



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

FROM THE AIR TRAFFIC MANAGER

June was a busy month for the Addison Tower employees. We had the Runway construction project in full operation all month and we had three new controllers coming into the facility to begin their training at Addison Tower.

The runway construction is pretty well on schedule. I will address the latest news on this project a bit later in this edition of the *Newsletter*.

The new controllers have come to join us from three different sources. Adam G. has transferred in from Fort Worth Center, Vernum R. came to us from DFW Tower, and Cariano R. came to Addison from Cleveland Center. All three are completing their “classroom” training and will begin work in the tower in the next week or two. You will begin to hear the new voices on the frequencies around mid-July. This training will now be the focus of our attentions for the next several months, and we are looking forward to having them all on our team.

We have also been busy preparing for the annual Kaboom Town festivities. I will address this later in this edition of the *Newsletter*, as well.

Harland B. (Blaine) Herron

harland.b.herron@faa.gov

RUNWAY REHABILITATION PROJECT

The runway reconstruction and pavement overlay is scheduled to be completed by the time that you get this edition of the *Newsletter*. The entire runway and all taxiways should be open by the “close of business” today, Friday, July 1, with most lighting and navigational aids back in operation, as well. There will be continued work on other portions of the airport operations areas outside the runway safety area for the next several weeks, but this should not affect air traffic operations.

Changes that you will immediately see on the airport when the runway is opened will be:

- 1) New “hold short line” geometry at all intersections along Taxiway Alpha has changed. The lines are still in the same “non-standard” positions along the western edge of Taxiway Alpha, but have been angled a bit more to appear more “normal” (perpendicular) to the approaching pilot. This new geometry was put in place as another attempt to eliminate the number of runway incursions that Addison Airport has



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

encountered in the past. All pilots, vehicles, and personnel will still be required not to cross the hold short lines until a clearance is received from the tower personnel.

2) New “in-pavement” runway guard lights have been installed at the intersections of Taxiway Alpha and Kilo, Juliet, Delta, Charlie, and the South end of Taxiway Alpha where it turns to access the runway.

The lights are a second attempt to eliminate the runway incursion occurrence rate at Addison. These “amber” colored lights are placed across the runway, in the pavement and along the hold short lines to bring greater awareness to the pilot that this is the required place to hold short of the runway.

3) New “above ground” runway guard lights (wig-wag lights) have been installed at the intersections of Taxiway Alpha and Echo, Foxtrot, Golf, Hotel and on Taxiways Charlie, Delta, and Echo, west of the runway.

These lights are a third attempt in the project to eliminate the occurrences of runway incursions. The pilot will see two “amber” colored lights located one each side of the hold short lines. The lights will alternately flash (wig-wag) to alert the pilot to the location of the line and remind them that this is where they are to stop and hold short..

4) High Intensity Runway Lights have been installed.

These runway lights are now “five step” lights and replace the “three step” lights that have been in place for many years. They are brighter than the old system and should assist the pilot in locating the airfield when approaching at night and in low visibility conditions.

These lights will be “pilot controlled” when the tower is closed, just as the previous system was, by means of clicking the radio on the common traffic advisory frequency, 126.0; three (3) clicks of the radio transmitter button for the “low” setting, five (5) clicks for the “medium” setting, and seven (7) clicks for the “high” setting. The pilot will not have access to all five settings via this method. They will use the setting that best suits their need.

5) The entire runway will be “un-grooved”. This will be the status until the scheduled “weekend runway closures” on the weekends of July 29 (11 PM) – Aug. 1 (6 AM), Aug. 5 (11 PM) – Aug. 8 (6 AM), and Aug 12 (11 PM) – Aug 15 6 AM). There will be no airplane movements allowed on the runway during these weekend runway closures, so make your plans accordingly.



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

6) The airport management will issue new “declared distances” for the runways:

Runway 15:

- Landing distance available (LDA) – 5,613 feet
- Accelerate-Stop distance available (ASDA) – 6,592 feet
- Take off run available (TOA) – 6,592 feet
- Take off distance available (TODA) – 7,202 feet

Runway 33:

- Landing distance available (LDA) – 6,431 feet
- Accelerate-Stop distance available (ASDA) – 7,202 feet
- Take off run available (TOA) – 7,202 feet
- Take off distance available (TODA) – 7,202 feet

The reason for the reduced distances on Runway 15 is that federal regulations require airports to provide a 1,000 foot safety area (overrun) for the possibility of an aircraft overrunning the end of the runway. This distance was provided for on the north end of the runway with the Runway Safety Area Improvement Project that we completed last year. There is not 1000 feet of land available on the airport property at the south end of the runway. There is only 390 feet of land on that end, so they have to use 610 feet of runway length to provide the 1000 foot safety area (overrun).

