

LaGuardia airport manager Tim Pierce (third from left) snips the ribbon at a ceremony recently held welcoming B737-400 service to LGA. Pierce is accompanied by (l to r) CLT-based flight attendant Cindy Friday; Jack Shelly, executive director of the Aviation Development Council of New York City; LGA station manager Frank Austin; and CLT-based flight attendant Terri Sgro. The ceremony occurred a few days after Piedmont was selected to receive the Queens Borough President's "Quiet Airline Award" for 1988 in recognition of the company's cooperation in complying with noise abatement procedures at LGA and JFK.

Merger update news

The Central Baggage Services Departments of USAir and Piedmont will be consolidated and located in new facilities at the RIDC Industrial Park West near the Greater Pittsburgh International Airport.

Twenty-two positions will be relocated from Charlotte, NC, to the Pittsburgh area as a result of the move. USAir currently employs 23 people in its Central Baggage Services Department at the Pittsburgh airport.

Consolidation of the two offices will take place coincident with the operational integration of Piedmont into USAir in early 1989.

In the October 21 issue of the *USAir News*. Pat Goldman, senior vice president-corporate communications, provided the following answer to a USAir employee's inquiry as to the possibility of retaining Piedmont's blue and gray interior color scheme which matches USAir's blue uniforms:

With the merger of the Piedmont and PSA fleet. USAir Group now has three different style interior designs for our fleet. Because we wish to have an attractive and unified image for the company, we are now reviewing the interior designs of our planes to develop an appropriate color scheme that will be pleasing to customers and blend well with our uniforms. Because of the scope of this project, it will be many months before a unified color scheme can be selected and installed.

Several consolidations have taken place at a number of Piedmont/USAir stations. Piedmont has moved to the USAir counters in Boston, Cleveland, Detroit, and Los Angeles. Consolidation of operations was also completed in Buffalo. Ithaca, Lexington, Chicago, Albany, Montreal, Memphis, and West Palm Beach. USAir now handles Piedmont operations in Columbia. Indianapolis, Phoenix, San Diego, and Seattle. USAir moved to Piedmont facilities in Richmond, Jacksonville, Tampa, Greenville/Spartanburg, Dallas/Fort Worth, New Orleans, and Tri-Cities.

USAir has combined the USAir Clubs and Piedmont's Presidential Suites to create one of the largest airline club networks. Although the marketing, administrative and data base functions of the Clubs and Presidential Suites were combined this past summer and moved to Winston-Salem, the actual identities and operation of each carrier's clubs won't be merged until later.

Members of the USAir Club and Piedmont's Presidential Suite now have dual membership and can enjoy access to accommodations at 23 major airports across the country. In addition to enjoying the relaxing

atmosphere of these clubs and suites, members are entitled to reservations, seat assignments and boarding pass services, check cashing privileges, local telephone calls, use of private conference rooms, and complete beverage services.

Memberships range from \$75 per year to \$1,000 for a lifetime membership.

Piedmont Presidential Suites are located at ATL, BWI, CLT (2), DFW, DAY, GSO, MIA. LGA, EWR, MCO, RDU, SYR, TPA, and DCA airports.

USAir Clubs are located in BWI, BOS, BUF, CLE, BDL, LAX. LGA, PHL, PIT (2). ROC. and DCA airports. Opening later this year are Clubs in Indianapolis and Phoenix. Future Clubs are also planned for San Francisco, Chicago and West Palm Beach.

On November 1, Piedmont began offering a 50 percent discount on all U.S. domestic flights to active-duty U.S. military personnel and their dependents, a "mirror image" of USAir's popular, industry-leading military leave-fare.

Thomas "Jerry" Orr was recently named to replace Charlotte/Douglas International's retiring airport manager Josh Birmingham. Orr has been the assistant manager for airport operations at CLT for the past eight years. Orr, whose new title will be aviation director, will begin his duties January 1, 1989.

In order to prevent the duplication of aircraft numbers on the Piedmont and USAir aircraft after the merger, the entire Boeing fleet for both carriers will be renumbered by the end of the year. The aircraft will be grouped according to fleet type. For example, all B737-400s will be numbered in the 400 range, i.e., N408US. The B737-200s will be numbered in the 200s, the B737-300s in the 300s, the B767-200s in the 600s, and the B727-200s in the 700s.

on December 1

number of departures: 1,412 miles flown daily: 546,722 ASMs: 66,513,332 number of aircraft in fleet: 197 average aircraft hop: 387.2 miles daily block time flown: 1,799 hours 34 minutes

next schedule change: January 4, 1989

around Piedmont

On December 1, the Piedmont fleet will total 197 aircraft which reflects the delivery of two new additional 737-400s during the month of November. The company currently operates 62 737-200s, 42 737-300s, eight 737-400s, six 767-200s, 34 Boeing 727-200s, 20 Fokker F28-1000s, and 25 F28-4000s.

USAir has a total of 225 aircraft including 55 737-300s, 23 737-200s, 10 727-200s, 74 DC-9s, 11 BAC 1-11s, 31 MD-80s, and 21 BAe-146s.

With the inauguration of our Kansas City service November 1, Piedmont now serves 96 airports/123 cities in 29 states plus the District of Columbia, Ottawa, Montreal. London, and Nassau. USAir serves 105 airports in 36 states plus the District of Columbia, Ottawa, Montreal, and Toronto.

Braxton Wilson, cargo sales manager (ORF), was recently elected first vice-president of the Hampton Roads Air Cargo Association for 1988-89. Wilson's responsibilities include conducting a membership drive and presiding over the meetings in the absence of the president.

Piedmont's new 737-300/400 flight simulator, in addition to its regular duties training Piedmont pilots, will serve as the demonstrator for McDonnell Douglas' VITAL VII computer-generated visual simulation system. Thirteen groups of airline and military officials have already been scheduled for demonstrations of the VITAL VII system at the training facility in CLT.

Sunday, November 27, is expected to be the busiest holiday traffic day of the year for Piedmont. Other busy days during the Thanksgiving holidays include Wednesday, November 23, and Monday, November 28. During the Christmas/New Year holidays traffic is expected to be heavy on Friday and Saturday, December 23 and 24, and Monday and Tuesday, January 2 and 3.

around USAir

Steve Weidenmuller has joined USAir as supervisor of defined contribution plans in personnel services. Weidenmuller will be responsible for the administration of the new 401(K) Savings Plan.

Weidenmuller was with First Virginia Bank where he was a trust administrator responsible for several pension and profit sharing plans. He has a B.S. degree from James Madison University.

USAir will expand its flight schedule into Florida by 25 percent, from 40 to 50 daily flights, between November 1 and December 1 to meet the seasonal demands for more seats. Flights will be increased at six of the seven airports USAir serves in the state including FLL, MCO, MIA, PBI, TPA, and RSW. Jacksonville service will not be increased.

On September 29, the National Mediation Board issued a finding that calls for a representation election among USAir's customer service employees performing functions in the ramp, catering, air freight and operations areas in over 100 cities served by USAir. The International Brotherhood of Teamsters currently represents fleet service employees in Pittsburgh, Philadelphia, Buffalo, and Boston.

The ballots were mailed to all eligible employees during the week of November 7, with the vote count to be concluded December 14, 1988.

Henry A. Satterwhite, retired chairman of the board of USAir's predecessor company Allegheny Airlines, passed away on Sunday, October 23, 1988.

Satterwhite became a member of the board of directors of Allegheny Airlines in 1953 and was named chairman in 1959. Satterwhite, along with then-president Leslie O. Barnes, helped steer the carrier through mergers with Mohawk and Lake Central Airlines. He retired in May 1978