

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Issued by the Department of Transportation
on the 27th day of January, 1993

Notice of Intent of

**EXEC EXPRESS II, d/b/a
LONE STAR AIRLINES**

to terminate service at Enid, Oklahoma, and
Brownwood, Texas, under section 419 of the
Federal Aviation Act of 1958, as amended

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**Dockets 42130
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ORDER EXTENDING SERVICE OBLIGATION

On April 2, 1992, Exec Express II, d/b/a Lone Star Airlines (Lone Star), filed 90-day notices under section 419 of the Act and Part 323 of the Department's Regulations (14 CFR 323) of its intent to suspend subsidized air service at Camden and Jonesboro, Arkansas, Enid, Oklahoma, and Brownwood, Texas, effective July 2, 1992. Because the proposed suspension of service would have deprived Jonesboro, Enid, and Brownwood of their essential air service, by Order 92-5-55, the Department prohibited Lone Star from suspending essential air service, required the carrier to maintain service at the three points for an initial 30-day period, through July 31, 1992, and permitted Lone Star to suspend its service at Camden, effective July 2, 1992. Order 92-5-55 also requested proposals, with subsidy if necessary, from carriers interested in providing replacement service at Jonesboro, Enid, and Brownwood. Subsequently, on July 8, 1992, Lone Star filed an emergency request for subsidy relief for Jonesboro and El Dorado/Camden in the Memphis market.

In connection with Lone Star's emergency filing, Order 92-11-54, November 27, 1992, temporarily selected Lone Star to provide essential air service between Jonesboro and Dallas/Ft. Worth (via El Dorado/Camden), and instituted a new carrier selection case for Jonesboro, along with El Dorado/Camden. Thus, Jonesboro will be dealt with in a separate case.

Two carriers, Lone Star and Pacific Coast Airlines, submitted proposals with subsidy requests, for Enid and Brownwood.¹ Rate conferences with both carriers have been completed, and we have received community comments. However, this case will not be completed before the end of the current hold-in period. Therefore, in order to insure the continuation of essential air service by Lone Star, in accordance with section 419(b)(5) of the Act, we will extend the carrier's obligation to maintain essential air service at Enid and Brownwood for an additional 30-day period, through February 26, 1993.

This order is issued under authority assigned in 14 CFR 385.

ACCORDINGLY,

1. The Department prohibits Exec Express II, d/b/a Lone Star Airlines, from suspending service at Enid, Oklahoma, and Brownwood, Texas, and requires it to maintain service at the communities, as set forth in Appendix B of Order 92-10-39, for an additional 30-day period, through February 26, 1993, or until a carrier that is capable of providing reliable essential air service on a continuing basis actually begins service, whichever occurs first;²
2. The Department directs Exec Express II, d/b/a Lone Star Airlines, to retain all books, records, and other source and summary documentation to support claims for compensation for service the carrier is required to provide at Enid, and Brownwood, and to preserve and maintain such documentation in a manner that readily permits the audit and examination thereof by representatives of the Department; and
3. The Department will serve a copy of this order on the mayors and airport managers of Enid, and Brownwood, the Departments of Transportation for Arkansas, Oklahoma, and Texas, and Exec Express II, d/b/a Lone Star Airlines.

By:

JOHN V. COLEMAN
Director
Office of Aviation Analysis

¹ Both carriers' proposals include service to Ponca City with the Enid service, since both points have traditionally been served over the same routing.

² In accordance with section 419, we will extend Lone Star's service obligation for successive 30-day periods, as necessary, until we complete the case.