

FNL PILOT ASSOCIATION NEWSLETTER.

August #1 2012

8/30/2012

1. **NOTE:** Always **check NOTAMS** for TFRs in our area. We have several due to **POLITICS**, and also **FIRES** recently. **Slurry bombers (SEAT aircraft) are in/out of FNL when fighting fires!**
2. **FNL Badge and Gate Key-Card Audit:** Your **MUST** show your Badge and Key Card at the FNL Fire Station in September (Audit). Just stop by during working hours--show that you still have them.
3. **Allegiant pulls out of FNL airport:** I will tell you what I know about this. Surprise to all it seems!
4. **FAA Information.** Return the survey postcard. OR...take the survey on-line ('til Nov 30th).
5. **September FNL City Newsletter:** The latest issue of "**On FiNaL!**" is here (Summer 2012). http://www.fortloveair.com/img/site_specific/uploads/FNL_Newsletter_Summer2012.pdf
6. **Pilot Refresher Meetings:** Reserve these dates--**September 20 and October 18**—for upcoming Pilot Refresher Meetings. Pam Busboom is working to finalize topics and speakers for these dates.

Regards,

Howard Abraham (Newsletter Editor, on behalf of FNL Officers and Board. Feedback welcome!)

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DETAILS:

1. **TFR and NOTAMS:** It was a big deal to have Mr. Obama stop by. Something I found out...the runway needed to be swept by our new broom truck several hours before Air Force One arrived. Runway and taxiways were closed after that until Mr. Obama left the area. This closure time was not noted in the TFR itself, but was available locally. Everyone here did a superb job with this visit. **More PoliticalTFRs near Boulder affecting us this weekend (9/1->9/2).**
2. **FNL Badge and Gate Key-Card Audit:** FAA/TSA requires a badge/card audit this year. Just stop by the Airport Office in the Fire Station during working hours and show that you still have your cards with you. If you don't and David can't contact you after September, your access will be deactivated.
3. **Allegiant pulls out of FNL Airport:** This was a surprise to all. We (Officers and Board) meet with Jason Licon (Airport Director) each month and attend the Steering Committee meetings, etc. We discuss Allegiant with Jason (among other things) regularly, and offer to help where we can with airport and airspace related concerns that might arise. We have respected and valued Allegiant's contribution at FNL. Even though their flights number only several per week, their passenger enplanements provide significant FAA grant funding here (\$1 Million/year plus discretionary \$\$).

Our airport has been held up as a profitable role model by Allegiant as recently as the May 2012 communication session held in Las Vegas and attended by representatives of all the airports Allegiant serves. On May 3rd, Board member Pam Busboom arranged to have users of FNL airport

and airspace meet with our members (Pilot Refresher Meeting) to discuss their operations. That meeting very successfully filled us in on the special needs some of our users have here and how GA aircraft help accommodate those needs. We were told by **Allegiant pilots** that ATC procedures and routing over COLLN, and their need to resolve TCAS alerts in the area, sometimes made approaches difficult for them (they clearly prefer flying to towered airports), but that they could and did handle FNL along with other non-towered airports in Allegiant's route structure. **Management** said that they regularly monitor and review all airports at which they fly, and that FNL was one of their "best" stops. They were contemplating service expansion here. Based on that conversation, we did not have any reason to suspect there would be a decision by the company to abandon FNL.

That decision was called an "Internal Business Decision" by Allegiant management. Although Allegiant pilots approved Teamster Union representation on August 23rd, union leadership said they have not even begun the collective bargaining process yet, so don't have a contract. Therefore, the fact that FNL doesn't have a tower (one of three airports Allegiant uses that is non-towered) is not a factor in this decision as far as union leadership is concerned.

Recent news articles have chronicled Allegiant's management decisions to expand routes, including Hawaii. In addition, Allegiant has shared three Delta gates at LAX until recently when Delta decided they needed those gates for themselves. Allegiant has recently terminated service to three other western airports as of the end of the month (Sioux Falls SD, Billings MT, and Pasco WA). Allegiant's top management (Maurice J. Gallagher CEO/Chairman and recently Andrew C. Levy President/CFO) have structured the airline as a low cost air service provider, operating at airports that help the company maintain profit margins in a difficult environment. (Coincidentally, Mr. Gallagher and Mr. Levy were associated with WestAir and ValueJet respectively in past endeavors).

Now that I know more about Allegiant than I could possibly understand, I believe that the airline exists in a very competitive and difficult environment. It has been successful where other airlines have faltered in this weak economy. Allegiant has made, and evidently continues to make, business decisions that it deems best for its continued success. And of course, could decide to resume here!

Recent local news articles have pointed out that FNL (strategically located in NE Colorado) represents significant opportunity for other airlines, especially now that Allegiant has demonstrated a model for success here. Our Association will continue to offer our help, and keep you informed, as our airport continues to thrive, support General Aviation, and contribute to the local economy.

4. **FAA Information:**

The FAA wants you to return your survey postcard if you receive one. Or...you can go on-line and help them out (reduce fatalities). www.aviationsurvey.org. This offer closes November 30th.

"Reducing GA fatalities is a top priority of the FAA and our goal is to reduce the GA fatal accident rate by 10 percent by 2018," said FAA Acting Administrator Michael Huerta. "By taking the time to participate in the FAA's GA survey, owners and operators share valuable data that help the entire GA community."

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