



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

May 2011 Supplement

FROM THE AIR TRAFFIC MANAGER

This “Supplemental” edition of the *Newsletter* is being issued to inform everyone of the scheduled weekend closure for the weekend of May 20-23 and the changes to the airport operation that will become effective with the completion of the weekend construction work. Don’t forget to check the ADS Airport website, <http://www.addisonairport.net> for their latest updates, as well. I have again attached the “Phasing Plan” to assist in understanding the changes.

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RUNWAY/AIRPORT CLOSURE

The Closure schedule for this weekend, and all weekends throughout the project is as follows:

Friday Night:

2200 local (0300z) – ADS Tower will close as usual.
2300 local (0400z) – ADS AERODROME CLSD. Construction crews will begin work on all areas of the airport. No air traffic operations permitted on the airfield.

Saturday and Sunday:

0600 local (1100z) – ADS AERODROME CLSD EXCEPT ROTORCRAFT. Helicopters will be allowed to operate on “non movement taxiways and ramps” and open portions of Taxiway Alpha.

2200 local (0300z) ADS AERODROME CLSD. ADS Tower will close and no air traffic operations will be permitted on the airfield.

Monday Morning:

0600 local (1100z) – ADS Tower will open and all air traffic operations resume on the airport with restrictions per the current “Stage” of construction.

A decision will be made by the Addison Airport Management, in consultation with the construction folks, on Thursday of each week as to whether the weather forecast will allow the weekend construction/closures or not. If the forecast is prohibitive to the construction crews being able to complete the required work in time to get the airport open by 0600 on Monday morning, the airport will remain operational all weekend.



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Check the ADS Airport website on Thursday afternoons for this status. If the decision is made to remain open, it will not be changed for that weekend.

RUNWAY REHABILITATION – STAGE ONE

Stage I, indicated in “red” on the “phasing plan” is expected to be completed by the end of the May 20-23 weekend closure. They plan to have the south end of the runway completely open for business by 0600 local (1100z) on Monday morning. The repaired section will not be “grooved” but will be usable for air traffic operations when the airport reopens.

RUNWAY REHABILITATION – STAGE TWO

Stage II, indicated in “light blue” in the middle of the runway on the “phasing plan” will begin this weekend. The plan is to remove some two hundred plus feet of runway, reconstruct the base, repave, and reopen the runway during each weekend closure.

RUNWAY REHABILITATION – STAGE THREE

Stage III, indicated in “blue” on the “phasing plan”, will involve work on the north end of the runway and along Taxiway Alpha north of Taxiway Hotel. This work will begin immediately after the completion of Stage One (discussed earlier). This work, and effects on runway use, will be very similar to what is being accomplished on the south end in Stage One. The plan is to reopen the airport in this configuration at the conclusion of this weekend’s closures.

The following are the effects of this stage upon the airport operations. Remember, in this stage the south end of the airport has now been reopened and is usable. **It will be very important for all pilots and users to keep themselves updated on the NOTAMs for the latest information and planning.**

1) North 1602 feet of Runway 15/33 Closed. (I mistakenly said 1402 feet in the last *Newsletter*)

a) The first 602 feet (area highlighted in blue on the phasing plan) of the runway will be reconstructed and overlaid. Personnel and equipment will be operating in this area.



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b) The second 1000 feet (area with chevrons on the second page of the phasing plan) of the runway will be closed as a “safety area” to protect the workers in the first 602 feet from the on-going air traffic operations.

There will be no air traffic operations of any kind permitted north of the displaced threshold line at the 1602 foot point.

2) Taxiway Alpha, north of the MillionAir ramp entrance will be closed to all air traffic operations.

3) Taxiway Alpha, north of Taxiway Hotel and up to the closed portion above will be designated as a “non movement area”.

3) Taxiways Kilo and Juliet will be closed to air traffic operations.

4) Taxiway Hotel will be the northernmost runway entrance taxiway. A taxi back to the north from Taxiway Hotel to the closed area will be available, if needed. There may be some delay involved for this operation depending upon traffic volume at the time.

5) Runway Declared Distances (from the “phasing plan”)

a) Departure length available

1 Runway 15 – 4990 feet

2 Runway 33 – 5600 feet

b) Landing distances available

1 Runway 15 – 4990 feet

2 Runway 33 – 4829 feet

6) Effect on Instrument Approaches

a) Runway 15

1 ILS OTS



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2 RNAV (GPS) – vertically guided minima will be NOTAM as “NA” due to the new displaced threshold. This will make the minima 600-1 for the approach. **Pilots should plan a suitable alternate in the case of “low IFR” conditions.** There will be no approach lighting available to help see the runway.

b) Runway 33

1 ILS OTS

2 RNAV (GPS) – normal operations

If your aircraft is not RNAV equipped and the airport is experiencing IFR conditions you will have to divert to another airport. Please plan for this possibility. Also, the minimums are higher on the RNAV, so you might again have to divert in very low IFR conditions.

7) Lighting

a) Runway 15 MALSR OTS

b) Runway 15 VASI OTS.

c) Runway 33 REIL OTS

d) Runway Edge Lights will operate as normal.

8) The repaired portions of the runway (middle and south end) will not be grooved.

RUNWAY REHABILITATION - STAGE FOUR

Stage IV, indicated in “green” on the “phasing plan” will begin after Stages I, II, and III have been completed. It is an “overlay” of asphalt across the entire runway. This stage will occur on weekends with the same schedule as Stage II weekend closures.

RUNWAY REHABILITATION – STAGE FIVE

This stage of construction, identified by the “hatched” areas on the “phasing plan” has been in process since the beginning of the project. I’m sure you have all seen the large amount of earthwork that has been already been accomplished. This phase of



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construction is improving the runway safety area to help alleviate as much damage and bodily injury as possible should an aircraft leave the runway unexpectedly in the future.

RUNWAY REHABILITATION – STAGE SIX

Stage VI will be a re-grooving of the runway and will be completed with weekend closures in August, using the same schedule as Stage II.

RUNWAY REHABILITATION – STAGE SEVEN

Stage VII is being accomplished throughout the project alongside Stage V. All of this is to improve the drainage of rain water from the movement areas and safety areas. The improvements also include the seeding of all repaired earth with a mixture of grasses that don't produce seeds. This is to help diminish the attraction for birds and other wildlife to the airport environment and to reduce the chances of aircraft bird strikes.

EQUIPMENT REPLACEMENT

Throughout each stage of construction, the crews are working on the replacement of outdated and obsolete equipment with new "state of the art" equipment. We will have new "high intensity runway lights, a new approach light system on Runway 15, new PAPI lights on each runway, new in-pavement runway guard lights at many runway safety area entrance taxiways, above ground runway guard lights at the other entrances, and new runway and taxiway signs.

These improvements should prove beneficial to the users in bad weather with the improved lighting, as well as help in the prevention of runway incursions and surface incident violations. The airport management has also now placed new signs at each movement area entrance stating that no vehicles/personnel should go beyond that point without the approval/clearance from the tower. It is hoped that this will assist in preventing persons that are unfamiliar with the airport from committing surface area violations.

Please feel free to pass this "*Supplemental Newsletter*" on to everyone that needs the information. I have added almost thirty (30) new subscribers to the mailing list in the last couple of weeks. The more folks that get the information, the safer we can make the operation for everyone.