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Take The Pain Out Of Business Travel. Fly Yourself.

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After  , I taxied up to one of several facilities at Teterboro dedicated to business aviation. I stepped out of my private aircraft and was greeted with a smile and “how can we be of service to you?” I walked from my plane to the facility, out the lobby and to the office building. Not only was I early for my 10:30 meeting, it was great fun.  here, proving that business travel can not only be efficient, but also enjoyable.

The Right Tool For The Job

That’s the beauty of Teterboro and airports like it. Business aviation can use metropolitan area reliever airports like this. They surround every major city and they’re often closer to one’s ultimate destination (in my case across the

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American, while you give great service between New York and LA, you just don’t go where I and tens of thousands of business flyers need to go.

It’s amazing to realize how powerful a business tool even a small airplane can be. But whether you fly yourself or sit in the cabin of a much faster and capable business jet together with your colleagues, there is more to it than saving time and money. You can make travel a pleasure again—actually make it *fun*. How do you put a price tag on that?

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Mark Patiky, AdVoice 3 hours ago

AdVoice Author

Sounds like a frustrating problem. Unfortunately, many employers have similar policies largely because they don't understand the technological innovation, inherent safety and improved reliability in the current generation piston-powered aircraft. Take the Cirrus, for example, with its built-in parachute system that will gently lower the whole plane to a safe landing in a dire emergency.

How does that help you? The answer is simple, with a little interpretation. Years ago, Flying Magazine had a sage and cantankerous columnist with knife-edge wit named Gordon Baxter. "Bax," as he was called, was entertaining a group of enthusiasts about the joy and pleasure of flying and airplane ownership when suddenly a hand in the audience shot up: "Bax, what do you do if your wife doesn't like flying?" Bax pondered for a moment and replied, "My first wife didn't like flying."

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Mark Patiky, AdVoice 2 hours ago

AdVoice Author

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Thanks for pointing that out, Jeff. What you didn't mention, though, was how well suited Denton is for serving the northern Dallas-Fort Worth metroplex. With its 7,000 foot runway just 20 miles north of DFW, Denton provide business aviation with quick easy access to commercial parks and office complexes on the north side of Dallas.

In fact, 15 business aviation airports are within a 20-mile radius of Dallas. They offer a faster, more efficient way to reach any part of the metroplex than flying commercially to DFW.

Less traffic, fewer delays, fast access – what could be better? Whether flying in a small piston powered plane or a large business jet, or anything in between, airports like these allow amazing time saving on the ground as well as in the air.

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Mark Patiky, AdVoice 48 minutes ago

AdVoice

Author

Jim, you're absolutely correct, and that will be the subject of another post.

Many of the 5,000 business aviation airports in the U.S. have facilities called FBOs (Fixed Based Operator, an archaic term for business/general aviation air terminal), which offer a wide range of services and amenities for business and personal flyers. Some have comfortable lounge areas for pilots and waiting passengers, Wi-Fi equipped conference rooms, snacks, co-located restaurants, flight crew nap rooms and a host of other features. Others are more basic — just refueling and flight-planning areas and a coffee brewer (not to be sampled at the end of the day!).

Almost all FBOs, however, have car rentals available or can arrange one locally, and in many cases, they will have a courtesy/crew car available or offer their own for short periods.

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Mark Patiky, AdVoice 15 minutes ago

AdVoice

Author

Great comment and I'll touch on details in another post. No question though. You have to choose the right tool for the job and always have a backup plan, even when flying commercially.

Airlines offer a great, cost-effective service particularly if they are going where you are going, but if your meeting is at 11 am, the flight is scheduled to arrive at 10 am and snow is forecast, your Plan B is to go the night before.

A backup plan is equally crucial with a small plane as much as it is with a large business jet. Even though dispatch reliability on the latest generation business jets is 99%+, full owners will turn to a local charter service or have a jet card or a fractional share as a backup.

With a small plane, drive, take the train or have a backup airline ticket, but never push your own limits to get to a meeting or get home. Life is more precious than time.

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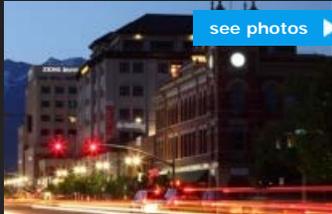


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