The airport management and Town of Addison are working on a plan to mitigate this problem and to increase the “usable” runway length in the future. The plan they are developing is to have an “Engineered Materials Arrestor System” (EMAS) constructed at the south end of the runway. “Engineered Materials” are defined in FAA Advisory Circular No 150/5220-22A as “high energy absorbing materials of selected strength, which will reliably and predictably crush under the weight of an aircraft”. The current desire for the plan is to have this system installed during fiscal year 2013 if the funding can be successfully obtained by that date.

7) The portion of the “service road” that is located parallel to Taxiway Alpha north of Taxiway Victor will be closed to all airport tenants, tugs, fuel trucks, etc. for the next few weeks. This closure will require all of these vehicles and personnel to utilize Taxiway Alpha to access points north of Taxiway Victor. **Everyone needs to remember that Taxiway Alpha will once again be designated a “movement area” and a clearance from the tower will be required for access onto Taxiway Alpha.** Don’t commit a vehicle or pedestrian deviation by entering the movement area without a clearance.



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

Changes scheduled soon after the opening of the runway:

- 1) Runway 15 ILS is scheduled to be re-activated sometime during the day of July 6. The delay from the runway opening date is due to the requirement of an FAA “flight check” of the approach before it can be utilized by any aircraft. With the new topography of the airport, they have to verify that the approach is safe.
- 2) Runway 33 Runway End Identifier Lights (REIL) will be re-activated after the same FAA “flight check” as the Runway 15 ILS and for the same reasons.

Changes still to come:

- 1) The installation of new Precision Approach Path Indicator (PAPI) lights for Runways 15 and 33 is scheduled to be completed and operational sometime in early August.
- 2) The installation of the new Runway 15 MALSR lights is scheduled to be completed around the first part of September.
- 3) The Runway 33 ILS will be re-activated no later than the Runway 15 MALSR installation date. These two pieces of equipment share some common electrical connections, and the MALSR installation is occurring in the Runway 33 ILS Critical Area so it can't be re-activated until the workers are clear of the area. Both systems require an FAA “flight check” just as the Runway 15 ILS does before they become operational.

It will be great to have the entire runway and all taxiways available for “normal” operations again. We are looking forward to getting back to “business as usual” and having all of our users back on a full time basis.

COMMON TRAFFIC ADVISORY FREQUENCY

I have been asked by the Addison Airport management to remind everyone of the need for all aircraft, vehicles, and personnel that operate on the airport during the hours when the tower is closed, 11 PM to 6 AM daily, that they are required to utilize the Common Traffic Advisory Frequency (CTAF), 126.0, for all operations and movements on the airfield. While in the process of closing the runway on some of the Friday nights this month they observed several aircraft that were either not using their radios at all to announce their intentions or were utilizing the ground control frequency, 121.6, to do so.



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

The CTAF is to be used at all times at a non-towered airport (Addison is considered a “non-towered” airport when the tower is closed) to insure that all users can determine the status of the taxiways and runways and maintain a clear “mental picture” of what is occurring. This is the only mechanism available to prevent a collision on the airport or in the airspace immediately around the airport at these times.

The practice of not using the CTAF can have disastrous consequences. If an aircraft that is planning to depart Addison is utilizing the ground control frequency to announce the intention to depart and the aircraft that is landing is operating on the CTAF, he does not hear the intention. The departing aircraft, thinking there is nobody on final because the arriving aircraft did not announce themselves (because they did not hear the other aircraft) then takes the runway as the other arriving aircraft is landing. This is a very possible collision hazard.

Another scenario could have two aircraft, one on ground control frequency and on CTAF frequency, planning to depart from different ends of the runway. Anyone at one end of the runway at Addison is unable to see the other end of the runway due to the elevation change. They would not hear each other’s intentions and could very well depart “head on” into the other aircraft, again resulting in a collision.

Please be mindful of the correct procedures to follow when the tower is closed and help us to prevent incidents that could be harmful to persons or property. If you know folks that use the airport when the tower is closed, please remind them of the need to use the CTAF frequency. If you are an instructor, please stress this point with your students and the consequences of not using the correct frequency. You might just save a life!

KABOOM TOWN

The Town of Addison is holding the annual Kaboom Town celebration again this year on Sunday, July 3. We will be holding the air show again this year to include many aerial acts, the Cavanaugh Flight Museum “Warbirds”, and then the fireworks display at the conclusion of the air show.

