



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

August 2011

FROM THE AIR TRAFFIC MANAGER

When I was being transferred to Addison Tower I was told that it was the “hot” place to be. I did not know to take the meaning so literally. It is HOT! I was actually living here in 1980 and knew the heat was possible, but never expected to see it again. Football season starts in just four weeks. It is time to start cooling down.

The weather (read “heat”) did take a toll on the amount of air traffic in July. I can’t find fault with anyone that did not get out in their “flying ovens”. I haven’t had the top down on my car for weeks.

I would like to welcome the many new recipients of this monthly *Newsletter*. I was asked to place each future edition of the *Newsletter* on the FAA Safety website, <http://faasafety.gov>. To see the *Newsletter* there just click the “resources” tab at the top of the page to get the drop down menu, then the “notices” link, then the “Addison Newsletter” link. In the process of learning to upload the *Newsletter*, I placed the July issue on the site last Friday afternoon. I know that most of that information was “old” by then, but hopefully some people got at least a little bit of information from it. The hope is that everyone will benefit from the access to the news and information that I will be sharing in the future. Please pass anything that you find useful on to anyone else that might need to have it.

If anyone has any questions, items, or issues that they would like to see addressed in future editions of the *Newsletter*, just send me an email. I’m always looking for something new to talk about.

Harland B. (Blaine) Herron
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RUNWAY REHABILITATION PROJECT

The construction portion of the project is almost completed. The runway will be closed again this one last weekend. The closures, airport and runway, will begin at 9 PM local time on Friday night and reopen at 6 AM on Monday morning. The published NOTAMs and effects are:

!ADS 08/009 ADS TWY A NORTH 1375 CLSD WEF 1108060200-1108081100
No movements/activity other than construction allowed at any time.



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!ADS 08/008 ADS TWY A CLSD SOUTH TWY C WEF 1108060200-1108081100
No movements/activity other than construction allowed at any time.

The open portion of Taxiway Alpha (between the two areas described above) is a movement area and requires clearance from the tower prior to access of any kind. Don't commit a pilot, vehicle, or pedestrian deviation by entering this area without permission from the tower.

!ADS 08/007 ADS TWY B,C,D,F,G,H CLSD WEF 1108060200-1108081100
No movements/activity other than construction allowed at any time.

!ADS 08/006 ADS TWY ALL TWY LGTS OTS WEF 1108060200-1108081100

!ADS 08/005 ADS RWY 15/33 RWY LGTS OTS WEF 1108060200-1108081100

!ADS 08/004 ADS AD CLSD EXCEPT ROTORCRAFT 1100-0300 DLY WEF 1108061100-1108080300

Helicopters will be allowed to land and depart from the open portions of Taxiway Alpha and the "non-movement" designated taxilanes and ramps during the hours that the tower is open. No fixed-wing aircraft operations allowed.

!ADS 08/003 ADS RWY 15/33 CLSD WEF 1108060200-1108081100
No movements/activity other than construction allowed at any time.

!ADS 08/002 ADS AD CLSD 0300-1100 DLY WEF 1108070300-1108081100
The airport is closed to **ALL** operations other than construction when the tower is closed.

!ADS 08/001 ADS AD CLSD WEF 1108060200-1108061100
The airport is closed to **ALL** operations other than construction when the tower is closed.

The results of the construction this weekend will be:

- 1) The new runway guard lights, both in pavement and above ground, will be activated on Tuesday, August 9 after the electricians have mounted the controls in the tower cab.
- 2) The new Precision Approach Path Indicator (PAPI) lights will become operational after the lights are flight checked and approved by the FAA. This is currently expected to occur late in the week on August 11 or 12.



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- 3) The runway will be completely grooved and all lines and markings will have another coat of paint applied. It should look as good as a runway can look.
- 4) The portions of the Runway 15 Medium Approach Light System with Runway Alignment Indicator Lights (MALSR) that require work in the runway safety area should be completed so that the remainder of this installation will not affect the runway operations.
- 5) The Runway 15 MALSR, Runway 33 ILS, and Runway 33 REIL are not expected to be returned to service for a few more months.

