

Interesting Interlining

# Why Not Take a Trip To Do Your Christmas Shopping?

KLM Royal Dutch Airlines has several bargains for interliners. They have a new Amsterdam fare which will be valid through May, 1972 of \$75, economy class only, roundtrip. Requests for this special must go through the Pass Department, INT-ZZ. Piedmont employees, spouses and dependents are eligible and you may depart from either New York or Chicago. You may make firm reservations 30 days prior to leaving.

Not since Delalos dedicated his legendary pair of wings to Apollo has there been such excitement in Greece as the "Greek Odyssey Special" recently announced by Olympic. It is a seven day tour for interliners for only \$99. Departures are daily from New York but there is a restriction from December 10 through January 10. Price includes airfare, lodging, some meals, tours and sightseeing. For further information write Agency and Interline Sales Manager, Olympic Airways, 888 Seventh Avenue, New York, N.Y. 10019.

"YOU'LL LOVE US for it." That's the slogan promoted by American and Alitalia. It identifies the carriers' joint Regional Fare and Interline Tour program. The Regional Fares make trips possible in five regions, with costs starting from \$75 going up to \$199 for a trip around the world. In addition, there are 50 tour packages offered, running from three days to three weeks and covering every continent except North and South America. Regional Fare travel works like this: It's economy class, space available, from now until Aug. 31, 1972. From now until May 31, however, on the transatlantic run within Region I, you may have positive space, with the exception of peak holiday periods. Region I includes 68 cities in Europe, the Mideast and North Africa. It costs \$75. Region II includes the same list and 16 more cities in Africa. Cost is \$150. Region III includes everything mentioned so far, plus 12 more destinations in

Asia and Australia (places like Bombay, Bangkok, Singapore, Hong Kong and Tokyo). Cost here is \$225. These are all roundtrip prices. Going around the world costs less than you might think. Head across the Atlantic for Europe, on to Sydney, change to one of AA's flights and continue on to the U.S.A. Or for that matter, do it in reverse. It's \$199 either direction.

The joint tour program is even more exciting. AA and Alitalia have touched base just about everywhere they can. The least expensive is the three-day weekend in Rome, Flor-

ence, Venice or Naples. Ground arrangements cost \$30 and cover accommodations for two nights, breakfast, sightseeing and two meals at typical restaurants. AA's share of the tour program is reflected in four "Down-under Tours" costing from \$127.90 to \$225. These independent tours all originate from Nadi, Fiji. Two use Ansett Airlines in Australia, and two use Mt. Cook Airlines in New Zealand.

Tours range upwards, covering a wide variety of rates and places—such as 10 days in Ethiopia and Kenya for \$179. Regional Fare bookings go to Alitalia sales or ticket offices, or American ticket offices, along with letters of authorization from your supervisor and your check. Tour folders are available from your nearest Alitalia office.

"TAKE A BREAK" and have a little fun. "Take a Break" and see a new part of the world. "Take a Break" and get away from daily routine. It doesn't matter why, says Swissair, just take it with us. So the Airline of the Alps is offering the interlines' "Take a Break to Europe," a one-week holiday for \$77.

The cost includes confirmed air space, round-trip economy class to Zurich or Geneva from New York, Montreal or Chicago, a deluxe hotel with breakfast for the first night and a Kemwel self-drive car with unlimited mileage. It's based on two interlines per car, but three can share one of those little VW 1200s at an even lower rate. (You can request a larger car for more people.) There are scheduled departures through April 12. The Christmas holiday season is restricted, of course. Gasoline, garaging and tolls are on you, but you may choose your own route, just so you wind up in the same place where you started. If you're thinking about buying a car, you can order it ahead of time for delivery in Europe. You will then have it in time to drive on your holiday with no rental fee. Kemwel has a special low tax-free tourist price for most models. For this deal, contact The Kemwel Group, Inc., 247 W. 12th St., New York, N.Y. 10014.

## Dress Codes

It seems rather a shame that the world's most frequent travelers must be told how to dress as they romp about the globe but we all know that there are some who just refuse to abide by unwritten rules of good taste. Thus the airlines have had to establish dress codes for their own employees and for interliners.

There are some variations from carrier to carrier. To be on the safe side, or in line with all the different policies, Piedmont's male personnel should wear a coat and tie. Women should wear a dress or suit (pants suit included). Children should also be suitably dressed. Some carriers will board those inappropriately attired only in coach and others will not board you at all!