The preparations for, and conducting of, the air show and fireworks display will require the following amendments and closures to airport movement areas on Sunday, July 1:

- 1) Runway 33 threshold will be displaced 1,500 feet at 3:00 PM until 9:25 PM.
- 2) Runway 15/33, south of Taxiway Delta, will be closed at 3:00 PM until 9:25 PM.
- 3) Taxiway Alpha, south of Taxiway Charlie will be closed at 3:00 PM until 9:25 PM.



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

- 4) Taxiway Bravo, south of Taxiway Charlie will be designated as a “non-movement area” at 3 PM until 9:25 PM.
- 5) Taxiway Charlie will be closed at 3 PM until 9:25 PM.
- 6) Personnel and equipment will be working adjacent to the approach end of Runway 33 at 3 PM until 9:25 PM.
- 7) The entire airport (movement and non-movement areas) will be closed to all aircraft that are not “air show participants” at 7:00 PM until 9:25 PM.
- 8) **The entire airport (movement and non-movement areas) will be closed to all aircraft at 9:25 PM until 12:30 AM on Sunday morning.**

Everyone wants this celebration to be fun and still remain a safe endeavor. Remember that up until 7:00 PM the airport is operating as normal. There will be propellers turning, aircraft taxiing, tugs and fuel trucks, etc. doing their jobs. Pilots and tug and fuel truck drivers need to be mindful and watch for “strangers” at all times, especially on the “non-movement areas”.

There will thousands of extra people on the airport, many of which have no idea what is happening around them. If you have guests, tell them what they can and cannot do on the airport. Keep them in your presence and don't let them “wander off” into an area that they don't belong. We don't want any “accidents” to ruin a really fun day and evening.

The following is a copy of the e-mail message that the airport management sent out to airport tenants announcing the activities.

Addison Airport and the Town of Addison are pleased to be hosting the Addison Airport Air Show featuring the Cavanaugh Flight Museum Warbird Flyover prior to the Kaboom Town! fireworks celebration on July 3, 2011. Kaboom Town has been rated one of the top places to watch fireworks in the country by the American Pyrotechnics Association, USA Today, Travel + Leisure and The Wall Street Journal. The show can be seen from anywhere in Addison, but the airport community enjoys a very special front row seat. The airport will close at 7:00 pm, local time and the air show will begin at 7:15. We have several special guests including Jan Collmer, Mike Galloway, Matt Younkin and the Cavanaugh Flight Museum historic warbird planes. The Kaboom Town! fireworks will begin at 9:30 p.m. and **100.3 Jack FM will feature music choreographed with the fireworks.**

For more information on any of the acts, please go to:

<http://www.younkinair.com/ouracts.html>

<http://www.cavanaughflightmuseum.com>

<http://www.jancollmer.com>



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

<http://www.addisontexas.net>

Please note: There is a new ordinance in effect which will make Kaboom Town! different from previous years. If you are inside the airport fence (on airport property) you must be in possession of an access permit, or escorted by someone with an access permit. If your business provides access to individuals through any gate, or through your facility, on to airport property, you are responsible for the individuals while they are on the airport.

- Do not allow untrained personnel unsupervised access to the AOA.
- Provide escorts for all guests
- Do not allow vehicles to “piggy-back” and enter immediately behind you through the airport’s vehicle access gates.
- Do not provide gate access codes to persons who are neither airport tenants nor employees of airport tenants: if they require AOA access, meet them at the gate and escort them to their destination.
- The gates leading to Addison Road are disabled at 9:00 p.m.
- After the fireworks, all cars on airport property must exit via the South. Please follow the direction of the police officers.
- No pedestrians will be allowed on the taxiways at any time
- Please instruct your guests that there are no rollerblades, skateboards, scooters or go karts allowed on the airport.

Airport Businesses: special events on the airport are encouraged and allowed with an approved permit. Please remember that special event permits are required when your event is outside the scope of your normal day today business operations, or when you do not have enough parking spaces to accommodate your guests. If you have not already submitted your special event permit, one is attached to this email.

T Hangar tenants: Please be courteous to your hangar neighbors. Only park in or in front of your hangar and do not block the taxilane or any other hangar.

Please contact me if you have questions or need additional information.

Darci



Deputy Director
Addison Airport
972-392-4854

www.addisonairport.net



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

July 2011

ADDISON AIR TRAFFIC COUNTS

I am writing this edition of the *Newsletter* before we get the “official” traffic count numbers for June.

I have not seen enough information yet to know if the weekday numbers were up or down, year to year, but the weekend closures will cause the numbers to be lower overall. I will include June numbers with July numbers next month.