RUNWAY INCURSIONS AND SURFACE INCIDENTS

With the great number of new readers of this *Newsletter*, I again need to address the issues of runway incursions and pilot deviations that have been occurring at Addison (ADS) Airport. This is one of the main reasons that I am increasing my circulation of the *Newsletter*. I hope to include more pilots and expand the education efforts of the airport, the tower, and the FAA in an effort to reduce the rate of occurrence of these mistakes and prevent dangerous and possibly tragic incidents in the future.

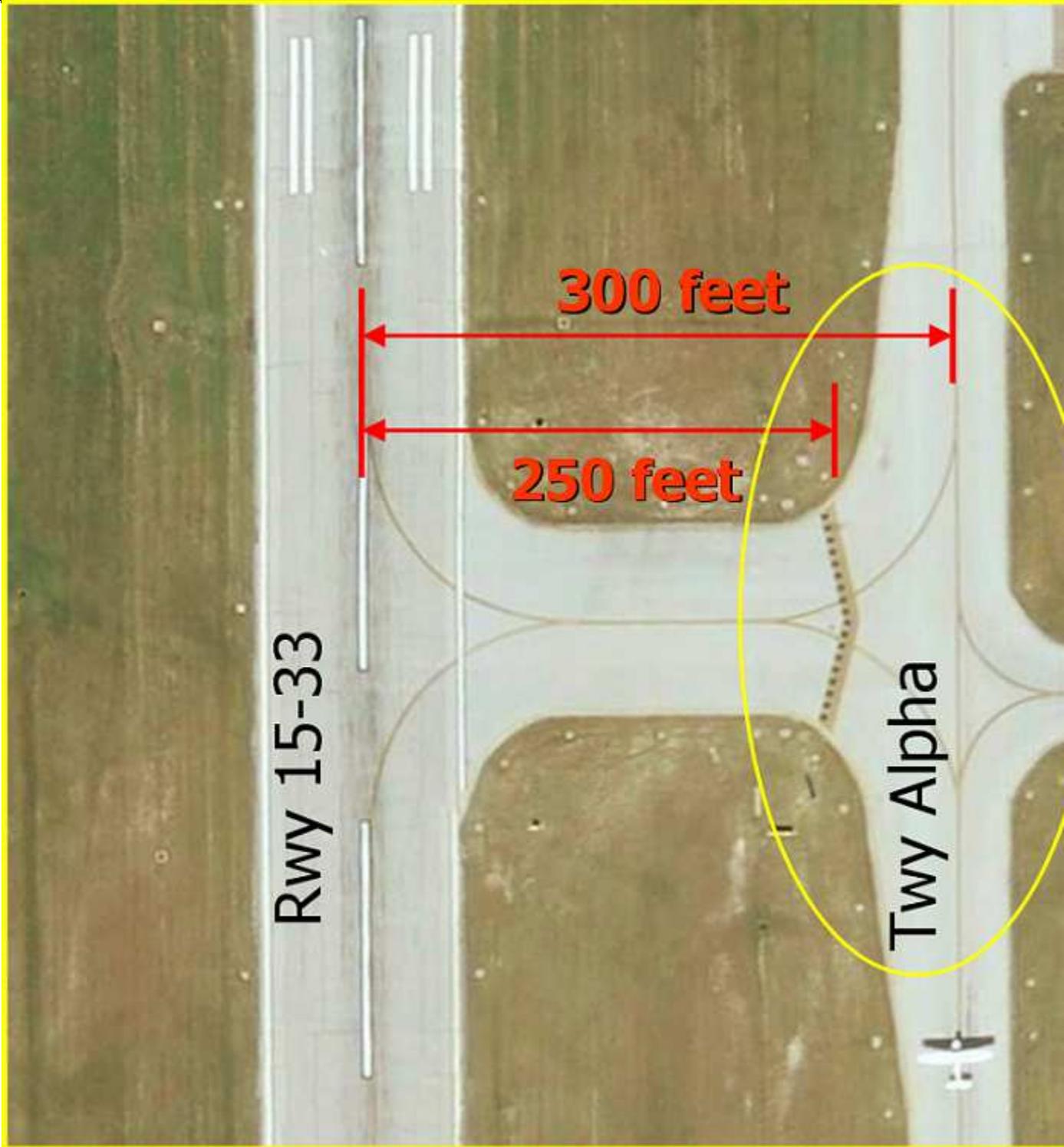
Although Addison is a fairly busy airport, averaging about 115,000 operations per year the last couple of years, it has a very high rate of reported runway incursions, surface incidents, and pilot deviations. This fiscal year, October 1, 2010 through July 31, 2011 ADS has reported 12 runway incursions and 12 surface incidents. This accounts for 10% of the five state (Texas, Oklahoma, Arkansas, Louisiana, and New Mexico).regional total to date. The surface incident number accounts for over 50% of those that have been reported in the same five states. These numbers are extremely far out of proportion and there is an obvious problem to be addressed. The tower, airport management, the Town of Addison leaders, and the FAA are taking numerous steps to mitigate the situation.

