



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

December 2012

FROM THE AIR TRAFFIC MANAGER

It is hard to believe that this is the last *Newsletter* of 2012. It has been a very busy year here at Addison Tower. We have welcomed in several new controllers and all have now completed their training and are working as Certified Professional Controllers. We have seen many employees leave for new career opportunities in the FAA, and are now looking for a few new faces to replace some of them. Hopefully, you will be hearing a few new voices on the radio in a month or two.

The Taxiway Alpha reconstruction project has been the big focus the past couple of months, and will continue well into late summer/early fall of 2013. I have more news on that later in this edition of the *Newsletter*.

As always, we closely followed the rate of runway incursions and surface incidents that were reported, in hopes of seeing some improvement. The installation of the runway guard lights seemed to help a bit. The number of Runway Incursions at Addison was down 15.4% in Fiscal Year 2012, but we still had a large number (8) of pilot deviations that resulted in runway incursions. The increased efforts of the airport authorities and Addison Police seem to have had a large effect upon the number of surface incidents that were reported. The number of Surface Incidents was down 75% from 2011, which was really good to see.

We also changed some of the runway crossing procedures after listening to comments/concerns of some of the airport users at our annual Runway Safety Action Team meeting last February. These procedures seem to have helped the efficiency of the operation without adding any additional safety risk to the system, and are working well for everyone. We will be holding our next meeting again in February 2013. I will have more information on dates and times in the January edition of the *Newsletter*.

The biggest issue that we see from the tower in the past few months is the number of aircraft that are entering the Dallas/Fort Worth Approach Control Class Bravo airspace without having a clearance to do so. We have filed about a dozen such incidents through November 30 of this year. Almost all involved IFR aircraft assigned two thousand (2,000) feet as an initial departure altitude when departing Addison. The pilots have then climbed well past this altitude during departure without having received a clearance to do so. This is very dangerous, as we very often have aircraft crossing over the top of Addison at 3,000 feet destined for Dallas Love Field, thus creating a collision hazard. Please be very aware of what altitude you are assigned. If you are not sure of the altitude, ask the controller to verify the assigned altitude. It is always "better safe, than sorry".



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2012 was a good year for most of us, and I hope 2013 will be a safe and prosperous one for all of you. Have a great Holiday Season, and a wonderful New Year!

Harland B. (Blaine) Herron

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CONGRATULATIONS

Angie L. became the newest Certified Professional Controller at Addison on November 8, 2012. Angie came to us from DFW Approach Control with her original FAA facility experience coming at Albuquerque Center. She is a welcomed addition to the team.

Please join me in congratulating Angie on her accomplishment and wishing her well in the future.

TAXIWAY ALPHA RECONSTRUCTION PROJECT

Phase One of the project has been completed and Phases Two and Three are scheduled to be complete by the end of the day on Tuesday, December 4. At that time you will find a new taxiway Alpha from just north of Taxiway Victor to the north end, with a huge new "holding bay" (run-up area) at the end. The new taxiway lights on the north end are very evident at night, as well. This is a preview of what to expect for the rest of the taxiway when it is completed next year.

