



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

October 2011

FROM THE AIR TRAFFIC MANAGER

There is not a lot of Addison Airport news to give to you this month. We have returned the Runway End Identifier Lights (REIL) to service on Runway 33 since the last edition of the *Newsletter*. We are expecting the Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) for Runway 15 and the Instrument Landing System (ILS) for Runway 33 to be returned to service sometime late this month or in early November. At that point all of our equipment will be operational again for the first time since April. We will be glad to have everything back with the rumor that winter is approaching. I'll believe it when I feel it.

I would like to also remind everyone to feel free to email me with any questions or ideas that you think would be good to include in future editions of the *Newsletter*. I like it when we have not seen any safety issues and have nothing along those lines to report, but it is always nice to have something of interest to you to discuss. I do welcome the input.

Harland B. (Blaine) Herron

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TOUCH-AND-GOES

I am often asked about the policy for allowing aircraft to conduct local traffic pattern work (touch-and-go, stop-and-go, and low approaches) at Addison Airport. The Town of Addison relies greatly upon the Addison Airport to provide a service to the corporate and private aircraft operators that will help the city grow and prosper. One of these services is for the tower to assist the pilots in getting into and out of the airport as quickly and efficiently as possible. It was determined by the Airport Management a long time ago (I don't know when, but well before I arrived at Addison four years ago) that numerous aircraft in the local traffic pattern would hinder these desired efficient operations. The Airport Management decided at that time to limit this type of operation.

Airport Management at that time placed the following statement in the Airport Facility Directory (AFD or "Green Book") that states, "No touch and go landings without airport manager's approval" The current airport manager and I have had numerous discussions about local pattern operations. He has given the tower conditional approval to conduct local traffic pattern operations at Addison Airport. The condition placed upon the tower is that we can conduct local traffic pattern operations as long as they do not hinder/delay our itinerant operations.



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The tower personnel want to provide all of the services that we can, including local traffic pattern work, within the guidelines laid out for us. If a pilot has a desire to perform local pattern work, we ask that they ask us if we can accommodate the request before they taxi to the runway. If the traffic is such that we can provide the service and not hinder “normal” operations we will gladly comply with the request. If we are unable to comply with the request, the pilot can wait and try again at a later time or depart and do the work at another nearby airport. We would ask that the pilot understand the reasoning for the denial of the service when we have to do so.

The next question I receive after I give the above explanation is, “What is a good time to request touch-and-goes and have a chance the request being approved?” The answer is that the following times are usually when we have the least itinerant traffic:

- 1) Saturday and Sunday mornings before 9:00 AM
- 2) Saturday and Sunday evenings after 7:00 PM
- 3) Most days between 11:00 AM and 12:30 PM (lunch time)
- 4) Most evenings after 8:00 PM
- 5) Holidays

We never know when we will be busy, so these times are not guaranteed to be approved. Feel free to ask for local pattern work at any time, but the above mentioned times will be the more likely time to be approved for your local operations.

TOP FIVE HAZARDS TO RISK IN THE AIRSPACE SYSTEM

In a continuing effort to improve its Safety Management System, the Air Traffic Organization (ATO) (the FAA is part of the ATO) has established a Risk Analysis Process that has identified the top five hazards contributing to risk in the national airspace system.

The Risk Analysis Process, or RAP, was devised to identify and mitigate factors that contribute to high-risk events, and follows the development of confidential reporting systems for air traffic (ATSAP) and Technical Operations (T-SAP).

ATO Vice Presidents Joseph Teixeira (Safety), Walt Cochran (Terminal Services), Chris Metts (acting En Route and Oceanic) and Teri Bristol (Technical Operations) said they are committed to developing and implementing mitigations to eliminate or diminish the impact of identified hazards. They recently signed a memorandum stating their commitment to corrective action plans.



