

## around the industry

TWA and Ozark schedules merged October 26, and on the same day, TWA eliminated Ozark's frequent flyer program and absorbed the plan's 230,000 members into its own program.

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American is spending \$100 million to develop and expand its Sabre computerized reservations facilities, including constructing an underground base for the central system at Tulsa Airport. In addition, a new data network, called the AADN project, will be completed for Sabre next year. American has also reached an agreement with Pan Am which will permit Pan Am to market Sabre in Europe, South America, and the Middle East.

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Portland and Dallas/Fort Worth have been selected by DOT as gateways for new U.S. carrier service to Japan. Delta will serve Tokyo from Portland and American, from DFW. Northwest will begin nonstop service to Tokyo from Detroit in March.

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DOT has tentatively approved Texas Air's plan to acquire Eastern. Approval made possible by a new agreement between TAC-EA and Pan Am which gives Pan Am 12 more daily slots at LGA and two more at DCA so that Pan Am can operate 15 daily round-trips in both markets.

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American Chairman Robert Crandall has written the chief executives of 50,000 companies in a four-state area—North and South Carolina, Tennessee, and Georgia—asking them to support the carrier's application for Raleigh/Durham—London route authority. By next summer, AA plans to have 95 flights daily to 34 destinations at RDU plus 40 flights daily to 14 destinations by its American Eagle commuter. AA's new \$114 million terminal complex, which is scheduled for completion in June, will initially have 15 gates with expansion to 25 by 1989. At Charlotte, we will have 194 departures to 54 destinations on November 1, and by the end of next year, we will have 31 gates.

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Delta plans to establish a flight attendant base at CVG on December 15 and a pilot crew base by June 1. The flight attendant base will initially have 225 flight attendants, and the pilot crew base, 200 pilots.

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Southwest's new training center for pilots and cabin attendants at Dallas Love Field extends over 21,000 square feet and houses an \$8 million Boeing 737-300/200 flight simulator. An additional wing is already under construction to house another 737-200 simulator purchased from American. Southwest plans to train about 1,600 pilots and 1,100 cabin attendants at this facility each year.

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Jacksonville Port Authority (JAX) is reviewing proposed \$67 million expansion program for the airport, including construction of a second-level roadway and the addition of 12 gates.

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United recently initiated systemwide increases in full coach and discount fares, and most other major airlines matched these increases. The increases are effective for tickets issued on or after October 26. (Piedmont is among the airlines matching the fare increases. For one-way flights under 1,000 miles, our Y-fares and first class fares increase three percent; over 1,000 miles, \$20. Other one-way fares under 1,000 miles increase \$10; over 1,000 miles, \$20. All excursion fares are raised \$20 round-trip. Among the markets excluded from the increase are our intra-Dayton hub fares, our intra-Carolina fares, and fares in markets where we are competitive with People Express.)



**DAY Station Manager Wayne Rankin (left) welcomes John Bosch aboard Flight 210 to DCA. Bosch, vice president and general manager for Sheffield Measurement of Dayton, was Piedmont's millionth Dayton passenger for 1986. At a ceremony September 30 prior to departure, he was presented with a 737-300 model and a complimentary round-trip ticket for two anywhere Piedmont flies. Chuck Allen, district sales manager in**

**Dayton, made the presentation.**

Our midwest hub opened in July 1982, and for each of the past two years, we have boarded over one million passengers. On the November schedule we offer 67 daily departures to 26 nonstop destinations with direct and connecting service available to another 57 airports. Piedmont employs 825 people in Dayton, 525 at the airport and in our sales office and 300 at our reservations center.

## Amendment will help create New jobs at N.C. airports, seaports

North Carolina voters will have an opportunity on November 4 to say yes to a proposed constitutional amendment which will contribute to the creation of jobs at public airports and seaports in the state.

"Constitutional Amendment #3 clarifies the power of the North Carolina Port Authority and public airports throughout the state," Warren Martin, director-government affairs, said.

"It would allow them to issue revenue bonds to finance a broad range of port improvements and then enter into a long term lease of these facilities with public or private concerns. Many other states, including all of North Carolina's neighboring states, already finance similar improvements in this way, thus giving them a competitive advantage over North Carolina."

Interest earned from these bonds is tax free, making them attractive to investors. Permitting our airports and seaports to use these types of revenue bonds will result in construction and use of new facilities not otherwise possible and, of course, new jobs. Dollars generated will spin off into even more economic activity.

"The 1986 General Assembly overwhelmingly voted to present this pro-

posed amendment to the North Carolina voters," Martin said. "Approval of this issue will not result in a tax

increase because language in the amendment prohibits that from happening."

**Vote YES  
for Amendment #3  
on November 4**

**and ask your friends  
to do the same.**

**FOR Constitutional amendment to assist in the development of new and existing seaports and airports.**

on  
November 1

**number of departures: 1,235  
miles flown daily: 427,152  
ASMs (available seat miles): 51,669,646  
number of aircraft in fleet: 160  
average aircraft hop: 345.9  
number of airports served: 87  
daily block time flown: 1,421 hours, 32 minutes  
next schedule change: December 15**