Runway incursions are incidents in which an aircraft, vehicle, or personnel enter the runway safety area without permission from the tower. Since all but one of the runway incursions have been ruled as pilot deviations, an education effort is under way by the tower and airport management toward the pilots and airport users about the problem. This *Newsletter* was begun as a part of that effort. The primary causal factor for incursions at ADS has been identified as the airport geometry. The runway hold short lines located along the western edge of Taxiway Alpha are in an unusual position (see picture on next page). These lines are required by FAA and Airport regulations to be located at least 250 feet from the centerline of the runway and cannot be moved toward the runway any further.



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These lines have been painted on these angles in an effort to make them appear more “normal” (perpendicular to the taxi route) to the approaching pilot. It is the pilot’s responsibility to recognize the solid yellow line on their side of the line and to hold short at that point. **Do not cross the line until cleared for takeoff, instructed to “Line up and Wait”, or cleared to taxi onto or across the runway.**

If the aircraft is exiting the runway it is also the pilot’s responsibility to recognize the “dashed” lines on their side of the line and cross the line onto Taxiway Alpha to clear the runway unless told to hold short by the tower controller. No other aircraft can take off or land until the exiting aircraft has crossed the lines onto Taxiway Alpha. The tower “standard operating procedure” at ADS is that the ground controller will stop the aircraft taxiing on Taxiway Alpha to allow the exiting aircraft to clear the runway onto Taxiway Alpha. They will then determine where the exiting aircraft needs to go and work out the traffic conflict on the ground while the other aircraft continue to land and depart the runway..

Pilots at ADS will also hear the instruction, “hold short runway one five (or three three), do not cross the hold lines” when being instructed to hold short. This additional phraseology was added to remind pilots not to move from where they are after they have completed the pre-flight checklist.

Beginning sometime on Tuesday, August 9, the in-pavement runway guard lights will be functioning at the intersections of Taxiway Alpha and Kilo, Juliet, Delta, Charlie, and the curve at the south end of Alpha. These are amber (yellow) lights in the pavement that are meant to raise awareness of the location of the hold short lines. The above ground runway guard lights will be also be functioning at all other taxiway hold short positions. These will be two flashing amber (yellow) lights on each side of the taxiway. Pilots should treat these lights as if they were a stop sign and not pass them until the traffic cop (controller) gives them the permission to do so.

Surface incidents occur when aircraft, vehicles, or pedestrians enter a designated “movement area” without receiving prior approval/clearance from the tower (See picture on the next page. The ADS movement area is in “red”). At ADS these incidents have predominantly been caused by people moving about the airport that have not been trained in the rules and regulations. They have been friends or contractors/business clients of tenants that were not properly monitored, and people using the airport taxiways and service roads for purposes that they were not intended. .