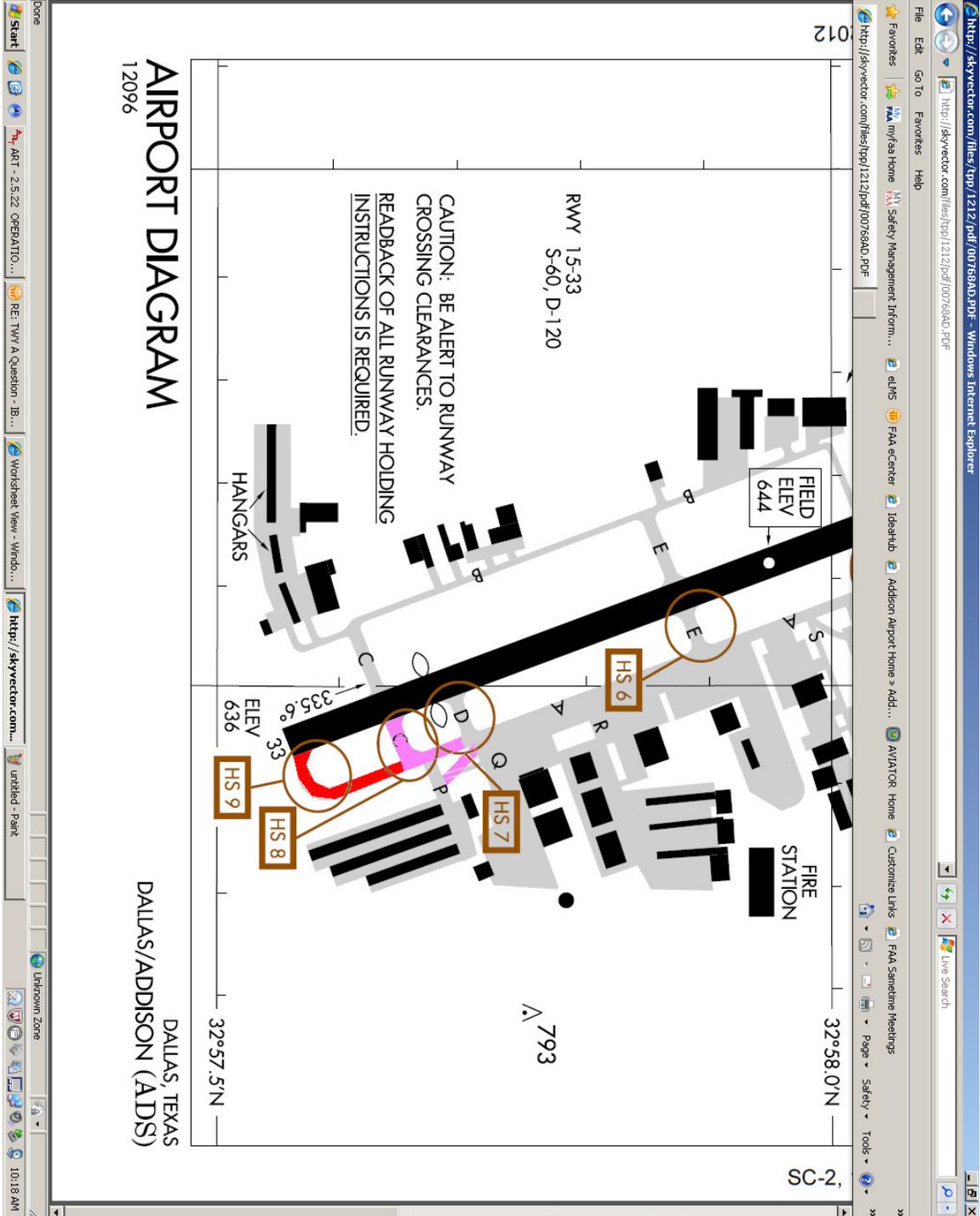
When the work crews get the north end opened up on Tuesday, they will then move to the south end of the airport and begin work there on a new "south holding bay" (south run-up area) very similar to what was constructed on the north end. This phase is expected to take about 50 days to complete, thus being finished sometime near the end of January, 2013.

At the beginning of this phase of construction, Taxiway Alpha will be closed from just south of Taxiway Charlie to the south end (See attached diagram, "red" portion). All aircraft will have to enter the runway at Taxiways Charlie (6,700 feet available) or Delta (6350 feet available) for departure on Runway 33. The short taxi back to the end for the full 7200 feet will be approved, if required by the pilot. If landing on Runway 15, all aircraft will have to exit at Taxiway Charlie or earlier, or make the 180 degree turn on the runway and taxi back to exit at Taxiway Charlie.



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During this part of the project, the crews will also be building a “non-movement area connector between Taxiway Papa and Taxiway Quebec (See the “pink” sections of the diagram). When this connector is completed, the crews will close Taxiway Alpha from just south of Taxiway Delta to the south end and will work on that portion of Taxiway Alpha as well as the new holding bay. Aircraft will then only have Taxiway Delta available for entry to and exit from the runway.

Also, during this phase of construction they will closing the south end of the runway for a short period of time, just as we did this past weekend on the north end, to replace taxiway lights, signs, and complete all the tie-ins, painting, etc. The dates of this closure have not yet been determined. I will send out a “supplemental edition” of the *Newsletter* when we get the dates confirmed.

The construction during this phase of the project for the next couple of months should not have a huge impact on the airport operations. The short “back taxies” and limited access to the runway when operating on Runway 33, as mentioned above, will be minimal. The new holding bay will be a welcome addition to the operation and well worth the few weeks of discomfort while it is being constructed.

ADDISON AIR TRAFFIC COUNTS

November ended with a good increase in traffic over the same month last year. This was also the first time November was busier than October in several years. These are promising signs for the continued increase in traffic at Addison. VFR traffic counts increased greatly in November, as did the itinerant and over-flight traffic. These are good signs for the future, as well. We certainly need some rain, but these good flying conditions are helping with the traffic counts.

