport
SJC	San Jose	San Jose Municipal Airport
SMF	Sacramento	Sacramento Metropolitan Airport
WGN	Novato	Gross Field Airport
TIA	Truckee	Truckee-Tahoe Airport
TVL	South Lake Tahoe	Tahoe Valley Airport

CONDITIONS

1. Service between STS and SFO shall only be on flights via the intermediate point WGN that originates or terminates at FTB or UKI.
2. All aircraft operated shall be certified by the Federal Aviation Administration for operation by a single pilot and shall have capacities not exceeding 30 revenue passenger seats or 7,500 pounds payload.

Issued by California Public Utilities Commission.

#Added by Decision No. 86351, Application No. 54604.

3. The minimum service to each airport is:
- a. FTB, UKI, SFO, and LIV shall have at least 12 scheduled incoming flights and 12 scheduled departing flights each week.
 - ##b. STS, WGN, SJC, TTA, and TVL shall have at least five scheduled incoming flights and five scheduled departing flights each week.
 - ##c. LAM, PAL, and PLV shall have at least flag-stop service on five scheduled incoming flights and five scheduled departing flights each week. Carrier shall not overfly a scheduled flag-stop if a passenger is in possession of a purchased ticket and confirmed reservation half hour or longer before the scheduled departure time from that airport on the flight on which the passenger holds a confirmed reservation.
- #4. Operation between an airport on Route 1 and an airport on Route 2 shall be provided through an airport that is common to both routes, except that no passenger shall be accepted for transportation solely between SMF and STS.

NOTE: In the event that municipal airport facilities are not made available to carrier at Fort Bragg, carrier is authorized, until they are made available, to use an airfield within 20 highway miles of Fort Bragg which is approved by the California Division of Aeronautics for aircraft operated by carrier as a passenger air carrier.

Issued by California Public Utilities Commission.

Added and

Revised by Decision No. 86351, Application No. 54604.