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The airport management has taken many steps in trying to alleviate this problem. They have sent letters to the tenants reminding them of their responsibilities, they have given airport “driving” classes to many hundreds of tenants and users of the airport, they are issuing permits to persons having business on the airfield, and they have investigated and are evaluating new and different ways of limiting access to the airport through the “public” gates.

The Town of Addison has recognized the importance of maintaining a safe environment on the airport. The City Council passed ordinances to prohibit unauthorized access to the movement areas and govern several other activities on the airport. They have given the Addison Police the authority to issue citations (write tickets) to persons who violate these ordinances.



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As you can see, everyone involved in the operation of Addison Airport is very actively involved in the mitigation of the runway incursion and surface event problems on our airport. Please pass this information to anyone that uses the airport, or is thinking about using the airport. We are trying to make it the safest and best airport in the system. This goal can only be accomplished with the help and cooperation of the people who use the airport.

ALTITUDE ASSIGNMENT COMPLIANCE

While I am discussing pilot deviations that result in runway incursions, I would also like to address another safety issue that we have seen occur more than once in the recent past. These incidents occur when a pilot does not stop their climb at the assigned altitude when departing Addison Airport.

At Addison, all aircraft are assigned 2000 feet as an initial altitude if IFR, and “at or below 2000 feet” if they are operating under VFR flight rules. Inbound aircraft are assigned 3000 feet if IFR and 2500 feet if VFR. If a pilot climbs past the 2000 feet they are placing themselves in a very dangerous position. We have many inbound aircraft at ADS and even more aircraft overflying Addison at 3000 feet going into Love Field.

If you are using an “auto-pilot” make sure you dial in 2000 feet in the equipment before departing. Many, if not most airports have a higher initial assigned altitude than Addison. Don’t overlook the setting in your preflight checks. This is really important here at Addison. We don’t want anyone getting hurt, so please be careful of your altitude when departing here.

Both this issue and the issue discussed above about not crossing the hold short lines can be prevented by pilots paying attention to details and concentrating on the job of operating the aircraft. The tower personnel often hear pilots and crew discussing various things other than the operation of the aircraft, talking on the cell phone, etc. during taxi and landings when someone in the cockpit “keys the mic” unknowingly. These are times when ultimate attention should be on the operation of the aircraft. We know that nobody “plans” to have an incident during a flight, but bad habits lead to them. Make a conscious effort to operate in the safest manner possible. Remember, you are not the only pilot out there and the sky is not always that big.

ADDISON AIR TRAFFIC COUNTS

I wrote last month’s *Newsletter* prior to having the June traffic counts so I will include June and July in this edition. The counts were down in June, mostly because of all of the



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weekend runway closures. We were closed 26.6% of the days and traffic was only down 9.2% from June of 2010 so traffic was really pretty good. VFR traffic held it's own, only losing 1.1%. Overflight count was up greatly. The difference in the overflight traffic count was probably seen on the weekends when the runway was closed. The overflights to Dallas Love and DFW were taken across our airspace at lower than normal altitudes due to the lack of traffic in their way.

July traffic counts were down as well. We were only closed 6.5% of the month, and the heat apparently did the rest of the damage. Traffic was down 13.3%. We had been showing several days per week in June with counts over 400, but July only had one such day. This occurred on July 1, the last day that we did not hit a temperature of 100 degrees or more. The past week with the 105+ temperatures, we have shown even further declines. We are really looking forward to cooler temperatures and no construction in the coming months in hopes that the traffic will again pick up.

June Total traffic was down 9.2% from June 2010.

June IFR traffic was down 22.3%% from June 2010.

June VFR traffic was down 1.1% from June 2010.

June Itinerant count was down 19.1% from June 2010.

June Local operations were down 21.3% from June 2010.

June Over-flight count was up 68.3% from June 2010.

