



# **ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER**

**November 2011**

## **FROM THE AIR TRAFFIC MANAGER**

Things have been getting back to “normal” at Addison Airport and Tower with the runway rehabilitation project winding down. The airport is looking really good with all of the dirt piles being removed and the grass pretty well established. The last of the checks on the Runway 15 MALSR and Runway 33 ILS are scheduled for next week and we should be putting them back into service at that time. This is good news as we are getting into the winter weather season and will be requiring the use of these pieces of equipment more often.

We encountered another Pilot Deviation/Runway Incursion on Tuesday, November 8, 2011 at the south end of Taxiway Alpha. The FAA maintains records on these events by “fiscal year” (October 1 through September 30) and this was our first incident in the 2012 Fiscal Year. By this date last year we had already reported two (2) runway incursions and four (4) surface incidents. The last reported Pilot Deviation/Runway Incursion before yesterday was on July 26, 2011, three and one-half months ago. The last reported Surface Incident was on September 10, 2011, almost two months ago. It appears that the new Runway Guard Lights, Hold Short Markings, and the restricted movement area access by unauthorized personnel are resulting in fewer occurrences of such incidents than was previously the case. Please maintain your vigilance when maneuvering on the movement areas and let’s continue to maintain the good momentum that we have going for us in mitigating the occurrences these incidents.

I attended a meeting of the North Texas Flight Instructors Association last night. After discussing runway safety at Addison the conversation moved to a discussion about the portion of the tests/exams that are given when receiving new and renewed pilot licenses. They informed me that these exams will now include a much more in depth portion on airport signage and markings recognition and understanding than in the past. This testing is being added by the FAA to reduce the numbers of runway incursion/surface incidents throughout the nation and not just at Addison.

This group is very well informed on all aspects of pilot training and instruction, working very closely with the Dallas Flight Standards Safety Office (FSDO). I attend almost all regularly scheduled meetings of this group, and always learn valuable information about pilots and their training. The meetings are conducted on the second Tuesday of each odd numbered month (January, March, May, July, September, and November) in the American Flyers conference room at Addison Airport from 7 to 9 PM. All licensed and prospective flight instructors are welcomed to attend and become a part of the organization.



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As always, feel free to contact me with any input or questions that you have about anything in the *Newsletter* or the air traffic control operations. A well informed group of airport users is always a safer group of users.

**Harland B. (Blaine) Herron**

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### LASER INCIDENT REPORTING

I am including this press release, issued a couple of weeks ago by the FAA, about a new reporting system for pilots to use when they encounter a laser directed at their aircraft. This is a growing problem throughout the nation and in the Dallas/Fort Worth area, as well.

The activity of directing a laser into the cockpit of an aircraft can have very serious consequences for the personnel on the aircraft. I witnessed a demonstration of what actually occurs in the cockpit and to the pilot. I was amazed at the amount of damage to the pilot's eyes and the distraction that can result when this occurs in a "critical stage of flight".

I know of at least one arrest in the Metroplex in recent months of a man that was shining a laser into the cockpit of aircraft over his house. The local area police departments, the FAA, FBI, and Department of Justice are coordinating efforts to find and apprehend such perpetrators in the future. Please use the procedures outlined below and help us rid the area of such activity.

### **Press Release – FAA Creates New Laser Web Page to Help Make Reporting Easier**

#### ***For Immediate Release***

October 27, 2011

Contact: FAA Press Office

Phone: 202-267-3883

#### ***Number of laser events around the country continues to rise***

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Washington, D.C. – In a continuing effort to combat the growing problem of lasers directed at aircraft, the Federal Aviation Administration (FAA) has created a new website



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to make it easier for pilots and the public to report laser incidents and obtain information on the subject, FAA Administrator Randy Babbitt announced today.

The website, which can be found at <http://www.faa.gov/aircraft/safety/report/laserinfo/>, collects a wide array of laser information into one location. It includes links for reporting laser incidents, laser statistics, FAA press releases, and FAA research on the dangers lasers can pose to pilots, as well as downloadable videos.

