



# THE PIEDMONITOR

Bulletin!  
Chicago Comes  
Through!

VOL. XI, NO. 3, 4

BUY BONDS — COMPANY CAMPAIGN JUNE 23-27

MAY-JUNE, 1969

## CAB's Gilliland Enlightens ALTA On Youth Fare

The highlight of the ALTA Banquet was the keynote address by Judge Gilliland on some interesting points of the Youth Fare Case now pending before the Board. Of course no clues were offered as to what the Board's decision will be. Some humorous yet earnest excerpts from the literally tons of mail received by the Board were given as illustrations of the concern in the Judge's words, "a class of alert, zealous, self-reliant and articulate people of this country."

The following are some of those remarks:

The first, from a lad in Ohio, was pragmatic:

"I feel that youth fare is a good system. Who wants to pay full fares?"

Then followed a letter from an irate parent in Kentucky. She said:

"I'm typing this letter in red because this is what I see . . . Either Mr. Present has a lot more money than we do . . . or he does not have any children."

A student from a girl's school said:

"It was with an emotion amounting to despair that I heard the news that airline youth fares would be done away with . . . In other words, without youth fares many girls would be unable to see their boy friends . . . I am serious when I say that discontinuance . . . will put me and many, many other girls in a very difficult position."

The next was from a young woman in Minnesota:

"I'm writing to protest the cessation of youth fare . . . Why can 2-year olds go free on someone's lap? I'm willing to sit on a friend's lap . . ."

(Continued on Page Three)

## Successful ALTA Meeting Held In New York



A LOT OF PLANNING and organizing goes into putting together a successful ALTA meeting. Those busiest at the most recent gathering are shown here conferring over the program. They are, from left,

Piedmont's ALTA Conference Chairman Walt Rollins, Host President T. H. Davis, Raymond I. Peterson, ALTA Chairman of the Board and Executive Director and General Counsel Joseph P. Adams.

The Spring meeting of the Association of Local Transport Airlines was hosted by Piedmont at New York's Waldorf Astoria in mid-May.

ALTA has 15 member companies, those in the continental United States, the Alaskan and Hawaiian carriers plus Caribbean-Atlantic Airlines.

The ALTA Presidents and their senior staff members and wives meet twice a year to discuss mutual industry problems and solutions. Each meeting is hosted by one of the member carriers. Other meetings have been held in such far flung places as Hawaii and Paris.

Piedmont lined up an outstanding program for the group. The featured speakers included Paul V. Cherington, Assistant Secretary, Policy and International Affairs, Department of Transportation; Judge Whitney Gilliland, member of the Civil Aeronautics Board; and John H. Shaffer, Administra-

(Continued on Page Three)

## Trunks and Locals Should Negotiate Says Cherington

Trunk and local service carriers with overlapping routes should negotiate their future competitive relations. "The Department of Transportation would be pleased to facilitate such negotiations in any way that would be useful."

Noting that "the local service carriers have increased their share of the market when they have been permitted to provide nonstop service," Cherington said "it is entirely possible that it is in these markets that the heaviest growth for locals will take place over the next few years."

"At the same time, however, to the extent that these markets are still of interest to the trunk carriers, the extension of local service rights in these markets will be a slow and painful one, constrained by the regulatory timetable," Cherington said.

The local-trunk negotiations he

(Continued on Page Three)

## Computer Res Plans Are Announced

The computer reservations study has been completed. Plans for centralizing the res system were announced by Director of Reservation Systems John Harrigal.

Piedmont's reservations system will be centralized in one office to be located in the Winston-Salem area. Centralizing and computerizing the network is expected to be completed by January, 1971.

The UNIVAC 494, STARS (Standard Teletype And Reservations System) was selected. This is the latest, most up-to-date electronic passenger name record and message switching equipment. The contract is with Computer Communications Network of Nashville, Tennessee. The actual computer service center, currently under

construction, will be located in Atlanta.

Piedmont will design and build its own central res office to meet future demand. The building site in Winston-Salem is being studied and final plans should be announced later this summer.

