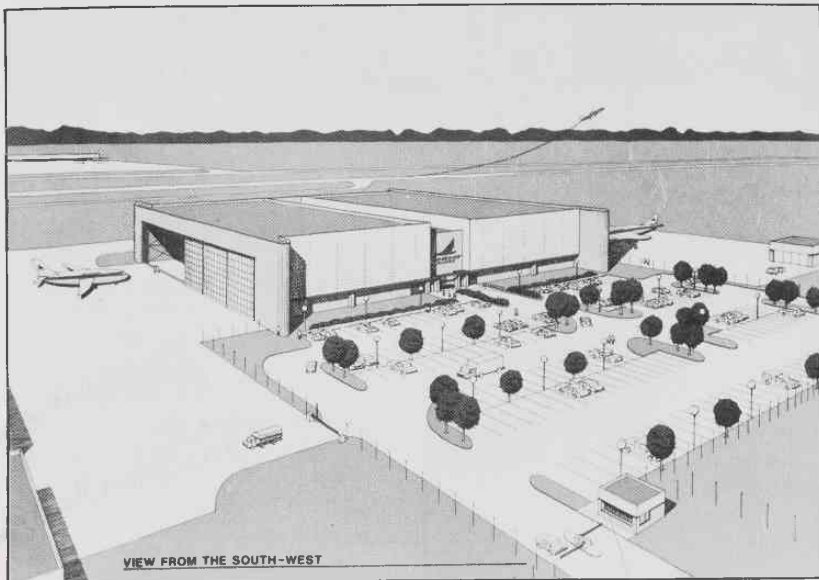
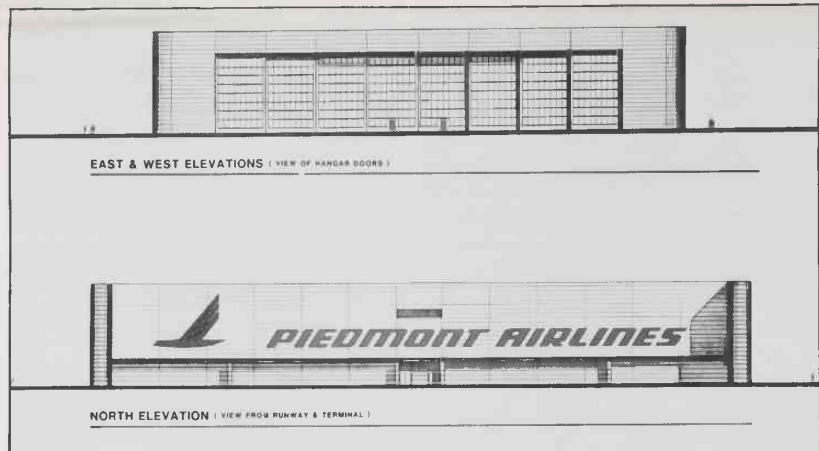


# PIEDMONITOR

News about Piedmont. The Up-And-Coming Airline.



VIEW FROM THE SOUTH-WEST



EAST & WEST ELEVATIONS (VIEW OF HANGAR DOORS)

NORTH ELEVATION (VIEW FROM RUNWAY & TERMINAL)

## Piedmont growth spurs New \$11 million hangar

Construction of a new \$11 million maintenance hangar, designed to complement the work already done at the maintenance facility in Winston-Salem, has begun at the Greensboro/Winston-Salem/High Point Regional Airport.

"We definitely have a need for both hangars," said President Bill Howard. "By the end of 1983, we'll be operating the world's largest fleet of Boeing 737s, and we simply cannot provide necessary support with our existing hangar facilities.

"We are committed to receive 21 new Boeing 737s in the next 24 months plus the seven 150-seat 727s we just recently purchased. We'll need the additional capacity which the new hangar will provide to handle the needs of our new fleet."

The hangar will provide quarterly and annual maintenance service checks for 737s and 727s and will house support shops and work areas. The Avionics Shop will be relocated to the new facility and satellite shops will be set up for accessory overhaul, sheet metal, welding, painting, brake overhaul, fabric, and fiberglass.

The new hangar will accommodate as many as three 737s and one 727-200 simultaneously. It will eventually require 250 employees.

The hangar will be located on Radar Road, directly opposite the new Regional Airport terminal building now under construction. It will be 230 feet by 350 feet, including a three-level center core support and shop area 70 feet by 230 feet. The building will be faced on either side by a total of 250,000 square feet of concrete ramp area for parking aircraft. Overall, the hangar, apron area and employee parking facilities will occupy a 15-acre site.

Completion of the new facility is scheduled for April 1983.

"Piedmont is committed to a program of growth and independence," Zeke Saunders, senior vice president-Operations, said.

"There is no other way to protect the careers of our employees and continue to award our stockholders than to expand in a rational manner. This expansion program will enable us to give our people the finest facilities necessary to deliver a quality product to our customers."

## Midyear earnings, traffic soar to record levels

The first six months of 1981 proved to be the best in the history of the Company in virtually every category.

Six-month earnings rose 483 percent, more than Piedmont earned in any full year in the past except 1980. The airline carried more passengers in the first half of this year than it did in the entire year of 1978 or any prior year and has improved upon its year-over-year traffic performance for 54 consecutive months. And complimentary letters from customers continued to rise while complaints decreased.

"Piedmont has a large group of very capable, dedicated employees," said President Bill Howard. "Even with our rapid growth, our people have continued to give quality service, working together to consistently stay on top."

### earnings

Piedmont's record earnings for the first six months totaled \$13,069,000, compared with \$2,241,000 in the same period of 1980. Operating revenue for the first six months was \$260,338,000, up 38.7 percent over last year.

Second quarter earnings of \$11,625,000 were 58 percent higher than in the second quarter of 1980. Operating revenue for the second quarter was \$144,047,000, up 35.7 percent from the \$106,116,000 recorded in the same period of 1980.

Second quarter earnings were equal to \$1.66 per share (primary) of common stock compared with \$1.56 in 1980. Earnings for the first six months were \$1.94 per share compared with 48 cents a year ago.

"We're reaping the benefits of our new route system since deregulation," said Howard.

"For years, we've been a feeder airline, but now we're feeding ourselves in cities like Charlotte. We bring flights from smaller cities into our new hub at Charlotte where our passengers can fly non-stop to places like Houston, Dallas/Fort Worth, Miami, and Boston. In every instance, these routes represent the best service in that market that there is.

"We're just beginning to get the lion's share of the market."

### traffic

For the first six months, traffic rose 35.3 percent over the same period in 1980. Although June capacity increased 19.1 percent, traffic was 28 percent higher, mak-

ing June the seventh consecutive month Piedmont has improved the efficiency of its operation by selling

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### on the inside

- Cargo's expanding in the wide open spaces of Texas. Big news, page 2.
- First 727-200s are ready at the starting gate. A report, page 3.
- Announcing a new employee benefit. Page 4 for details.
- Tigers, wolves, and eagles . . . Piedmont carries hundreds every year. Caggy crowds, page 5.
- Think snow! Ticket lines forming. Ski report, page 7.