“Safety of the traveling public is our absolute number-one priority. We will do everything we can to get the word out about how dangerous it is to point a laser at an aircraft. These incidents must stop,” said U.S. Secretary of Transportation Ray LaHood.

“As a former commercial airline pilot, I can tell you that shining a laser into the cockpit of an aircraft is a serious safety risk,” Administrator Babbitt said today at a conference on the dangers of laser events sponsored by the Air Line Pilots Association (ALPA). “Lasers can distract or temporarily blind pilots who are trying to fly safely to their destinations and could compromise the safety of hundreds of passengers.”

Laser event reports have increased steadily since the FAA created a formal reporting system in 2005 to collect information from pilots. Reports rose from nearly 300 in 2005 to 1,527 in 2009 and 2,836 in 2010.

This year, pilots reported 2,795 laser events through Oct. 20. Pilots have reported the most laser events in 2011 in Phoenix (96), Philadelphia (95) and Chicago (83).

The FAA began addressing the problem in 2005 by encouraging pilots to report laser events to the nearest air traffic control facility and requiring facilities to immediately relay that information to local law enforcement agencies. In June 2011, the FAA announced it would start imposing civil penalties of up to \$11,000 against people who interfere with a flight crew by pointing a laser into the cockpit of an aircraft. The agency is currently working on 18 civil penalty cases.

The FAA also provided technical expertise to help Myrtle Beach, S.C. develop a law making it illegal to point lasers at aircraft. Myrtle Beach adopted its measure in September 2011, joining a number of other cities and states that now have laws in place making it illegal to shine lasers at aircraft.

Over the past few years, people have been charged under local, state and federal criminal statutes for pointing lasers at aircraft, and legislation is pending that would make it a



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specific federal crime. The FAA is prepared to work with all law enforcement agencies to assist with criminal prosecutions.

The increase in annual laser reports is likely due to a number of factors, including the availability of inexpensive laser devices on the Internet; increased power levels that enable lasers to reach aircraft at higher altitudes; more pilot reporting of laser strikes; and the introduction of green and blue lasers, which are more easily seen than red lasers.

## ADDISON AIR TRAFFIC COUNTS

October was another month with lower traffic count than the same month in the previous year. Traffic in October was up 7.1% from September however.

October Total traffic was down 7.4% from October 2010.

October IFR traffic was down 8.3% from October 2010.

October VFR traffic was down 7.0% from October 2010.

October Itinerant count was down 13.1% from October 2010.

October Local operations were **up 11.8%** from October 2010.

October Over-flight count was **up 31.1%** from October 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

## FEBRUARY 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	27	850	2229	4	0	206	2636	24	5976	425	0	425	183	50	110	1	0	30	507	6	887	7288





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## JUNE COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
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
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
Total	7	512	1453	14	0	299	4330	32	6647	620	0	620	409	194	422	5	0	70	864	14	1978	9245

## JULY COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
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
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
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 2010 AND 2011

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

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
Total	1	605	1867	10	0	322	4257	15	7077	583	0	583	284	167	292	5	0	55	644	5	1452	9112

## SEPTEMBER COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total	CIV	MIL	Tot	IFR				VFR					Total
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
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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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		GA
Total	6	611	2065	6	0	362	4531	32	7613	593	0	593	147	70	149	0	0	0	48	645	2	1061	9267

## OCTOBER COUNTS 2010 AND 2011

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	12	760	2527	8	0	299	5462	45	9113	532	2	534	253	73	186	3	0	37	518	6	1076	10723

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	2	594	2290	16	0	318	4668	30	7918	597	0	597	215	137	242	9	0	113	687	8	1411	9926

## NOVEMBER 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	AT	
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	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
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	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
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	CIV	MIL	Tot	IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI								AC	AT	GA	MI	AC	AT	
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
08/11	3231
09/10	3878
10/10	3505
11/10	3966
12/10	3811
<b>Total</b>	41,886