



St. Louis Requested

Round Up of Pending Route Applications By Piedmont

Piedmont has filed an application with the Civil Aeronautics Board for authority to operate non-stop service between St. Louis, Missouri and Greensboro-High Point, Raleigh-Durham and Charlotte, North Carolina and Richmond, Virginia.

In support of this application the Company proposed through flights between St. Louis and Fayetteville, Norfolk and Newport News. Also, dependent upon the granting of authority at issue in the Southern Route realignment Case, Piedmont is proposing service between St. Louis and Columbia and Charleston, South Carolina.

This proposal was requested to be heard in conjunction with a similar proposal by Eastern Air Lines. It will be heard under Subpart N of the Board's regulations, which is an expedited procedure for trunk carriers. Eastern is the trunk carrier involved with Piedmont in this case, which is still in the initial stages. The concept of service between the Piedmont area and St. Louis was originally developed by Piedmont in its proposal for an extension beyond Louisville to St. Louis.

Southern Route Realignment

In the Southern Route Realignment Case Piedmont, along with Delta and Southern Airways, has asked for an extension of service from Charlotte to Columbia and Charleston, South Carolina. All the procedures in this case have been completed and the Board's decision is expected at any time.

Norfolk-New York Non-Stop

Another application currently on file with the Board is Piedmont's request for authority to provide non-stop service between Norfolk, Virginia and New York City. This particular application has been consolidated with similar proposals by Allegheny and Mohawk under the Subpart M regulation. Subpart M designates an expedited procedure as requested by local service carriers.

This service will entail extension beyond Norfolk into the heart of Piedmont's system. The date for the examiner's hearing should be set soon.

Norfolk-Baltimore Non-Stop

Piedmont has applied for non-stop authority between Norfolk and Baltimore. In this request the Company is proposing to overfly Washington National Airport and go directly into Baltimore. Such authority is especially desirable because of the pressure of traffic growth being exerted on our capacity at Washington National.

Allegheny is also an applicant in this case which will be heard under the Subpart M rule. This case, too, is still in its initial stages.

Additional Service

In the Additional Service to Columbia and Augusta Case Piedmont is proposing to provide all jet non-stop service between Columbia and Augusta on the one hand and Washington and New York on the other hand.

The Examiner's hearing was completed in July with final briefs to be filed the latter part of September. Other applicants for this service are Delta and Southern. Eastern is presently the only carrier with this authority.

N. C. Points Investigation

In the North Carolina Points Case Piedmont is requesting authority to provide non-stop service between Greensboro-High Point, Raleigh-Durham and Charlotte, North Carolina and Chicago, New York and Miami.

The Examiner's briefs for this case were filed this summer. The Company is currently awaiting the Examiner's decision which is expected in about a month.

A number of other carriers are involved in this particular case. Among the other local service carriers are North Central, Southern and Mohawk. The trunks are Delta, Northeast, Northwest, United and Eastern.

Piedmont's proposal in this case is predicated on the Company's ability to provide service beyond the segments (city pairs) at issue. For example, Piedmont proposed a pattern of service between Miami, Norfolk and Richmond via Raleigh-Durham.

Greenbrier Request

At the request of various Greenbrier, West Virginia area parties the Civil Aeronautics Board has issued an order indicating they will investigate the desirability and feasibility of certificating Greenbrier as an additional point on Piedmont's system.

Chicago Delay Granted

The Board has just issued an order, as requested by Piedmont, authorizing delay of the inauguration of service by Piedmont into Chicago until December 1 this year. The Piedmonitor will have further details on Piedmont's plans for Chicago service as they are finalized.

Hearing Set October 2nd

Early in October the Virginia State Corporation Commission will hear a case where Piedmont is requesting amendment of its intra-state certificate to include Dulles (Chantilly, Virginia). Piedmont's present intra-state service between Dulles and other points in Virginia is being provided under temporary authority pending the outcome of this hearing.

Louisville-Washington Non-Stop

Another application recently filed by Piedmont is a request for authority to provide non-stop service between Louisville and Washington, D. C. This application will be heard in an investigation of the need for an additional Louisville-Washington non-stop carrier. The investigation is still in the formative stages and will be handled under normal Board procedure. At this point in the case the only carrier applicants other than Piedmont are Allegheny and Ozark.

Atlanta-Detroit/Cleveland/Cincinnati Investigation

Piedmont is also an applicant in the Atlanta-Detroit/Cleveland/Cincinnati Investigation. The Company is requesting authority to provide non-stop service between Cincinnati and Atlanta. This case is also still in the initial stages with several trunk and local carriers presently involved.

The Pacemaker Is Customer's New Publication

The first issue of a new publication designed strictly for Piedmont's passengers is now in the seat back pockets of all aircraft. The Pacemaker is a monthly in-flight magazine.

Designed and produced by Color Productions, Inc. of Nashville, Tennessee, The Pacemaker features glossy four-color photographs with stories of interest about different points on Piedmont's system.

The current September issue is highlighted with detailed features on Pinehurst and High Point, North Carolina and a story on The Lore and Lure of Lighthouses along the Carolina and Georgia coasts.

The writing for The Pacemaker is done primarily by professional free lance writers. The Pacemaker will be published the 26th of each month and will distributed on the 1st.

Nixon Names New Member To The Board

President Richard Nixon has announced the appointment of Secor D. Browne as a Member of the Civil Aeronautics Board and the intention to designate Mr. Browne, subsequent to Senate confirmation of the appointment, as CAB Chairman.

