

Editorial

You've been asked

As an air traveller, the government is asking for your comments on a proposal that would ban the smoking of cigars and pipes on all commercial airplanes. They'd also like to know how you feel about whether smoking of all kinds should be forbidden on all flights. They further profess an interest in your views on whether present rules restricting smoking to specified areas should be tightened.

The Civil Aeronautics Board initially proposed the ban on pipes and cigars on October 5 this year. Comments were invited on the question of all smoking aboard flights at the same time. The deadline for public comment was originally set for November 8.

But the Board said Action on Smoking and Health (ASH), the group which asked for the cigar and pipe ban, requested another 90 days to participate in the proceedings. The Board granted a 60 day delay, until January 23, 1977.

So if you meant to write, but didn't get around to it, you still have an opportunity.

It doesn't seem to be too often that the government gives us the first chance to contribute our thoughts before they make our rules. To give us a second chance is more than we should pass up.

The Tobacco Institute already has told the CAB it does not believe a ban is warranted. Among other things, the institute said current rules discriminate against smokers by forcing them to sit in less desirable seats in the back of planes.

The airline industry generally agrees. The ban would be an unwarranted intrusion into the carriers' inflight service operations. We must consider our service to smoking passengers as well. Current regulations allow us to accommodate the preferences of all passengers. To totally prohibit smoking aboard all aircraft would show undue and unreasonable preference to non-smokers. More rigid rules would probably benefit one group of passengers at the definite expense of another.

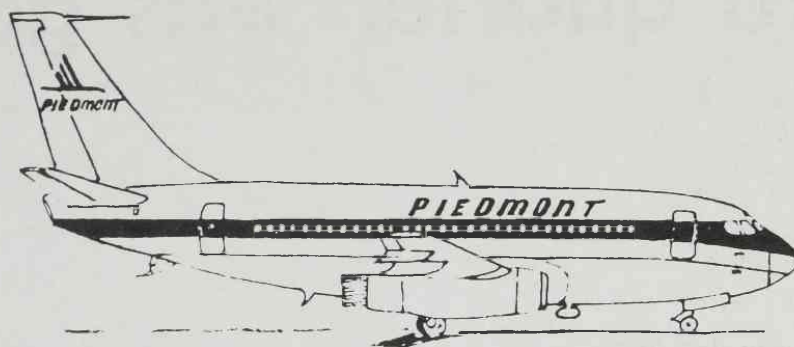
The Federal Aviation Administration has conducted exhaustive tests which proved the air flow in the cabins of airliner planes is sufficient to eliminate any problem.

After all, we are based in Cigarette City, but these are not just Piedmont's feelings. Nearly all carriers have expressed similar positions on the proposal.

You've been asked how you feel. And you've been given an extended chance to say what you think. You should write the Docket Section, Docket 29044, Civil Aeronautics Board, Washington, D.C. 20428.

If you think you might want to gripe later, you should comment now. That way you'll at least be able to complain with a clear — I tried — conscience.

How well do you know
your equipment?



Depending on just how observant you are, you may be able to find up to four items on this Boeing 737 that are not actually on Piedmont's 737s. In case you don't see anything out of place, the answer is on page five.

Industry notes

Pan-Am gets first domestic route

The Civil Aeronautics Board has granted Pan American World Airways its first domestic route. The new Detroit-Boston route authority was granted to both Pan-Am and North Central. The route, currently served only by American Airlines, was described by the CAB as one of the largest aviation monopoly markets in the U.S. Pan Am has long sought domestic routes either to feed passengers into its network of international flights, or to fill up planes flying the domestic legs of overseas-bound trips.

What's better today?

Commercial airline service is one of only three services and products that are better now than they were five or 10 years ago.

That's what a national sample of 2500 male and female adults revealed when a market research firm asked them to compare the quality of 15 services and products today versus the recent past.

The items covered many fields, but only airline service, newspapers and telephone service were given more positive than negative votes. Among the other products and services included in the survey were popular music, food served in restaurants, movies, furniture and auto servicing.

In another national survey sponsored by U.S. News and World Report magazine the U.S. airlines rated highest among 20 major industries. This survey's results were based on 5448 returned questionnaires. Participants ranked performance of 20 major industries as follows (1=poor job, 7=excellent job):

	Average Rating
1. Airlines	5.17
2. Banks	5.05
3. Trucking companies	4.61
4. Large department stores	4.59
5. Tire manufacturers	4.57
6. Retail food chains	4.53
7. Appliance manufacturers	4.44
8. Steel manufacturers	4.37
9. Life insurance companies	4.31
10. Drug manufacturers	4.30
11. Food manufacturers	4.23
12. Electric utilities	4.16
13. Construction companies	4.13
13. Gas utilities	4.13
15. Service stations	3.98
16. Appliance repair services	3.54
17. Automobile manufacturers	3.53
17. Oil and gas companies	3.53
17. Automobile dealers	3.53
20. Railroads	3.16

X-ray ok for film

A new ruling from the Federal Aviation Administration confirms that the airlines' X-ray search of carry-on baggage is safe for ordinary film.

Harry J. Murphy, director of security for the Air Transport Association, noted that the new rule takes effect April 4, 1977. Under the rule, airlines operating X-ray machines at a radiation level of less than one milliroentgen will post signs informing passengers that the machines will not damage ordinary film but that X-ray and highly sensitive scientific film could be damaged and should be removed.

Passengers not wishing to expose any photographic equipment or film packages to the X-ray system may request, under the new rule, that their carry-on baggage be inspected by hand.

Manners contest may help

The American Hotel and Motel Association has started an educational program to teach travellers good manners. If it works, it may also help the airlines.

The program includes a contest in which hotel and motel guests compete for prizes by writing anti no-show slogans.

The campaign began after the association computed that about one in every 10 reservations made in the U.S. turns out to be a no-show. The guest makes a reservation, fails to arrive and doesn't bother to cancel.

"Since the average price of a room these days is around \$30 and no-show rooms generally go empty, the loss to the lodging industry is about \$300 million a year," said Harry Mullikin, chairman of the association.

The group's campaign also includes public service announcements on radio and television to emphasize travellers' responsibilities when they make reservations.

American gets Montreal

The Civil Aeronautics Board selected, and President Gerald Ford approved, American Airlines to provide the first non-stop U.S. flag service in the Chicago-Montreal market. American has announced plans to inaugurate the service on January 11, 1977. Their principal competition on the route will come from Air Canada and Air France.

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Piedmont Aviation, Inc.