November Total traffic was up 18.4% from the same month in 2011

November IFR traffic was up 2.6% from the same month in 2011.

November VFR traffic was up 29.6% from the same month in 2011.

November Itinerant count was up 18.9% from the same month in 2011.

November Local operations were down 20.2% from the same month in 2011.

November Over-flight count was up 36.4% from the same month in 2011.



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JANUARY COUNTS 2011 AND 2012

ADS '11	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	16	690	2353	2	0	274	4362	28	7725	465	0	465	156	57	126	5	0	52	646	11	1053	9243

ADS '12	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	5	722	2143	8	0	213	3957	13	7061	417	0	417	289	122	245	3	0	38	554	6	1257	8735

FEBRUARY COUNTS 2011 AND 2012

ADS '11	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	22	793	2358	20	0	221	3074	9	6497	347	4	351	207	74	171	0	0	52	578	5	1087	7935

ADS '12	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	3	787	2295	9	0	156	3831	19	7100	701	4	705	267	116	216	7	0	59	472	94	1231	9036

MARCH COUNTS 2011 AND 2012

ADS '11	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	22	787	2709	21	2	257	4434	29	8261	609	0	609	324	106	244	1	0	57	762	12	1506	10376

ADS '12	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	4	814	2431	8	0	210	4155	19	7641	555	0	555	464	185	336	4	0	125	547	92	1753	9949



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APRIL COUNTS 2011 AND 2012

ADS `11	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	6	575	2134	8	1	247	3687	33	6691	570	0	570	294	93	208	5	0	60	725	5	1390	8651

ADS `12	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	7	676	2547	20	0	241	4019	20	7530	480	0	480	309	164	241	7	0	199	559	5	1484	9494

MAY COUNTS 2011 and 2012

ADS `11	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	6	521	1680	7	0	220	3593	32	6059	411	0	411	393	139	355	4	1	64	713	10	1679	8149

ADS `12	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	11	697	2441	8	0	232	4394	19	7802	457	0	457	313	155	262	4	0	301	669	5	1709	9968

JUNE COUNTS 2011 AND 2012

ADS `11	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	7	512	1453	14	0	299	4330	32	6647	620	0	620	409	194	422	5	0	70	864	14	1978	9245

ADS `12	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	11	638	2165	5	0	237	4896	30	7982	450	0	450	344	194	272	6	0	289	604	5	1714	10146



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JULY COUNTS 2011 AND 2012

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	3	498	1652	10	0	234	4655	26	7078	635	0	635	273	134	227	7	0	47	776	18	1482	9195

ADS '12	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	3	653	2082	16	0	274	4868	20	7916	648	0	648	325	149	269	2	0	265	471	4	1485	10049

AUGUST COUNTS 2011 AND 2012

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	1	605	1867	10	0	322	4257	15	7077	583	0	583	284	167	292	5	0	55	644	5	1452	9112

ADS '12	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	5	725	2184	10	0	300	4586	15	7825	708	0	708	247	136	209	6	0	259	590	11	1458	9991

SEPTEMBER COUNTS 2011 AND 2012

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

ADS '12	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	4	624	2354	34	1	195	4052	33	7297	491	0	491	273	144	264	13	0	180	541	10	1425	9213



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OCTOBER COUNTS 2011 AND 2012

ADS `11	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	2	594	2290	16	0	318	4668	30	7918	597	0	597	215	137	242	9	0	113	687	8	1411	9926

ADS `12	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	732	2656	19	0	203	4331	19	7972	583	0	583	355	154	302	4	0	236	622	9	1682	10237

NOVEMBER COUNTS 2011 AND 2012

ADS `11	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	18	696	2211	15	0	263	3559	23	6785	660	2	662	286	122	258	6	0	65	488	11	1236	8683

ADS `12	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	16	615	2236	7	0	193	4990	7	8064	528	0	528	312	169	346	4	0	238	611	6	1686	10278

DECEMBER 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	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

ADS `11	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	15	860	2139	17	0	186	3387	11	6615	428	0	428	196	85	180	3	0	54	503	3	1024	8067

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

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



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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
01/12	3335
02/12	3700
03/12	4248
04/12	3970
05/12	3891
06/12	3635
07/12	3498
08/12	3520
09/12	3692
10/12	4234
11/12	3705
12/11	3495
Total	44923