July Total traffic was down 13.3% from July 2010.

July IFR traffic was down 26.9%% from July 2010.

July VFR traffic was down 13.3% from July 2010.

July Itinerant count was down 10.1% from July 2010.

July Local operations were down 59.1% from July 2010.

July Over-flight count was up 26.7% from July 2010.

JANUARY COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	IFR			VFR					Total			
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI		
Total	13	858	2144	17	0	256	3096	39	6423	456	0	456	216	67	150	6	0	44	537	6	1026	7905

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	IFR			VFR					Total			
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI		
Total	16	690	2353	2	0	274	4362	28	7725	465	0	465	156	57	126	5	0	52	646	11	1053	9243



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FEBRUARY COUNTS 2010 AND 2011

ADS '10	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI							AC	AT	GA	MI	AC	AT	GA	
Total	27	850	2229	4	0	206	2636	24	5976	425	0	425	183	50	110	1	0	30	507	6	887	7288

ADS '11	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI							AC	AT	GA	MI	AC	AT	GA	
Total	22	793	2358	20	0	221	3074	9	6497	347	4	351	207	74	171	0	0	52	578	5	1087	7935

MARCH COUNTS 2009, 2010, AND 2011

ADS '09	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI							AC	AT	GA	MI	AC	AT	GA	
Total	12	957	2789	12	0	145	3580	20	7515	1248	24	1272	273	79	224	4	1	69	547	4	1201	9988

ADS '10	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI							AC	AT	GA	MI	AC	AT	GA	
Total	13	900	2565	2	0	351	4099	24	7954	505	0	505	179	57	163	2	0	80	548	5	1034	9493

ADS '11	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI							AC	AT	GA	MI	AC	AT	GA	
Total	22	787	2709	21	2	257	4434	29	8261	609	0	609	324	106	244	1	0	57	762	12	1506	10376

APRIL COUNTS 2009, 2010 AND 2011

ADS '09	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI							AC	AT	GA	MI	AC	AT	GA	
Total	2	856	2371	46	1	226	4065	47	7614	1428	2	1430	237	77	207	1	1	79	546	20	1168	10212

ADS '10	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI							AC	AT	GA	MI	AC	AT	GA	
Total	18	883	2568	7	0	377	3926	19	7798	469	5	474	292	69	186	3	0	55	590	11	1206	9478



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ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
Total	6	575	2134	8	1	247	3687	33	6691	570	0	570	294	93	208	5	0	60	725	5	1390	8651

MAY COUNTS 2009, 2010, and 2011

ADS '09	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
Total	25	855	2541	3	0	258	5050	38	8770	2735	2	2737	207	67	156	6	0	77	660	22	1195	12702

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
Total	14	774	2676	8	1	358	4443	39	8313	793	0	793	222	74	161	5	0	75	602	9	1148	10254

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
Total	6	521	1680	7	0	220	3593	32	6059	411	0	411	393	139	355	4	1	64	713	10	1679	8149

JUNE COUNTS 2009, 2010, AND 2011

ADS '09	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
Total	8	765	2354	0	0	362	5792	49	9330	1516	10	1526	234	73	174	2	0	63	737	20	1303	12159

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
Total	27	810	2525	3	0	318	4518	20	8221	788	0	788	240	80	211	8	0	47	568	21	1175	10184

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
Total	7	512	1453	14	0	299	4330	32	6647	620	0	620	409	194	422	5	0	70	864	14	1978	9245



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JULY COUNTS 2009, 2010, AND 2011

ADS '09	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	CIV	MIL	Tot	IFR				VFR				Total
Date	AC	AT	GA	MI	AC	AT	GA	MI									AC	AT	GA	MI	AC	
Total	6	763	2069	1	1	358	4742	25	7965	1457	0	1457	206	51	136	1	1	90	547	14	1046	10468

