

Merger concerns, USAir's future addressed at employee meetings

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Rankin, station manager-DAY. "He touched on the parity issue, the merger date, where we are going to be flying all these aircraft now on order. But, he accurately noted that each of us is responsible to pull some of the load."

Most employees reacted favorably to the candid tone of the meetings, said Pat Harrison, secretary f/a base-BWI. "Many of us went into the meeting prepared for a shooting match," she said. "But, before you knew it, the mood changed. They were asking us questions, we were asking them questions and getting genuine and knowledgeable responses. We even shared laughter. There seems to be a friendship starting to grow."

Bud Poindexter, director-line maintenance in Winston-Salem, said that he believed everyone was happy with the way the meetings were handled. "The employees knew that Mr. Colodny wasn't going to be able to answer everything. But he addressed what he could and he did it well. I think he wants to do what is right for everybody."

Executive Vice President-Operations Seth Schofield conducted employee meetings at Syracuse, Greensboro, LaGuardia, Miami, and Norfolk, and Executive Vice President Randall Malin held the meetings at Utica. Various other Piedmont and USAir officers attended each meeting and helped answer employee questions.

"They stayed with us all day and made us feel comfortable, like we're a part of the big picture. All the employees here were real appreciative of that," Rankin said.

Colodny's announcement that USAir will expand into new domestic and international markets over the next few years attracted particular interest



While it was all business during the question-and-answer periods at the Piedmont meetings, Colodny took time to individually meet and answer questions of employees after each session.

among employees. However, his announcement of the August 5 merger date at the first meeting in Winston-Salem was the biggest news item early on the tour.

"The merger of Piedmont into USAir will culminate nearly two years of careful and detailed planning, all of which is intended to make the transition smooth and effortless for the employees and customers of both companies," Colodny said.

"Since both companies are operationally strong and financially healthy, we have not been pressured to rush ahead with the merger and risk incurring some of the integration problems experienced by other airlines which were faced with saving a weak partner. We want to do it. But more importantly, we want to do it right," he said.

Colodny also cited some of the highlights of the past year including the successful integration of three field sales organizations—PSA, Piedmont and USAir—in addition to the integration of the MIS, corporate communications, and consumer affairs departments, and several divisions of the finance department.

In addition, we now have 84 jet aircraft valued at more than \$2 billion on order and hold options on 107 additional aircraft valued at over \$3 billion.

Looking toward the future, he added, the post merger carrier will operate a fleet of more than 425 aircraft over a network that will include 135 airports.

Colodny made several additional points regarding the growth of the post-merger USAir. The company will:

- Hold its position in the West.