

Decision No. 88434 JAN 31 1978

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Pacific Southwest )  
 Airlines for authority to provide )  
 passenger air service between San )  
 Francisco/San Jose/Oakland and )  
 Sacramento on the one hand and )  
 Lake Tahoe on the other hand, )  
 with connecting and direct service )  
 to Los Angeles, Hollywood-Burbank, )  
 Long Beach, San Diego and Ontario. )

Application No. 54899  
 (Filed May 17, 1974;  
 amended May 30, 1974,  
 February 13, 1975 and  
 July 17, 1975)

Application of AIR CALIFORNIA for )  
 a Certificate of Public Convenience )  
 and Necessity to provide passenger )  
 air service between Lake Tahoe, on )  
 the one hand, and Sacramento, San )  
 Francisco, San Jose, Orange County, )  
 Ontario, Palm Springs and San )  
 Diego, on the other hand, with the )  
 points other than Lake Tahoe being )  
 either terminal or intermediate )  
 points. )

Application No. 55009  
 (Filed July 2, 1974)

ORDER MODIFYING CERTIFICATES OF  
 PUBLIC CONVENIENCE AND NECESSITY

By Decision No. 88249, dated December 13, 1977, this Commission authorized Pacific Southwest Airlines (PSA) and Air California (Air Cal) to serve the airport at South Lake Tahoe from various points on their respective route structures. Since that order was issued, some errors or omissions in the Certificates of Public Convenience and Necessity of the carriers have been brought to our attention.

In a letter dated December 15, 1977 from the Airports Department of El Dorado County, Mr. Peter E. Boyes, Airport Director, informed us that throughout the Tahoe proceeding there has been a recurring error. The airport in Tahoe Valley has been incorrectly referred to as "Tahoe Valley Airport". The correct

name of the airport as stated on the Airport Permit issued by the State of California is "Lake Tahoe Airport". The certificate pages of PSA and Air Cal wherein Tahoe Valley Airport appears should be revised to reflect the correct name, Lake Tahoe Airport.

With respect to the Certificate of Air Cal, Decision No. 88249 issued Second Revised Page 3 to add Route 16, setting forth Air Cal's Lake Tahoe authority. In addition to Lake Tahoe, Route 16 lists five other airports. The phrase "...with each of the last four named airports being either a terminal or intermediate point for this route..." should be changed to read "...with each of the last five named airports being either a terminal or intermediate point for this route..."

Sixth Revised Page 5 of Air Cal's certificate sets forth a restriction prohibiting service between San Diego International Airport and other airports except as authorized by Routes 3, 4, 10, 14 and 15. This restriction would prevent Air Cal from tacking San Diego to its Lake Tahoe authority (Route 16). Since Air Cal originally sought San Diego-Tahoe authority and since no finding was made in either the Proposed Report of Administrative Law Judge Pilling or Decision No. 88249 that such service should not be allowed via tacking, Air Cal should not be restricted from providing passenger service between San Diego and Tahoe.

Page 5 of Air Cal's certificate should be revised to simplify the San Diego restriction. The intent of the restriction is to prohibit carriage of passengers between San Diego and San Francisco. Therefore, the restriction should be restated to prohibit specifically such passenger service.

IT IS ORDERED that:

The Certificates of Public Convenience and Necessity of Pacific Southwest Airlines and Air California be modified as follows:

1. For Air California, Appendix A of Decision No. 80439, as amended, is further amended by incorporating Fourth Revised Page 3, Sixth Revised Page 4 and Seventh Revised Page 5, attached.

hereto, in revision of Third Revised Page 3, Fifth Revised Page 4 and Sixth Revised Page 5, respectively.

2. For Pacific Southwest Airlines, Appendix A of Decision No. 79085, as amended, is further amended by incorporating Sixth Revised Page 2 and First Revised Page 6, attached hereto, in revision of Fifth Revised Page 2 and Original Page 6, respectively.

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

Dated at San Diego, California, this 31st day of JANUARY, 1978.

Robert Bateman  
President  
William Sproun, Jr.  
Richard D. Howell  
Clair T. DeBrie  
Commissioners

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

Route 13

Between Ontario International Airport and Sacramento Metropolitan Airport via the intermediate point of Orange County Airport.

Route 14

Between San Diego International Airport and Orange County Airport.

Route 15

Nonstop service between San Diego International Airport and Oakland International Airport.

