



Hostess Tina Williams (right), administrative secretary-INT, presents name tags to (left to right) Joe Turner, flight operations-CLT, and his wife, Doris, at Piedmont's 11th annual service awards banquet held in Winston-Salem in August. Turner, who retired in May with 22 years of service, was one of the 632 employees honored for service with the company. For more pictures and coverage of the banquet, please turn to pages 6-8.

Inventory systems moves to INT

As part of the continuing integration of Piedmont and USAir, USAir will relocate its inventory systems department from Pittsburgh to Winston-Salem. Piedmont's revenue enhancement department will be integrated with USAir's inventory systems department which will involve nearly 80 positions.

Inventory systems is responsible for planning the capacity allocation on aircraft which involves booking levels as well as yield management. Under yield management the inventory systems staff determines the number of seats available on each flight at the various discount fares.

In addition, the 40 positions in Piedmont's pricing department at Winston-Salem will be consolidated with USAir's pricing department at DCA headquarters. The timing of the relocations has not yet been determined.



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Crew simulates evacuation of 737-400

In a frighteningly realistic simulation of an evacuation, six Piedmont crew members successfully evacuated 188 passengers from a 737-400 in 81.5 seconds, 8.5 seconds under the 90 seconds required by the Federal Aviation Administration (FAA).

The simulation took place on a Saturday evening in late June at the Boeing facilities in Renton, WA, near Seattle, as part of the certification program for the 737-400 prior to its delivery in September. The evacuation training program itself was developed in a joint effort by Piedmont and the FAA and is being used by Boeing and the FAA in the certification process of the aircraft.

Twelve flight attendants, three first officers, and three captains along with program coordinators Greg Gibson, captain-GSO, and Charlie Cross, director-flight attendant training-INT, spent four days in preparatory training in Renton prior to the simulation.

Flight attendants Robin Gantous (MIA), Ken Hudson (GSO), Tripp Campbell (ORF), and Sue Sansone (SYR), First Officer Buddy Bond (CLT), and Captain J.D. Paschal (GSO) were selected at random to participate in the simulation.

The evacuation simulated adverse conditions. All cabin lights including floor lights were off. Aisles were littered with baggage. Only half of the exits were useable and were reduced in size to the minimum allowed under FAA standards. Windows were sealed to disorient both the passengers and crew. The 188 passengers represented a cross section of the passengers one might expect on a typical flight, including a range of age groups. However, under these conditions the crew successfully evacuated the plane on their first attempt. As the last passenger and crew member deplaned, passengers and crew along with observers cheered.

Boeing has cited Piedmont and the participants for their professionalism and assistance with the training program which will be available to other airlines.



Piedmont employees who participated in the 737-400 evacuation training program were: (first row, l to r) Flight attendants Robin Gantous, MIA; Susan Oliver, CLT; Elaine Albritton, ORF; Cam Hill, GSO; Susan Sansone, SYR; Mary Armstrong, GSO; and Mary Lou Krozack, BWI. Second row: Kenneth Colston, first officer, 737-CLT; Greg Gibson, captain, 737-GSO; Larry Annesi, flight attendant-SYR; Daniel Scola, first officer, 737-CLT; Don Burr, captain, 737-CLT; Conrad Pond, captain 737-CLT; and John Hurd, flight attendant-BWI. Third row: Tom Stewart, flight attendant-MIA; Ken Hudson, flight attendant-GSO; Tripp Campbell, flight attendant-ORF; J.D. Paschal, captain, 737-CLT; Buddy Bond, first officer, 737-CLT; and Charlie Cross, director-flight attendant training, INT.

Kansas City here we come!

As this issue was going to press, USAir Group airline partners Piedmont and USAir jointly announced new service to Kansas City, MO, beginning this fall.

On November 1, Piedmont will expand into its first new system city since Fort Myers was added last February, with three daily non-stop Boeing 737-200 round-trip services between Kansas City (MCI) and Charlotte, providing hub connecting access at CLT to

and from 49 other Piedmont destinations from Boston to Miami.

On that same date, USAir will add nonstop daily service from MCI to LAX. USAir currently operates six daily flights at MCI, offering non-stop service to PIT, STL and Wichita (ICT).

On December 1, Piedmont will boost its MCI service by adding a daily Boeing 737-300 round-trip between BWI and SFO, via MCI.

