

**From:** [Jose Hernandez](#)  
**To:** [Fortier, Sean \(FAA\)](#)  
**Subject:** FW: PPR Slots (KFCM)  
**Date:** Monday, June 19, 2017 1:47:34 PM

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Sean:

Let me know your availability for this call.

Jose

**From:** Brian Bourbeau [mailto:[bbourbeau@\[REDACTED\]](mailto:bbourbeau@[REDACTED])]  
**Sent:** Monday, June 19, 2017 11:35 AM  
**To:** Jose Hernandez <[sbairportops@\[REDACTED\]](mailto:sbairportops@[REDACTED])>  
**Subject:** RE: PPR Slots (KFCM)

Good Afternoon Jose,

Thank you for getting back to me and understand the delay. I am available this afternoon and tomorrow afternoon are the best times. Let me know if you are shooting for later in the week and I can be available then as well.

Thank you again!

**Brian Bourbeau** • Line Services Manager • Premier Jet Center  
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**From:** Jose Hernandez [mailto:[sbairportops@\[REDACTED\]](mailto:sbairportops@[REDACTED])]  
**Sent:** Monday, June 19, 2017 1:26 PM  
**To:** Brian Bourbeau  
**Subject:** RE: PPR Slots (KFCM)

Brian:

Good afternoon and sorry for the delay in my response. Let me know when you are available to follow up on your email. With such a large number of general aviation aircraft converging in and around the region during Super Bowl LII, we want and need every facility to maximize their operational capabilities.

I would also like to invite Sean in on our conversation so that we can provide accurate insight on the

FAAs flow rates determination.

**Jose Hernandez**

Senior Project Manager

SP+ GAMEDAY / NFL Transportation

[sbairportops@\[REDACTED\]](mailto:sbairportops@[REDACTED])

**From:** Brian Bourbeau [mailto:bbourbeau@[REDACTED]]

**Sent:** Friday, June 9, 2017 5:14 AM

**To:** sbairportops@[REDACTED]

**Subject:** PPR Slots (KFCM)

**Importance:** High

Good Morning Jose,

Regarding the meeting on Wednesday, I would like to see if you have some time where I can maybe pick your brain regarding slot decisions with the FAA.

I have pushed this to my Airport manager and tower manager who both have the same view and I believe are working it on their end but wanted to get a chance and talk with you.

As Kurt and Sean were putting out the slots and explaining the justification behind the slot assignments they started off by saying Anoka and St Paul impact each other which effected their slot arrival rates at 20 each airport. They then went on and said Flying Cloud is separate on the south side and ATC is able to keep the traffic separate from the other Airports. Reasoning behind that explanation would make one believe that Flying Cloud would then be able to have a higher arrival rate which is not the case and does not make sense. With this reasoning I approached Kurt at the end of the meeting just to get a little better explanation because I understand there are many impacts that I do not see on my level which would make sense if those impacts are clearly laid out. When talking, they started with various excuses and could not say clearly what was the reason. I believe they are anticipating what Flying Cloud can handle on the ground and not keeping a neutral stance on it based on what can ATC handle in the air. The reasoning's that were given are the following:

**Chicago Center** will be effected and can only handle a certain amount: This makes sense and I understand center constraints but there were multiple other reasoning's that were given with no clear definite answer. If arrivals and Departures are coming in from the south/west then they could essentially route traffic through Kansas and Denver centers without effecting Chicago center except for Chicago specific traffic. If Chicago center is the

reasoning then would this effect MSP slots as well? If this is the ultimate reason can we pull any slots from MSP to alleviate the traffic going into there? (This would not increase Chicago's workload)

**Tower Constraints:** I talked with the tower manager and he told me this was not the issue and that the tower could handle a higher arrival rate even with a 1 runway operation. We have worked with the Airport manager and tower manager to even set up operations on the South Side of the airport so that we are not moving aircraft across an active runway.

**Deicing:** My understanding from your instructions is that we are supposed to be planning this as a good weather day and it is up to us FBO's to handle delays which we are planning on. Our IT dept is creating a communication system where we will be able to send out updates via text/email to update flight crews on expected delays that may occur due to Weather that would cause slot times to be pushed back for deicing delays.

All in all I believe the FAA is trying to dictate our on the ground operation and manage operations on the ground and in the air. I appreciate everyone's help but with 4 FBO's on Flying Cloud, Collectively all of us can better assist the NFL and the anticipated traffic by handling a larger amount of traffic here at Flying Cloud. I look forward to hearing from you and appreciate all your effort Jose!

Thank you,

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