

around the industry

Comair, a Delta regional which began serving Florida on November 1, added daily round-trip service between Orlando and Tallahassee, Gainesville, and Lakeland on December 15, and on February 1, began service between Orlando and Key West and Fort Lauderdale and Key West. The carrier also serves Naples, Daytona Beach, Melbourne, Fort Pierce/St. Lucie, and Freeport, Grand Bahama.

Hartsfield Atlanta International Airport now ranks as the busiest airport in the world in terms of aircraft operations. ATL had a total of 796,944 aircraft operations in 1987, 5,037 more than Chicago's O'Hare. ORD is still number one in terms of passengers boarded.

Eastern has introduced a one-bag policy for carry-on items. The other majors have a two-bag policy under the FAA's new baggage rule which became effective January 1.

President Ronald Reagan signed legislation on December 30 which authorizes \$20.2 billion for aviation programs and improvements.

American has applied with the DOT for authority to provide nonstop service between Raleigh/Durham and Paris Orly Airport. If approved, the service is scheduled to begin May 26 using 767-200ER aircraft. The airline introduced 767-200 service from RDU to both MCO and EWR on February 17, RDU's first widebody service.

Aeroflot, the Soviet airline, has promised to pay cash compensation to passengers delayed because of overbookings, erroneous information about flight times and routings, and unjustifiable delays in check-in.

Following are 1987 traffic figures for 12 carriers:

airline	RPMs (billions)	ASMs (billions)	passengers (millions)	load factor
American	56.1	87.5	54.0	64.1%
Continental	39.1	63.1		61.9%
Delta	46.4	82.8	56.3	56.0%
Eastern	36.1	56.1	44.6	64.4%
Northwest	39.5	61.4		64.4%
PSA	4.6	8.1	11.2	56.3%
Pan Am	26.0	41.5		62.8%
Piedmont	11.5	19.0	25.4	60.5%
Southwest	6.7	11.5	12.3	58.9%
TWA	32.9	51.8	24.6	63.4%
United	66.3	101.3	55.0	65.4%
USAir	13.1	20.0	24.8	65.3%

Together, Piedmont, USAir, and PSA carried 61.3 million passengers in 1987, more than Delta, United, or American.

U.S. scheduled airline passenger traffic, including domestic and international operations, increased 10.9 percent in 1987, the Air Transport Association reported.

Domestic passenger traffic rose 7.9 percent and available seat miles, 6.2 percent in 1987. The load factor was 61.8 percent compared to 60.8 percent in 1986. International passenger traffic for 1987 gained 24.6 percent; available seat miles were up 11.6 percent; and the load factor rose 6.9 points.

Russell Ray, former PSA president, has joined Douglas Aircraft as vice president-customer support.

The first of a new generation of airport surveillance radars (ASR-9) was delivered to the Huntsville, AL, airport in December. According to Secretary of Transportation Jim Burnley, the ASR-9 represents a significant advance over current airport radars which must suppress weather data to prevent interference with the display of traffic information. The FAA has 101 ASR-9s on order from Westinghouse Defense and Electronics Center under a \$400 million contract awarded in the fall of 1983. The first unit will undergo extensive field testing at Huntsville before it is commissioned for operational use in May. Additional deliveries are being made early this year to FAA facilities in Oklahoma City, Atlantic City, Newburgh (NY), Salt Lake City, Pamco (WA), and Moses Lake (WA).

Boeing orders totaled 366 in 1987 compared to 341 a year earlier, and deliveries rose from 242 in 1986 to 270 last year. The value of the 1987 orders increased from \$19 billion to a record \$19.9 billion.



A limited edition print of a painting of Queen Elizabeth II is now on display in Concourse C's Presidential Suite at CLT thanks to the generosity of artist Joseph Wallace King. King (second from left), who was commissioned by the Wellcome Foundation Ltd., London, England, to do the Queen's portrait, gave the 36 x 40-inch print to Piedmont in honor of our new London service.

With King, a Winston-Salem resident, are (l to r) T.H. Davis, Piedmont's founder, Bill McGee, president and chief executive officer; and Leonard Martin, senior vice president-passenger services.

The original painting is on display at the North Carolina Museum of Art in Raleigh, NC.

Folger retires with 40 years

Sherl Folger, who joined Piedmont as a station agent 40 years ago and became one of the company's top marketing executives, retired February 1.

A native of Lexington, KY, Folger joined Piedmont as an agent in Lexington in 1948, the year the airline started. He was promoted to chief agent and then station manager in Lexington before transferring into the marketing department in 1955 as city sales manager for Washington, DC.



Folger became district sales manager in 1957 and, in 1961, moved to headquarters as assistant general sales manager. A number of promotions followed, including vice president-marketing in 1982. When Piedmont

developed a network of Piedmont Commuter carriers, Folger accepted the challenge and was assigned his current title of vice president-commuter and interline development, in 1984.

Folger has worked for many years on different committees of the Air Transport Association's Air Traffic Conference. His specialties were the Travel Agency Committee and Military Traffic Committee, and he helped draft many of the original resolutions that have guided the airline industry's procedures for travel agencies and military travel. He has also been a member of the Interline Sales Manager Conference since 1963.

Folger graduated from the University of Kentucky and served with the US Navy as an aviation cadet.

NTSB vice chairman named to USAir post

Patricia A. Goldman, former vice chairman of the National Transportation Safety Board, has joined USAir as senior vice president-corporate communications. Goldman is responsible for the corporate communications effort, including public relations, government and community affairs, and internal programs. She also serves as a member of the airline's senior management executive committee. In addition, Goldman is vice president-corporate communications for USAir Group, Inc., USAir's parent company which also owns PSA and Piedmont.

Prior to joining the NTSB in 1979, Goldman was executive director of The Wednesday Group which developed and managed legislative and political issues for 30 Republican members of the U.S. House of Representatives. She has also been associated with the League of Cities and Conference of Mayors as a lobbyist and issue manager; the U.S. Chamber of Commerce as director of manpower poverty programs; and with the House Education and Labor Committee as minority counsel for the Subcommittee on the War on Poverty. She was a fellow of the Kennedy Institute of Politics in 1977.

on March 1

number of departures: **1,376**

miles flown daily: **505,343**

ASMs: **60,566,392**

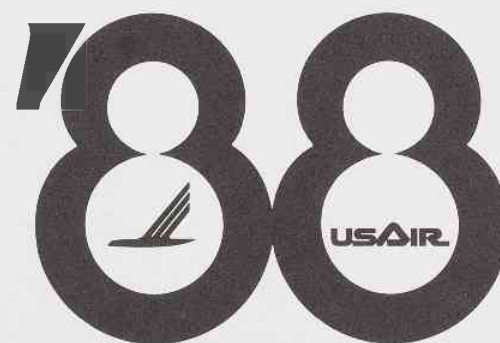
number of aircraft in fleet: **185**

average aircraft hop: **367.3 miles**

daily block time flown: **1,677 hours**

12 minutes

next schedule change: **April 3**



**TOGETHER, WE'LL
SOAR TO NEW HEIGHTS.**