

Decision No. 89747 DEC 12 1978

ORIGINAL

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of W. L. & H. C. Murphy)  
 doing business under the firm name }  
 of Yosemite Airlines to suspend }  
 Intrastate Service between Columbia }  
 and Pine Mountain Lake on one hand }  
 and Oakland on the other as a }  
 "Passenger Air Carrier"

Application No. 58454  
 (Filed November 3, 1978)

O P I N I O N

W. L. Murphy and H. C. Murphy, doing business as Yosemite Airlines (Yosemite), a passenger air carrier certificated by this Commission, request temporary suspension of their scheduled airline service at Oakland International Airport (OAK) for a period of 90 days beginning early December, 1978.

Yosemite presently serves OAK and San Francisco International Airport (SFO) from Columbia Airport (COA) and Pine Mountain Lake Airport (OYS). It has served OAK since 1975 when it instituted service between COA and OAK. Since that time, Yosemite has expanded its service to SFO and OYS.

Yosemite requests to suspend service at OAK because it is experiencing losses in that service and the market shows no signs of upswing. The application shows that passenger boardings at OAK have decreased sharply since SFO service began in January 1977. Landing fees have been instituted at OAK in the amount of \$5.50 per landing. Rent expense for counter facilities has also increased at OAK.

Yosemite contends that trunk airlines serving the San Francisco Bay Area use SFO primarily and that OAK is relegated to inferior status. Consequently passengers desiring connections to visit Yosemite National Park or the Gold Country are forced to use SFO. The carrier's passenger counts bear out this contention in that the figures indicate a trend increasingly in favor of travel to SFO rather than OAK. In recent months, OAK passengers represent less than 10 percent of Yosemite's total passengers.

Yosemite intends to serve OAK as a "flag stop" during the period of suspension and hopes to reinstitute regular service if and when the trunk airlines establish more convenient service to and from OAK.

The Commission finds that Yosemite's position at OAK appears tenuous, especially considering the fact that the off-peak season is at hand. Since regularly scheduled service at OAK appears harmful to the carrier and since Yosemite intends to maintain at least flag stop service, the request for suspension seems reasonable. There are no protests to this application.

We conclude that the application should be granted. In view of the deleterious situation at OAK, and in order to prevent undue hardship to the carrier, the effective date of this order should be the date of signing.

ORDER

IT IS ORDERED that:

1. W. L. Murphy and H. C. Murphy, doing business as Yosemite Airlines, are authorized to suspend regularly scheduled passenger air carrier service to and from Oakland International Airport pursuant to Section 2766 of the Public Utilities Code for a period of 90 days effective the date of this order.

2. The carrier shall provide service at Oakland on a flag stop basis during the period of suspension.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 12th day of DECEMBER, 1978.

Robert B. Farnish  
President

William J. Sweeney

Vernon L. Strueman

Charles D. Conkle

Clair L. Dredlich  
Commissioners