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	CIV	MIL	Tot	IFR				VFR				Total
Date	AC	AT	GA	MI	AC	AT	GA	MI									AC	AT	GA	MI	AC	
Total	12	791	2442	12	0	282	4315	22	7876	1550	4	1554	299	96	182	2	0	37	540	14	1170	10600

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	CIV	MIL	Tot	IFR				VFR				Total
Date	AC	AT	GA	MI	AC	AT	GA	MI									AC	AT	GA	MI	AC	
Total	3	498	1652	10	0	234	4655	26	7078	635	0	635	273	134	227	7	0	47	776	18	1482	9195

AUGUST COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	CIV	MIL	Tot	IFR				VFR				Total
Date	AC	AT	GA	MI	AC	AT	GA	MI									AC	AT	GA	MI	AC	
Total	2	693	2052	1	0	373	5491	35	8647	1462	0	1462	201	85	163	4	0	70	630	10	1163	11272

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	CIV	MIL	Tot	IFR				VFR				Total
Date	AC	AT	GA	MI	AC	AT	GA	MI									AC	AT	GA	MI	AC	
Total	17	783	2220	14	1	349	5110	22	8516	971	0	971	192	82	139	4	0	31	602	5	1055	10542

SEPTEMBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	CIV	MIL	Tot	IFR				VFR				Total
Date	AC	AT	GA	MI	AC	AT	GA	MI									AC	AT	GA	MI	AC	
Total	21	763	2468	4	1	297	3488	46	7088	561	6	567	127	53	136	1	0	57	603	12	989	8644

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR					Total	CIV	MIL	Tot	IFR				VFR				Total
Date	AC	AT	GA	MI	AC	AT	GA	MI									AC	AT	GA	MI	AC	
Total	13	804	2571	7	0	239	3892	25	7551	610	0	610	230	59	193	1	0	37	378	9	907	9068



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OCTOBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight						Total Ops			
	IFR				VFR				Total				IFR			VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI	Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	Total	
Total	31	1010	2755	4	1	203	2798	17	6819	233	2	235	251	74	237	2	0	52	528	11	1155	8209

ADS '10	Itinerant									Local			Overflight						Total Ops			
	IFR				VFR				Total				IFR			VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI	Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	Total	
Total	12	760	2527	8	0	299	5462	45	9113	532	2	534	253	73	186	3	0	37	518	6	1076	10723

NOVEMBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight						Total Ops			
	IFR				VFR				Total				IFR			VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI	Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	Total	
Total	81	824	2529	16	1	330	4529	23	8333	292	0	292	141	71	137	3	0	69	741	18	1180	9805

ADS '10	Itinerant									Local			Overflight						Total Ops			
	IFR				VFR				Total				IFR			VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI	Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	Total	
Total	30	909	2566	7	0	255	4357	35	8159	639	0	639	190	69	194	3	0	34	528	7	1025	9823

DECEMBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight						Total Ops			
	IFR				VFR				Total				IFR			VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI	Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	Total	
Total	36	977	2171	2	0	256	3290	21	6753	333	0	333	159	56	102	1	0	40	477	17	852	7938

ADS '10	Itinerant									Local			Overflight						Total Ops			
	IFR				VFR				Total				IFR			VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI	Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	Total	
Total	33	962	2351	10	0	299	4328	32	8015	445	0	445	232	72	143	5	0	32	708	10	1202	9662



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Itinerant = Aircraft that land/take off from ADS airport.

Local = Aircraft operating in the local traffic pattern (touch-and-goes, low-approaches, etc.).

Overflight = Aircraft that enter/exit the ADS Class Delta Airspace from points other than ADS airport.

AC = Air Carrier

AT = Air Taxi

GA = General Aviation

MI = Military

ADDISON IFR TRAFFIC COUNTS

Month	Count
01/11	3405
02/11	3601
03/11	4221
04/11	3323
05/11	3105
06/11	3036
07/11	2804
08/10	3461
09/10	3878
10/10	3821
11/10	3966
12/10	3811
Total	42419