#Route 16

Between Lake Tahoe Airport, on the one hand, and Sacramento Metropolitan Airport, San Francisco International Airport, Oakland International Airport, San Jose Municipal Airport, and Orange County Airport, on the other hand, with each of the last five named airports being either a terminal or intermediate point for this route with the exception that no nonstop flights shall be operated between Sacramento Metropolitan Airport and San Francisco International Airport. Operations at Lake Tahoe Airport shall be conducted with Lockheed L-188 Electra aircraft only.

Route 17

Between San Francisco International Airport and Oakland International Airport.

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#Revised by Decision No. 88434, Application No. 55009.

CONDITIONS

Minimum number of round-trip schedules per week between points shown shall be:

a.	Orange County Airport and San Francisco International Airport .....	25
b.	Orange County Airport and San Jose Municipal Airport...	15
c.	Orange County Airport and Oakland International Airport	15
d.	Between Ontario International Airport, on the one hand, and San Jose Municipal Airport and Oakland International Airport, on the other hand.....	10
e.	Between San Diego International Airport and San Jose Municipal Airport.....	0
f.	Between San Diego International Airport, on the one hand, and San Jose Municipal Airport and Oakland International Airport, on the other hand, via the intermediate point of Orange County Airport, with San Jose Municipal Airport and Oakland International Airport being either a terminal or intermediate point for this route.....	10
g.	Between Palm Springs Municipal Airport, on the one hand, and San Jose Municipal Airport, Oakland International Airport and/or San Francisco International Airport, on the other hand.....	5
h.	Between San Diego International Airport and Oakland International Airport.....	0
#i.	Between Lake Tahoe Airport, on the one hand, and Oakland International Airport, and San Jose Municipal Airport and Orange County Airport, on the other hand.....	1

Round  
trip per  
day

Issued by California Public Utilities Commission.

#Revised by Decision No. 88434, Application No. 55009.

RESTRICTIONS

No passenger shall be accepted for transportation solely between the following pairs of points:

- a. San Francisco International Airport/Oakland International Airport - Sacramento Municipal Airport.
- b. San Francisco International Airport-Ontario International Airport.
- #c. San Diego International Airport - San Francisco International Airport.

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#Revised by Decision No. 88434, Application No. 55009.

Routes (Continued)

15. Nonstop between Hollywood-Burbank Airport and Sacramento Metropolitan Airport.
16. Nonstop between San Diego International Airport and Sacramento Metropolitan Airport.
17. Between Hollywood-Burbank Airport and Sacramento Metropolitan Airport via intermediate point of Oakland Metropolitan International Airport.
18. Nonstop between Oakland Metropolitan International Airport and Sacramento Metropolitan Airport.
19. Between San Diego International Airport and Sacramento Metropolitan Airport via intermediate point of Oakland Metropolitan International Airport.
20. Between San Diego International Airport and Sacramento Metropolitan Airport via intermediate point of Hollywood-Burbank Airport.
21. Between San Diego International Airport and Sacramento Metropolitan Airport via intermediate points of Hollywood-Burbank Airport and Oakland Metropolitan International Airport.
22. Between San Francisco International Airport and Los Angeles International Airport via Stockton Metropolitan Airport and Fresno Air Terminal, with San Francisco International Airport and/or Los Angeles International Airport being a terminal point on the route and with Stockton Metropolitan Airport and/or Fresno Air Terminal being served as intermediate points or as a terminal point on the route; and with the right to conduct direct and/or connecting service to San Diego International Airport from the Los Angeles International Airport, and to Sacramento Metropolitan Airport from the San Francisco International Airport.
23. Between San Francisco International Airport and San Diego International Airport via Stockton Metropolitan Airport and Fresno Air Terminal, with San Francisco International Airport and/or San Diego International Airport being a terminal point on the route and with Stockton Metropolitan Airport and/or Fresno Air Terminal being served as intermediate points or as a terminal point on the route.
- #24. Between Lake Tahoe Airport, on the one hand, and Sacramento Metropolitan Airport, San Francisco International Airport, Hollywood-Burbank Airport, Los Angeles International Airport and San Diego International Airport, on the other hand, with each of the last five named airports being either a terminal or intermediate point for this route.

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#Revised by Decision No. 88434, Application No. 54899.

#Route 24

1. A minimum of one scheduled round trip per day shall be provided between Lake Tahoe Airport on the one hand, and Los Angeles International Airport, and Hollywood/Burbank Airport, on the other hand.
2. No passenger shall be accepted for transportation solely between Lake Tahoe Airport and Oakland International Airport/San Jose Municipal Airport.
3. Operations at Lake Tahoe Airport shall be conducted with Lockheed L-188 Electra aircraft only.

Issued by California Public Utilities Commission.

#Revised by Decision No. 88434, Application No. 54899.