Browne has been Assistant Secretary for Research and Technology of the Department of Transportation since March, 1969.

A widely recognized authority on transportation, particularly civil aircraft and aircraft engineering, he has been, as Assistant Secretary, the principal advisor to the Secretary of Transportation for the management of basic and applied research and for the improved utilization of scientific and technical knowledge in the planning, development, operation and safety of transportation systems. He has also assisted the Secretary in carrying out his responsibility as the focal point of government-wide activity in aircraft noise abatement.

Prior to his Department of Transportation appointment, Mr. Browne was a resident of Lincoln, Mass., and served as Associate Professor of Air Transport at the Massachusetts Institute of Technology, whose faculty he joined in 1958.

Before joining the Department of Transportation, Browne also was Vice President of the International Studies Division of Bolt Beranek and Newman, Inc., a Cambridge, Massachusetts research and development firm. He was also President of Browne and Shaw Company, Inc. of Waltham, Massachusetts, a mechanical engineering firm.

Born in Chicago, Illinois on July 22, 1916, he was graduated from Harvard College. He is fluent in four foreign languages. He served in the Army Air Corps during World War II, enlisting as an Aviation Cadet and returning to inactive duty as a Major. He received two Presidential Unit Citations, the Bronze Star Medal, and eight battle Stars for service in the European and North African theatres.

New Employee Benefits

Pass Policies Are Revised And Improved

The Company has announced several major changes in the Company's pass policies for employees.

The first of the new regulations provides that all Piedmont employees with ten or more years of service, as of January 1, 1969, will be issued term passes valid for unlimited space available (Class C) transportation over the Piedmont system. This term pass will be valid for a period not to exceed three years and will be re-issued automatically.

Retired Employees

Retired employees will be granted Class C space available transportation or reduced rate transportation privileges under the following conditions: The employee must attain normal or early retirement age; The employee must be eligible to receive benefits under the provisions of the Company's retirement plan; The employee must have been actively employed by Piedmont until date of actual retirement; Free and reduced rate transportation privileges provided by the issuance of single trip passes or authorizations, annual or term passes may be withheld, suspended or revoked at the discretion of the Company.

Disability

In the event an employee is retired due to disability prior to reaching retirement age, he must have had ten years service with the Company in order to be considered as an eligible retired employee for free (Class C) and/or reduced rate transportation purposes. All retired employees and their spouse will be issued an annual space available (Class C) pass, good for unlimited travel over the system. Other members of a retired employee's family will be issued space available trip passes upon request. Eligible persons in this category will be the same as for active employees.

Widows and widowers of deceased employees or of deceased retired employees, will be eligible for free and reduced rate transportation for one year following the death of the employee or retired employee, or until remarriage, whichever may occur first.

These new policies have been added to the Standard Practices Manual. If you have any questions please contact your supervisor.

Savings Bond Donors Increase To 20.4%

The recent drive for U. S. Savings Bonds involved all 3,071 employees. Prior to this year's campaign there were only 130 employees or 4.3% buying bonds through the payroll deduction plan.

At the end of the recent drive the total employees signed up for Bonds was up to 20.4% or 628.

The campaign itself was conducted by departments. Piedmont Fabricators post an impressive 100% contributing. Several other departments also had high percentages as did a number of the stations. If there were other 100% groups please let us know.

All Employees Insurance Plans Are Broadened

After an extensive investigation and analysis of different insurance programs the Company has made new arrangements for comprehensive medical plan to be underwritten by the Aetna Life and Casualty Company.

The Comprehensive Plan will provide improved coverage for employees and their dependents (including all children to age 19, or to age 23 if in school and solely dependent upon employee).

The wide range of medical expenses covered by this plan include payment of hospital charges for room and board and miscellaneous extras. Ward and semi-private accommodations are paid in full. If a private room is used, the hospital's average semi-private rate plus \$4 becomes a covered expense.

\$50 Deductible

After a \$50 (or \$150 per family) deductible, "other" medical expenses such as physicians and surgeons bills, private duty nurses, prescription drugs, x-rays, laboratory examinations and ambulance service are reimbursed at 80%. (Routine physical examinations are not included).

Piedmont pays a substantial portion of the cost. Employees contributions are made through monthly payroll deductions. If you request single coverage, you pay \$3.05 a month. If you insure yourself and your dependents, you pay \$7.50 a month.

Dependent Coverage

If your dependents are entitled to benefits from any other plan providing medical insurance on a group basis, the benefits under this plan may be reduced so that your total benefits under all plans are not more than your total expenses.

Payment for hospital expenses, including emergency room accident expenses, is 100% of the first \$1,000 in any calendar year for room and board and other necessary hospital services for each insured employee and dependent. It covers 80% of any costs in excess of \$1,000 in any calendar year.

For surgical and other medical expenses the plan pays 80% of all costs.

Maternity coverage pays for normal delivery (for all charges) — \$400.00. For a Caesarean or Ectopic it pays \$800.00 and \$200.00 for miscarriage.

Termination

Your Medical Insurance as well as your dependents' Medical Insurance will cease upon termination of employment. However, if total disability then exists, and you have not used up your Maximum Benefit, Comprehensive Medical Benefits will continue, as long as you are totally disabled for up to 12 months following the date of your termination.

Medical Conversion

If you terminate employment, you may convert your Medical Insurance to an individual policy of insurance of a kind then being issued by the Aetna Life and

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