

Mirror image program deemed a success by FAA

The Federal Aviation Administration (F.A.A.) has approved USAir's mirror image program—clearing the way for Piedmont to be merged into USAir on August 5, 1989. Chairman and President Ed Colodny announced.

The approval comes after several months of planning and training covering the areas of customer services, dispatch/crew management, flight attendant services, flight operations, and maintenance and engineering.

mirror (mīr'ər) n.

1. Something that faithfully reflects or gives a true picture of something else.
2. Worthy of imitation.

image (im'ij) n.

1. A reproduction of the form of something else, esp. a sculptured likeness.

F.A.A. approval was granted after hundreds of inspections of Piedmont's operation, Colodny said. "In describing their findings of the inspection, Joe Hopperman, manager of the F.A.A. Flight Service District Office, and Joe Repucci, principle operations inspector assigned to USAir, expressed that Piedmont's employee group was among the most professional in the airline industry."

"Mirror image approval represents one more major step toward integration on August 5," he added. "My sincere thanks and congratulations to all who participated in this program."

USAir's Hangar 11 emerges as a modern passenger terminal

When the merger of USAir and Piedmont Airlines was first announced, USAir's facilities department surveyed all stations across the combined system to see how and where the two airlines could consolidate operations.

At DCA, it was learned that the Washington Metropolitan Airport Authority's plans for construction of a new terminal would accommodate USAir's facilities requirements quite nicely—but not for about five to seven more years when the project was scheduled for completion.

What was needed was a way to get the two operations together by August 5 when the USAir/Piedmont merger takes place. While many different options were considered, the final decision was to convert and renovate USAir's Hangar 11 to function as the interim terminal.

This facility will be used by USAir, Piedmont, and their regional airlines, and is now in its final stages of construction. USAir will move in July 1, and Piedmont will follow on August 5.

From the outside, the terminal will maintain the appearance of a hangar, with the exception of a canopy that

runs the length of Hangars 11 and 12. But inside on the spacious main floor there is a ticket lobby with 28 ticket positions for USAir and substantial baggage claim space. Other features now getting the final touches include a coffee shop, newsstand, a floral stand, and rental car counters. Also on the first level is a significantly larger baggage make-up room than what USAir and Piedmont ground personnel are used to at DCA.

Upon checking in on the main level, passengers will pass through security and may either go to a ground floor commuter holdroom, or go to an eight jet-gate holdroom on the second level with another newsstand, food vendors, a USAir Club, lockers, and other services. Commuter passengers will be bussed to aircraft on a remote section of the ramp now used to park general aviation aircraft.

USAir customer services offices, as well as pilot- and flight attendant-base offices and a credit union will be located in the existing upper-level office space of Hangar 11.

