



USAir Group Chairman and President Edwin I. Colodny (left) congratulates Tom Davis, founder of Piedmont Aviation, who retired from the USAir Group Board of Directors at the May 10 meeting. Davis was honored by the USAir Group Board which presented him a resolution that said, "We hereby record in the permanent records of the corporation that his associates affirm their admiration of him as an outstanding man who has led a purposeful life and has been a most competent executive and Director and further affirm the appreciation of the Board of Directors for his leadership and extensive efforts on behalf of the corporation and aviation generally."

Davis founded Piedmont Aviation in 1940 and served the Company in many capacities for 48 years, including treasurer, president, director, and chief executive officer.



G. Conoly Philips (left), Norfolk City councilman, presents a document to Bill McGee, chairman and president, proclaiming May 12, 1988, "Piedmont Airlines Day." The presentation took place during a luncheon held at Norfolk International Airport in recognition of Piedmont's 40 years of service in the Hampton Roads area. During the event, Piedmont employees toured Piedmont's restored DC-3 which ferried McGee and other Piedmont officials to Norfolk for the luncheon.

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## Pass program, first-class, new headquarters revealed

Interim policies for interline travel by employees of Piedmont and USAir over their respective airlines were announced May 13. This decision came within two days of the USAir Group, Inc., shareholders' meeting where Edwin I. Colodny, Chairman and President, announced that USAir would begin offering travelers on USAir a choice of first-class or coach accommodations, and the location of a new headquarters building for the combined airlines in Crystal City, VA.

(See Page 2 for announcements on USAir Group first quarter earnings, the Covia Partnership, and the relocation of the credit and collections department to Winston-Salem.)

### Pass privileges extended

Effective June 1, 1988, all Piedmont employees, certain eligible family members and retirees will be extended free unlimited, space available vacation travel privileges on USAir including Allegheny Commuters.

Eligible non-revenue travelers from the two carriers will be able to travel on each carrier in accordance with their current travel programs. However, parents-in-law of Piedmont employees will not be eligible to travel on USAir. This interim program will remain in place until the actual merger of USAir and Piedmont in early 1989.

Piedmont employees may proceed directly to USAir gates and present their valid company I.D. and flight pass (PA-T-401) or industry travel ticket (042) for boarding. ID20 travel will not be valid on USAir. Piedmont employees will still be required to obtain flight passes or industry travel

tickets from their own department for travel on USAir. Piedmont employees will be permitted to board USAir flights after USAir employees are boarded, based on employment date. In similar manner, USAir employees will be boarded on Piedmont flights after Piedmont employees are boarded, in company seniority order.

Dress code policies and non-revenue rules remain in place when traveling on each carrier.

The interim pass program will afford Piedmont

employees the opportunity to not only enjoy the new destinations available through USAir routes, but also to welcome USAir co-workers on Piedmont flights.

More detailed information has been distributed to each employee.

### Dual-class offered

USAir will offer its customers the option of first-class or coach cabin service beginning in early 1989.

Installation of first-class sections on more than 200 aircraft in USAir's fleet will begin

shortly and be completed in time for the early 1989 integration of Piedmont Aviation into USAir. All Piedmont aircraft are already configured in first/coach class.

"Our early decision to introduce a first-class cabin systemwide is a major step toward achieving our goal of a smooth integration of the two airlines," said Colodny. "Based on Piedmont's results of dual-class service since beginning in June 1987, we have concluded that passenger demand is sufficient to warrant the changeover."

The USAir fleet currently includes 44 Boeing 737-300s, 31 MD-80s, 23 Boeing 737-200s, 74

DC-9-30s, 21 BAe 146s, and 10 Boeing 727-200s. Also included are 20 BAC 1-11s which will be phased out of the USAir fleet prior to the Piedmont integration and will not be converted to a first-class configuration.

### Headquarters site chosen

USAir has chosen the location for its new corporate headquarters.

The new building, located less than a mile from Washington National Airport, in Arlington, Virginia's Crystal City, will consolidate personnel working at the present headquarters at Washington National Airport's Hangars 11 and 12 and those at USAir's other building in Crystal City. This includes the president's office and the marketing, finance, corporate communications, law, and administration departments.

Initially, USAir will occupy five of the building's 11 floors with options on three additional floors. Employees will begin moving into the building on November 1, with all departments expected to be in place by the end of the year.

"With combining the operations of PSA and Piedmont into USAir, the additional capacity of the new building will help accommodate our space requirements," said John Long, USAir's senior vice president-administration.



USAir's new corporate headquarters will be located at 2345 Crystal Drive, Crystal City, in Arlington, Virginia, less than a mile from Washington National Airport.

### USAir sponsors debate

USAir Group, Inc., will be the lead corporate sponsor for a presidential debate to be held at Wake Forest University in Winston-Salem, NC, on Sunday, September 25. The bipartisan Commission on Presidential Debates selected Wake Forest from 23 cities and college campuses across the country. The event is expected to draw 4,000 visitors to Winston-Salem.