Some of the res functions now conducted in the field will be moved to Winston-Salem, starting this fall. A temporary manual office will be established so that centralizing and computerizing efforts will not affect one another. The date for starting the initial centralizing will depend on facilities. Currently city forecasts are being compiled to determine volume. The volume predictions will aid in determining the number of telephone lines needed. Res activities for the majority of our cities will be conducted in Winston-Salem by late 1970.

A management team will be selected, beginning with the move to

centralization, to staff the manual office. This same team will have a chance to grow with the system and be well ready for the new electronic office.

The manual office will serve to perfect the design and installation of equipment and to test work positions that will be used in the electronic office.

The computerization has already started. The systems descriptions should be finalized by mid-July this year.

The UNIVAC STARS system will be capable of handling in excess of 15 to 20 thousand reservation transactions per hour or a total of about 8 million passengers a year.

The initial staff for the centralized computerized res system will be made up of approximately 250-300 agents. There are currently 175-200 reservation function positions in Piedmont's manual network.

9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9

## FAA'S Shaffer Tells ALTA That Airports Need \$150 Million

The airport/airways development program to be proposed by the Nixon Administration "will require a very substantial investment for the automation of the air traffic control system as well as other new terminal facilities and equipment" and "would double the grant-in-aid program" for airports, John H. Shaffer told the ALTA convention.

This would mean an airport grant level of \$150 million a year, a basic point of the Monroney plan advocated by Department of Transportation and FAA officials. Shaffer's remarks indicate that DOT and FAA officials have persuaded the White House to adopt at least that part of the Monroney plan.

Another aspect of the airport program developed last year by the Senate Commerce Committee, up to \$1 billion in loan guarantees for terminal and related facilities, reportedly has been dropped from the Administration policy.

(Continued on Page Three)

## Charles Fauroat Is Named New Manager—Contracts and Leases

Senior Vice President H. K. Saunders has announced the appointment of Charles E. Fauroat as Manager—Contracts and Leases.

A native of Metuchen, New Jersey, Fauroat attended Stevens Institute of Technology where he received a Bachelor of Engineering degree. He earned his Juris Doctor degree at Dickinson School of Law in Carlisle, Pennsylvania and did graduate work at Southern Methodist University, Institute of Aerospace Law in Dallas, Texas.

A dean's list student at Stevens he was also a law review candidate and scholarship holder at Dickinson. He held a graduate fellowship at S.M.U.

Mrs. Fauroat is the former Rebecca Phillips of Beaver Falls, New York. She is a statistician. The Fauroats live at 131 Dalwood Drive in Winston-Salem.



CHARLES E. FAUROAT  
Manager—Contacts & Leases

## CHICAGO COMES THROUGH!!!!

The Civil Aeronautics Board has issued a new route award authorizing Piedmont Airlines to serve Chicago, Illinois. The certificate is effective July 2. Piedmont will inaugurate service in approximately 60 days.

The new authority awarded will make possible service from most cities on Piedmont's system to Chicago, including the first non-stop service between Chicago and Roanoke, Lynchburg and Richmond, Ashland/Huntington and Bristol/Kingsport/Johnson City. The airline will also provide new service between Chicago and Norfolk and Chicago and Charleston.

Single-plane service will now be possible between Chicago and Greenville-Spartanburg, Atlanta, Charlotte, Asheville, Wilmington, Fayetteville, Kinston, Greensboro-High Point, Winston-Salem and Raleigh-Durham.

In commenting on the action by the CAB, President T. H. Davis said, "We are, of course, delighted with the favorable decision by the Board. This is the culmination of long years of effort to provide this service which we felt was needed by the affected cities into the important Chicago market, and in our opinion the new service will provide an enormous public benefit."

Davis also emphasized the significance of the route extension to Piedmont. "We anticipate additional revenues of over \$12,000,000 for the first year of operation," he said.

The Company plans to utilize its 90 passenger Boeing 737 jetlines and 60-passenger YS-11 prop jet aircraft over the routes.

Specific schedules of flights are not yet complete, but will be announced as soon as possible.