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The top five hazards were determined by analysis of events in the last 18 months using RAP. They are:

1. Arrival sequencing with improper sequencing (angle and speed control) to final. (Aircraft vectors at a speed and/or angle that results in an overshoot of final approach)
2. Arrival sequencing at the same altitude and on parallel runways. (Aircraft overshoots turn to final at the same altitude as arrival traffic on a parallel runway)
3. Missed approach procedures and go-around operations. (Arrival aircraft executes an unexpected go around resulting in conflict with departing traffic)
4. Clearance compliance – altitude. (Aircraft at other than expected altitude, e.g., incorrect hearback/readback)
5. Incomplete coordination or a lack of appropriate coordination between controllers. (Aircraft handoff to controller at an altitude or route other than expected)

Metts said the corrective action plans “demonstrate a shared responsibility among the ATO leadership for effective risk management and implementation of strategies to address those safety concerns that are a priority for the ATO.”

RAP enables the ATO to prioritize resources and to:

- Increase the amount of data collected and analyzed
- Align its approach to safety with that of international partners
- Integrate pilot and controller performance data on all air traffic incidents
- Evaluate separation incidents caused by other factors, including pilot deviations
- More effectively identify hazards that contribute to system risk
- Avoid under-reporting and misclassification of incidents

“This is an important development in the identification and mitigation of risk in the NAS,” Teixeira said. “We’ve operated for decades by addressing single events and without a proper method to analyze trends and the severity of hazards. We now have a solid process that pairs severity and likelihood to identify a measure of risk.”



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Cochran says collaborating with En Route and Oceanic Services, Safety and with Technical Operations is critical to addressing and mitigating situations that affect safety. “We introduced voluntary reporting programs to our front lines in the field to help identify risk; we also made significant improvements in the way we do analysis and quality assurance, so, now it is up to leadership to stand together and ensure we commit resources to acting and correcting these hazards,” he said.

“ATO employees maintain the safest airspace in the world, yet we cannot stand still,” Bristol said. “This is a new era for the FAA, and one that I hope encourages participation from all employees in efforts that will enhance airspace safety in the future.”

All ATO employees must work together to identify and remove risk from the NAS before it can jeopardize safety, Teixeira says, “and this will only be accomplished by standing together as vanguards of safety—everyone, everywhere, everyday.”

ADDISON AIR TRAFFIC COUNTS

It has been a couple of months since you saw any new traffic numbers from us since I posted the September edition of the *Newsletter* early. Traffic dropped quite a bit in August due to the ongoing construction and two weekend closures in the month. Traffic was up slightly in September. Hopefully, with the construction nearly completed and all equipment getting back to normal, we will see the numbers climbing again as they were in the spring, before the runway construction started.

August Total traffic was down 13.6% from 2010.

August IFR traffic was down 6.4%% from 2010.

August VFR traffic was down 17.1% from 2010.

August Itinerant count was down 16.9% from 2010.

August Local operations were down 40.0% from 2010.

August Over-flight count was up 37.7% from 2010.

September Total traffic was up 2.2% from 2010.

September IFR traffic was down 21.2%% from 2010.

September VFR traffic was up 19.7% from 2010.

September Itinerant count was up 0.8% from 2010.

September Local operations were down 2.8% from 2010.

September Over-flight count was up 17.0% from 2010.



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JANUARY COUNTS 2010 AND 2011

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

ADS '11	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
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 2010 AND 2011

ADS '10	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR					CIV	MIL	Tot	IFR				VFR					Total
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
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
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA	MI		
Total	22	787	2709	21	2	257	4434	29	8261	609	0	609	324	106	244	1	0	57	762	12	1506	10376



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APRIL COUNTS 2010 AND 2011

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

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI		
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 2010 and 2011

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

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



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JULY 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	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	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 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	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

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	MI	AC	
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
Date	AC	AT	GA	MI	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

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	MI	AC	
Total	6	611	2065	6	0	362	4531	32	7613	593	0	593	147	70	149	0	0	48	645	2	1061	9267



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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			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT		GA	MI
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			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT		GA	MI
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			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT		GA	MI
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			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT		GA	MI
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			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT		GA	MI
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			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT		GA	MI
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	3821
11/10	3966
12/10	3811
Total	42,202