



# ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

January 2012

## FROM THE AIR TRAFFIC MANAGER

Happy New Year! 2011 is behind us. The year brought us a bright, shiny new runway with lots of new and improved lighting aids. We saw many Addison tower personnel leave for bigger and hopefully better positions. We also saw many new faces join the team.

The year was also a continuation of some of the same negative trends that we have seen in the past, even with all of the efforts that we made to curtail them. Traffic count continued to be down. Runway Incursions/Surface Incidents continued to occur. Pilot Deviations continued at much too high a rate.

Distribution of this *Newsletter* was begun as a result of a suggestion made at a Runway Safety Action Team meeting in 2009. The *Newsletter* was designed to keep all users of the Addison Airport informed of the activities occurring on the airport and to educate the users on subjects of interest and/or concern to the airport, the users, and the tower personnel. This edition of the *Newsletter* will get back to those basic ideas, stressing some safety concerns observed in recent airport activity. .

As always, if you have any thoughts/opinions/suggestions on any of the topics discussed in the *Newsletter*, feel free to let me know. I may start putting some of these into future editions, as appropriate. My email address is below.

**Harland B. (Blaine) Herron**

[harland.b.herron@faa.gov](mailto:harland.b.herron@faa.gov)

## RUNWAY INCURSIONS/SURFACE INCIDENTS

The runway rehabilitation project included new runway guard lighting that was installed to help mitigate the runway incursion problem at Addison. They are an aid to remind pilots of the location of the hold short lines and to not cross them unless a clearance had been received. These guard lights are amber (yellow) in color and are located in the pavement at the hold short lines crossing the north and south ends of Taxiway Alpha where they curve toward the runway and at the intersections of Taxiway Alpha and Taxiways Charlie, Delta, and Juliet. The pictures below were taken before the hold short lines were painted, but you can see the metal lighting fixtures in the pavement



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The guard lights at all other taxiways along the runway are located either side of the taxiway at the hold short lines on short poles with flashing alternating amber lights.



I have been told by many local pilots that a person would have to be blind to miss these lights and not realize where the hold short lines are. Apparently, these pilots are mistaken because we have had several pilots cross these lines without a clearance in the past couple of months. Addison Airport has reported three runway incursions since the new lighting became operational.

I have spoken with the pilots that have committed the incursions and most seem to have the same story. They tell me that they have not flown in a while and/or were in unfamiliar aircraft or equipment and got confused about where they were and what they were doing. This is not an acceptable excuse for crossing a hold short line and endangering other people's lives and property.

I have been spending more time in the tower of late, observing the operations and listening to the radio communications with the pilots at both the Ground Control and Local Control (Tower) positions. I have observed a couple of items that I feel need to be addressed again along these same lines in the area of Runway Safety.



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I have attached the above photo of the new runway and markings. The “hold short lines” on the Taxiway Alpha side (left side of the photo) are the “V” shaped lines. In one hour the other day I observed 10 different aircraft land, be instructed by local control to turn at a specific taxiway, cross the hold short lines onto Taxiway Alpha, and contact ground control. Four of these aircraft stopped short of the hold short lines and had to be told again to cross the line onto Taxiway Alpha so the controller could use the runway to land or depart another aircraft. Three of the aircraft were known, ADS locally based aircraft. As I have written numerous times in past editions of the *Newsletter*, it is required for a pilot to cross the hold short line in order for a controller to consider it clear the runway. The Airmen’s Information Manual (AIM) states, in part:

## 2-3-5. Holding Position Markings

**a. Runway Holding Position Markings.** For runways, these markings indicate where an aircraft is supposed to stop when approaching a runway. They consist of four yellow lines, two solid and two dashed, spaced six or twelve inches apart, and extending across the width of the taxiway or runway. The solid lines are always on the side where the aircraft is to hold. There are three locations where runway holding position markings are encountered.

**1. Runway Holding Position Markings on Taxiways.** These markings identify the locations on a taxiway where an aircraft is supposed to stop when it does not have clearance to proceed onto the runway. Generally, runway holding position markings also identify the boundary of the runway safety area for aircraft exiting the runway. The runway holding position markings are shown in FIG 2-3-13 and FIG 2-3-16. When instructed by ATC to, “Hold short of (runway “xx”),” the pilot must stop so that no part of the aircraft extends beyond the runway holding position marking. When approaching the runway, a pilot should not cross the runway holding position marking without ATC clearance at a controlled airport, or without making sure of adequate separation from other aircraft at uncontrolled airports. An aircraft exiting a runway is not clear of the runway until all parts of the aircraft have crossed the applicable holding position marking.

