

Long updates progress

The process of consolidating USAir and Piedmont into one combined company by Spring 1989 has created enormous challenges for just about every department.

One sure way of measuring the progress of the integration as a whole is to check the pulse of the administration department. The tasks facing administration cut across several departmental lines.

In November, John Long, USAir senior vice president-administration, updated members of the USAir Management Club on the myriad merger preparation activities being done by the various departments that comprise the administrative function. Among them:

- Management Information Services (MIS) is developing a mainframe computer architecture capable of supporting the PACER reservations system for the merged company. This architecture requires the linking of three separate computers as there is no single unit capable today of meeting our needs. MIS is also working on 135 other projects to consolidate various applications systems for user departments.

- Employee Relations is developing procedures and policies to serve a workforce that will total more than 45,000 following the merger. Issues being addressed include seniority lists, relocation services, and standardization of personnel policies.

- Material Services is planning programs to support a post-merger fleet of more than 400 jet aircraft and the need to buy more than one billion gallons of jet fuel in 1989. In addition, USAir uniforms will be provided to an estimated 16,000 Piedmont employees by the purchasing department.

- Properties and Facilities is examining USAir and Piedmont facilities at 135 mainline cities, including 67 common points, to determine how best to combine airport facilities like counters, gates, etc.

- The offices of USAir's headquarters, presently located in Hangars 11 and 12 at Washington, DC, will be

moved into a new 11-story office building across from the airport in Crystal City starting in January. Some of the departments scheduled to occupy floors three through eight, and half of the second floor, include the chairman's office, corporate communications, legal, finance, marketing, commuter activities, properties and facilities, security, MIS, and employee relations. In addition, an employee cafeteria, reception area, credit union, city ticket office, and various other support functions will be located on the building's first floor. USAir will occupy a total of 284,000 square feet in the building.

- Pittsburgh also will require more office space upon operational merger, and USAir has increased its commitment to a total of 100,000 square feet at Parkridge Two, an industrial park located about two miles from the airport. Operations functions, customer services and MIS currently occupy 66,000 square feet there.

Negotiations are in progress for space in an additional building near Parkridge Two. Current plans call for baggage services, the print shop, material services, purchasing, fuel administration and possibly more MIS functions to occupy 58,000 square feet there (mixed office and warehouse space).

In addition, the recently acquired Carnot School facility (46,000 square feet) in Moon Township located within one mile of the Pittsburgh airport will house the customer services and maintenance training functions, supplementing the nearby existing training center.

- It has not yet been determined how much of the 700,000 square feet of office space in Winston-Salem will become surplus and eventually sublet or sold. However, much of this space will continue to be utilized by maintenance, reservations, various marketing functions, MIS, and accounting.

For Henson and Jetstream New presidents named

USAir recently announced the selection of new presidents for Henson Aviation and Jetstream International, wholly-owned subsidiaries of USAir Group.

Ronald H. Holley has been named president and chief executive officer of Henson Aviation, effective January 1, 1989. Holley will assume these responsibilities from Richard Henson, founder and long-time chief executive officer of the company, who will retain the position of chairman of the board.

Holley is currently vice president-operations services for USAir. He joined the airline in 1980 as staff director-line maintenance and held several other management positions prior to assuming his current job in 1984. Holley, a 30-year veteran of the airline industry, has held positions with American Airlines and Northeast Airlines.

The relationship between Henson and USAir began in 1967 when Henson, under contract with USAir predecessor Allegheny Airlines, began the first Allegheny Commuter service. In 1983 Piedmont Aviation agreed to purchase Henson Aviation over a four-year period. As a result of USAir Group's purchase of Piedmont in 1987, Henson has become reassociated with USAir.

Keith D. Houk has been named president and chief executive officer of Jetstream International Airlines, effective December 19, 1988. He succeeded Calvin Humphrey, who resigned to pursue other opportunities.

Houk was president, chief operating officer and a director of States West Airlines of Phoenix, AZ, a position he had held since late 1986. Prior to that, he was vice president and director of operations for Fischer Brothers Aviation, Inc.

Houk, who holds a Bachelor of Business Administration from Ohio University, served in the U.S. Air Force for five years where he was a pilot, instructor pilot, and flight examiner.

On January 4, 1989

number of departures: **1,412**
miles flown daily: **552,882**
ASMs: **67,464,102**
number of aircraft in fleet: **198**
average aircraft hop: **391.6 miles**
daily block time flown:
1,816 hours, 16 minutes
next schedule change: **March 2, 1989**

around Piedmont

On January 4, 1989, the Piedmont fleet will total 198 aircraft which reflects the delivery of one new additional 737-400 during the month of December for a total of nine. The company also operates 62 737-200s, 42 737-300s, six 767-200s, 34 727-200s, 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.

Piedmont 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.

In the latest development related to the integration, several station manager assignments were announced in late November. Effective December 5, the following individuals assumed customer service manager (CSM), comparable to station manager, responsibilities for Piedmont and USAir at the following stations: Frank Zuzel-Boston, previously USAir CSM Boston; Jim Haney-Grand Rapids, previously Piedmont station manager Grand Rapids; Gerry Murello-Islip, previously USAir CSM Islip; Jerry Mitchell-New Orleans, previously Piedmont station manager New Orleans; Enos Groff-Providence, previously USAir CSM Providence; and Glenn James-Richmond, previously Piedmont station manager Richmond. In addition, Barry Mitchell, the previous station manager in Boston, will assume the manager position at Charlottesville, VA.

The new interest rate for contributions made in 1989 to the Supplemental Retirement Plan has been set at 9.08 percent. This will give a blended rate for all years of 8.95 percent.

around USAir

USAir will introduce new nonstop service in several markets beginning January 4. Included are one Phoenix-Orange County roundtrip, one Pittsburgh-Tucson roundtrip, and one Tucson-Orange County roundtrip. One-stop service will be added in the Pittsburgh-Burbank market. Increased service also will be added between Phoenix and Burbank. All service between San Jose and Phoenix will be discontinued as a direct result of American's build-up of service in San Jose.

Randall Malin, USAir executive vice president-marketing, received the Allied Member Award from the American Society of Travel Agents (ASTA) during the recent ASTA World Travel Congress in Budapest. Established to honor those who reinforce the cohesiveness of a united travel industry, the award is one of the top honors given by ASTA. In accepting, Malin cited the support of "a whole host of friends from ASTA and associates from USAir...because my beliefs, my words, and my actions are a product of having listened very carefully to the viewpoints of those who are involved in the day-to-day relationship between the airline and the travel agency."

