

Special
Edition



FRONTIER AIRLINES

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Glen L. Ryland: President and CEO

Frontier employees will not notice major changes in the operation of the airline when Glen L. Ryland, executive vice president and chief operating officer, succeeds A.L. Feldman as president and chief executive officer Feb. 1, 1980.

"Al and I have been a team for nine years, since we joined Frontier in March, 1971," Ryland says. "We have worked closely together developing the management discipline that has turned Frontier into a winner. This management style will not change. The airline will remain on the same course."

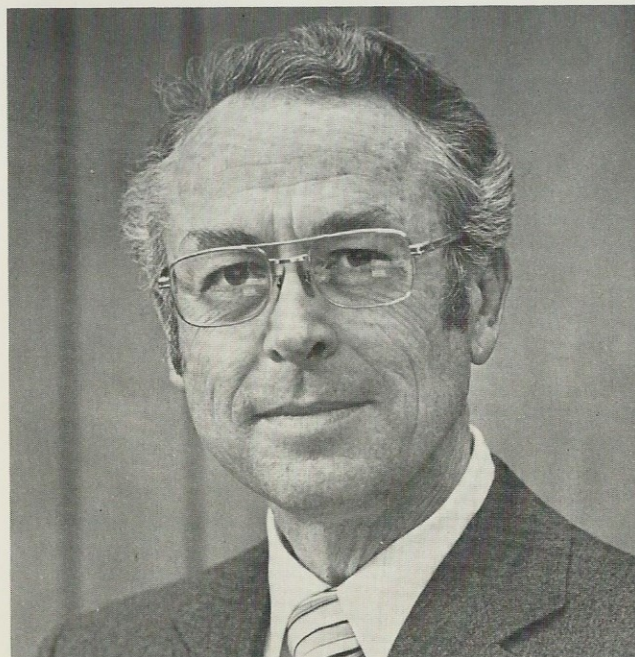
Ryland, who joined Frontier as vice president-finance in March, 1971, was elected executive vice president in May, 1973, and later named chief operating officer.

Together, Feldman and Ryland have led a management team that has made Frontier one of the most consistently profitable airlines in the country.

One of Ryland's top priorities in the immediate future is to work with city and state officials to alleviate the congestion at Denver's Stapleton Airport.

For the 12 months ended March 31, 1979, Frontier had more scheduled departures from Stapleton than any other airline. Of the approximately five million passengers Frontier handles each year, 52 percent begin or end their Frontier trip at Denver. Another 11 percent transfer from one Frontier flight to another at Denver.

"Frontier's growth potential is currently



Glen L. Ryland

Active in civic and industry affairs, Ryland is president of the Denver Area Council of Boy Scouts of America, and has served as Colorado campaign chairman for the Listen Foundation. He was chairman of the Economics and Finance Council of the Air Transport Association in 1976 and 1977.

"I am looking forward to the chief executive's

Frontier's growth: 1972-1979

Under the Frontier management team led by Al Feldman and Glen Ryland the company's growth and performance outpaced most other carriers in the 70s. Financially, for example, Frontier in 1972 went from four previous years of losses to become and stay among the top four airlines (trunks and regionals) in profit margin and return on investment.

All told, Frontier earned net profits of \$86.8 million from 1972 through the first nine months of 1979—and this year's annual figures will be our best ever.

One of Frontier's most dramatic growths is shown in the size of our jet fleet, which consisted of 10 Boeing 737s in 1972. We have 36 of these aircraft in service today, and this figure will jump to 43 by year-end 1980 and to 45 by the spring of 1981.

In other areas here are examples of how far we have come under the Feldman-Ryland team stewardship:

	1972	1979
Passenger boardings	2.6 million	5.6 million
Available seat miles	2.1 billion	4.9 billion
Revenue passenger miles	1.1 billion	3 billion
Cargo ton-miles	12.7 million	21 million
Employees	3,200	5,500

constrained by the situation at Stapleton. With our cost-effective route system and jet fleet we can make great strides. But congestion at the Denver airport—the hub of our system—is a constraint.”

Ryland is urging city and state officials to consider runway construction at the Rocky Mountain Arsenal, north of the present airport, and to immediately start work on the first phase of the proposed Concourse A with simultaneous expansion of the north end of the terminal to the west.

“It is not in the best interest of Denver area and Colorado citizens or travelers using the airport to build a new \$2 billion airport, a ‘Taj Mahal of the future,’ far out on the plains. It is better to concentrate on more immediate and lasting alternatives.”

Ryland anticipates no significant changes in major areas of the company's operation. Frontier will continue to expand into profitable markets and hand off very small cities to commuter airlines.

“There are no merger plans being considered at this time,” Ryland says. “We are looking forward to continued growth of our present structure.”

Before joining Frontier, Ryland was associated with Aerojet-General Corp. in California for 14 years, his last position being chief financial officer of the Aerojet Nuclear Systems Co., Sacramento.

Ryland graduated from the University of California at Berkeley in 1949 with a B.S. degree in Business Administration. He was an Army Air Corps pilot in World War II and was recalled in early 1951 to head European aircraft procurement operations for the U.S. Air Force.

“I have a commercial pilot's license, and like to fly the Twin Comanche to make station visits to talk to Frontier employees. I hope to do more of this in the future.”

Ryland is married to the former Corinne “Corky” Zurick of Denver. They have three grown children, Sally, a buyer for Joseph Magnin, Co., San Francisco; Gail, married, operator of a day care center in South Lake Tahoe, Calif.; and Stephen, married, a construction worker in South Lake Tahoe.

job,” Ryland says. “There will always be challenges for Frontier—inflation, fuel prices, the deregulated environment. With our outstanding people and our commitment to continued success, the future will be positive for all of us.”

And in terms of the number of airports we serve, Frontier now links 86 terminals in 26 states, plus three in Mexico and two in Canada.

As Al Feldman would say, that's not too shabby for a li'l ol' country airline.

Message to employees:



On February 1, 1980, I will assume the duties of president and chief executive officer of Continental Airlines. The decision to resign from Frontier has been a difficult one.

This coming March would have been my ninth anniversary with Frontier, and those years have been the most challenging and rewarding of my professional career. We have come a long way together and I will sorely miss you.

Frontier's Board of Directors has elected Glen Ryland to replace me as president and chief executive officer of our company. Glen has been the principal architect of the program that has made Frontier a name we can all be proud of. Glen Ryland is a winner and, with your support, will keep Frontier a company well able to challenge the opportunities of the future.

To each of you, my best wishes—and my thanks.

A.L. Feldman

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