



Merger training begins—Piedmont and USAir joined forces this summer to provide ground security coordinator training to more than 350 Piedmont and USAir station personnel. The following employees developed and conducted the training program: Seated (l to r) Barry Collier, Kent Moses, Kathryn Johnstone, Mary Greer, and Ed Ferrari. Standing (l to r) Frank Vincent, Joe Rice, Sky Day, Dick Rothery, Lance Anderson, Ron Rhoderick, Frank Iavasile, and Frank Austin. Not pictured are Dennis O'Madigan, Jack McCurnin, and Lou Blazy.

Ground Security stresses "PDID"

If someone walked up to you and said, "PDID," how would you react? The catch phrase, an abbreviation for "Please Display Identification," is the greeting you might hear if you are in a restricted area without displaying your ID badge. "PDID" is a major emphasis of this year's recurrent Ground Security Coordinator Training which is mandated by the Department of Transportation (DOT) and Federal Aviation Administration (FAA). The idea is to create an awareness of unauthorized individuals who may have entered restricted areas and to challenge their reason for being there.

The content for the Ground Security Coordinator Training Program was developed jointly by USAir's Mary Greer, training specialist-PIT, and Piedmont's Sky Day, director-training stations-INT, and approved by the FAA. The FAA requires a ground security coordinator for each airline at each airport to cover each scheduled flight. The coordinator monitors security procedures to ensure they are being followed. One or two individuals at each station are designated to receive the security training. More than 350 Piedmont and USAir station personnel attended one of 10 classes conducted at Char-

lotte, Los Angeles and Pittsburgh this past summer. The training consisted of 4 hours of home study and 4 hours of classroom training.

The instructors were a team of managers from Piedmont and USAir stations. Piedmont was represented by Kent Moses, station manager-MCO; Lance Anderson, station manager-ORF; and Frank Austin, station manager-LGA. USAir representatives were Barry Collier, customer service manager-SEA; Kathryn Johnstone, customer service manager-SCK; Ed Ferrari, customer service manager-SDF; Joe Rice, corporate security-PIT; Dick Rothery, customer service manager-BTV; Ron Rhoderick, customer service manager-OAK; and Frank Iavasile, customer service manager-CVG. Dennis O'Madigan and Frank Vincent from Piedmont security and Jack McCurnin, Lou Blazy, and Joe Rice from USAir's security department also participated in the training.

Ground security is just one of the numerous areas where training is occurring and one of the items on the mirror image merger checklist which the FAA will be inspecting prior to integration.

800 questions touch on merger

As of the end of August, we had received more than 2,280 calls on the '800' information line which have generated over 1,060 individual responses as well as general answers in the *Piedmonitor* and *Declassified*. The following are a sampling of some of the questions and the responses that may be of interest to the majority of the employees:

Q. Why are the USAir career opportunities being posted after the deadline dates? Will Piedmont employees be considered?

A. USAir career opportunities always have a closing date, which is 10 days from the date posted. By the time we receive USAir job postings, prepare them for process through our career opportunities procedures (send to print shop and mail room), sometimes they are received in various stations on the closing date.

We have discussed this matter with USAir personnel who have indicated that they will be lenient with their corporate deadline policies in order to consider those Piedmont employees who wish to apply.

Above answer provided by Arlene Kennedy, employment coordinator-INT.

Q. Does USAir have a supplemental retirement plan like ours? If not, will our plan be carried over as part of the merger?

A. USAir recently adopted a 401(K) plan for their employees. That plan is similar to an IRA except larger contributions may be possible. No disposition has been determined for Piedmont's supplemental retirement plan; however, we are reviewing several positive alternatives.

Above answer provided by Joe Wilson, assistant vice president-benefits administration.

Q. With our airline's continued growth, space available travel to some destinations is becoming extremely difficult. What if Piedmont were to present each employee a positive space pass for a one-time trip on a yearly basis?

A. Unfortunately, the IRS tax laws prohibit granting free positive space passes for non-company business purposes. The ID20 percent discount is the best we can offer employees for positive space and maintain tax exempt status.

Above answer provided by Faye McIntyre, manager-pass bureau.

around Piedmont

On October 1, the Piedmont fleet will include a total of 193 aircraft which reflects the delivery of four new 737-400s during the month of September. The company operates 62 737-200s, 42 737-300s, six 767-200s, 34 Boeing 727-200s, 20 Fokker F28-1000s, and 25 F28-4000s. USAir has a total of 232 aircraft including 53 737-300s, 23 737-200s, 10 727-200s, 74 DC-9s, 20 BAC 1-11s, 31 MD-80s, and 21 BAe-146s.

Piedmont serves 95 airports/122 cities in 29 states plus the District of Columbia, Ottawa, Montreal, London, and Nassau. USAir serves 105 airports in 36 states plus the District of Columbia, Ottawa, Montreal, and Toronto.

The feature films appearing on our 767-200 flights during the month of October include "The Presidio" on the CLT-LGW, BWI-LAX, and CLT-LAX flights; and "Arthur II on the Rocks" on the LGW-CLT, LAX-BWI, and LAX-CLT flights.

A new two-year contract that abolishes Piedmont's two-tier wage scale and increases wage rates was ratified recently by the 2,300 Piedmont employees represented by the International Association of Machinists. The contract runs through August 1, 1990, and merges the "A" and "B" pay scales into one wage rate by February 1, 1989.

CCAair, a Piedmont commuter airline based in Charlotte, reported 81,424 passengers boarded during the month of August, an increase of 49.4 percent over the same month last year and the sixth consecutive month of record boardings for the airliner.

The drawing for the tenth annual raffle sponsored by employees in the Avionics Shop, GSOXN, will be held sometime in mid-November according to Rudy Sutis. This year's top prize is a compact disc player which is being donated by the avionics employees in addition to a 13" color TV for the second place prize and AM/FM walkman headsets for third, fourth, and fifth places.

Last year's raffle raised \$5,858 for the annual Piedmont Thanksgiving Food Drive which provided a traditional turkey dinner to eight hundred people in more than 230 families.

Raffle tickets will be \$1 each and should be available soon. Watch the teletype for additional information on tickets and the drawing.

Piedmont's restored DC-3 will be appearing at the 60th anniversary of Newark International Airport in Newark, NJ, October 1; the Stanley County Airport in Albemarle, NC, October 15-16; and the Palm Beach International Airport in West Palm Beach, FL, October 21-22.

Piedmont and USAir, along with most other major carriers, are matching a fare increase set by Northwest which became effective September 1. All one-way fares on flights under 750 miles will rise \$2, those between 751-1,250 miles, \$5, those from 1,251-1,500 miles, \$8, and over 1,501 miles, \$10. If travel is roundtrip on flights under 1,250 miles, there will be no increase. Roundtrip travel on flights between 1,251-1,500 and over 1,501 will increase by \$16 and \$20, respectively.

The Piedmont/USAir Jazz Orchestra will make its international debut on October 1 at the Top Resa Trade Show in Deauville, France, and October 3 at a travel industry reception at the Portman International Hotel in London. The orchestra's big band sound will celebrate the integration of the Piedmont and USAir international sales forces as well as the change of the airline designator code from AL to US which becomes effective October 1.



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