Please take note of these new rules and don't ruin your trip before you get started. Even when you're travelling on line remember that Piedmont looks best when you do.

## Questions People Ask About Airlines

(Editor's Note: How profitable are airlines? Why is there excess capacity on some routes? What have airlines done about the environment? Those and other questions are answered in an informative booklet called "Questions People Ask About Airlines" produced by the Air Transport Association. Excerpts from the booklet are presented here in the first of a series. Copies of the booklet are available to Piedmont employees from Public Relations Dept., Air Transport Association of America, 1000 Connecticut Avenue, N.W., Washington, D.C. 20036.)

**Q. I have no personal stake in the airline business, so why should I be concerned about it?**

**A.** Because airlines have become the most important travel medium of our day and an essential contributor to the U.S. economy.

- The speed and convenience provided by airlines have greatly expanded the horizons of the business and pleasure traveler, and have made tourism a large U.S. industry.

- Half of all adults have been airline passengers at one time or another, traveling on business or vacation or for personal reasons.

- More than three-quarters of all public travel between cities is by airline, and nine of every 10 passengers going overseas fly there.

- Airlines directly employ about 300,000 men and women, and indirectly accounts for the employment of hundreds of thousands of others.

- Nearly \$4 of every \$100 in capital expenditures in the U.S. comes from the scheduled airlines, adding a tremendous boost to the economy.

**Q. How profitable are the nation's airlines?**

**A.** U.S. scheduled airlines experienced an

aggregate loss of \$180 million in 1970, the worst in their history. At this writing, a loss is anticipated again in 1971.

**Q. That was a period the entire economy was down. What about profits over a number of years?**

**A.** Over a period of time the airlines have been unable to earn adequate profits during good years to build a reserve that would help to offset bad years. Historically the airlines have earned low profits. The poor performance in 1970 culminated four years of declining earnings. In the 10 previous years, the major airlines only once achieved the 10.5 per cent return of investment established in 1961 as fair and reasonable by the Civil Aeronautics Board.

**Q. What are some of the factors contributing to poor profits?**

**A.** For one thing, the industry is characterized by excessive competition. Some routes, for instance, have been awarded to more competing companies than the potential traffic justifies. Scheduled airlines have to cope with cut-rate competition from "non-skeds," or supplemental airlines, that operate only when and where convenient. Airlines compete on the basis of equipment, flight frequencies and services. Scheduled air transportation may be the only regulated industry in the U.S. that consistently earns less than the permitted rate because of excessive competition. Inflation, labor costs rising at a rate exceeding the national average, and other factors adversely affected profits.

**Q. Aren't the major airlines subsidized by the government?**

**A.** No. This notion probably persists because at one time all airlines were subsidized. The four largest airlines have not received a subsidy in 20 years, and none of the 12 major carriers are now subsidized.

### HOW GOES IT?

Mechanically speaking the August 1971 statistics revealed the following:

Mechanical Dispatch Reliability	Actual	Forecast
FH-227	98.1%	99.4%
YS-11A	98.4%	99.0%
B-737	98.3%	99.0%

On-Time Performance of flights	
operated not more than 15 minutes late	68.2%
Actual Load Factor	Quota Forecast
52.21%	53.09%

#### SEPTEMBER

Mechanical Dispatch Reliability	Actual	Forecast
FH-227	98.4%	99.4%
YS-11A	98.5%	99.0%
B-737	98.5%	99.0%

On-Time Performance of flights	
operated not more than 15 minutes late	73.5%
Actual Load Factor	Quota Forecast
46.77%	31.60%

#### OCTOBER

Mechanical Dispatch Reliability	Actual	Forecast
FH-227	98.5%	99.4%
YS-11A	98.6%	99.0%
B-737	98.3%	99.0%

On-Time Performance of flights	
operated not more than 15 minutes late	62.7%
Actual Load Factor	Quota Forecast
48.29%	48.43%

#### NOVEMBER

Mechanical Dispatch Reliability	Actual	Forecast
FH-227	98.8%	99.4%
YS-11A	98.9%	99.0%
B-737	98.3%	99.0%

On-Time Performance of flights	
operated not more than 15 minutes late	78.6%
Actual Load Factor	Quota Forecast
45.94%	49.35%