### REFERENCE-

AIM, *Exiting the Runway After Landing*, Paragraph 4-3-20.

**4-3-20. Exiting the Runway After Landing** The following procedures must be followed after landing and reaching taxi speed.

**a.** Exit the runway without delay at the first available taxiway or on a taxiway as instructed by ATC. Pilots shall not exit the landing runway onto another runway unless authorized by ATC. At airports with an operating control tower, pilots should not stop or reverse course on the runway without first obtaining ATC approval.

**b.** Taxi clear of the runway unless otherwise directed by ATC. An aircraft is considered clear of the runway when all parts of the aircraft are past the runway edge **and** there are no restrictions to its continued movement beyond the runway holding position markings. In the absence of ATC instructions, the pilot is expected to taxi clear of the landing runway by taxiing beyond the runway holding position markings associated with the landing runway, even if that requires the aircraft to protrude into or cross another taxiway or ramp area. Once all parts of the



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aircraft have crossed the runway holding position markings, the pilot must hold unless further instructions have been issued by ATC.

**NOTE-**

1. The tower will issue the pilot instructions which will permit the aircraft to enter another taxiway, runway, or ramp area when required.

2. Guidance contained in subparagraphs a and b above is considered an integral part of the landing clearance and satisfies the requirement of 14 CFR Section 91.129.

c. Immediately change to ground control frequency when advised by the tower and obtain a taxi clearance.

**NOTE-**

1. The tower will issue instructions required to resolve any potential conflicts with other ground traffic prior to advising the pilot to contact ground control.

2. A clearance from ATC to taxi to the ramp authorizes the aircraft to cross all runways and taxiway intersections. Pilots not familiar with the taxi route should request specific taxi instructions from ATC.

ADS controllers instruct all aircraft exiting the runway to continue across the lines by stating, “cross the hold lines”, “taxi onto Alpha” or some such phraseology. Please always cross the lines onto Taxiway Alpha unless told to “hold short of Taxiway Alpha” by the local controller.

The link below is to a very good article that covered runway/taxiway markings in the last issue of the *FAA Safety Briefing*. It is a great “refresher” on the subject, and good reading for any pilot that is not truly current in the knowledge of what the signs mean and what is expected of them when they are encountered.

**Take the Mystery Out of Airport Sign Language**

With an average of three runway incursions each day in the United States, it’s always a good idea to regularly review airport signs and markings and regard airport surface operations with the same importance as any other phase of flight. You can learn more on taking the mystery out of airport sign language in the article “How a Runway Earns Its Stripes” on page 12 of the Nov/Dec issue of *FAA Safety Briefing*. The article also has a full-page quick reference guide on airport signs and markings. [http://www.faa.gov/news/safety\\_briefing/2011/media/NovDec2011.pdf](http://www.faa.gov/news/safety_briefing/2011/media/NovDec2011.pdf)

Let’s all pay attention to what we are doing when moving on the airport and make 2012 the year that ADS improved the runway safety statistics and became the safest airport in the area.

## **RUNWAY SAFETY ACTION TEAM MEETING**

Addison Tower and Airport Management will be hosting the annual Local Runway safety Action Team Meeting (LRSAT) on Tuesday, February 14, 2012 from 2 PM until 4 PM in the Addison Airport Conference Room, 16051 Addison Road, Suite 220, 75001. I have attached the official invitation for all tenants and users to come and participate. We



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welcome any new insights and suggestions on ways to make the airport a safer environment. Please RSVP so we will know how many folks to prepare for and possibly get some information from you prior to the event. We look forward to seeing everyone there.

## TURN ON THE TRANSPONDER

Another common occurrence observed over the past few weeks is that many, many pilots are not turning on the transponder prior to departure, as required. The AIM, in part says:

**3. Civil and military transponders should be adjusted to the “on” or normal operating position as late as practicable prior to takeoff and to “off” or “standby” as soon as practicable after completing landing roll, unless the change to “standby” has been accomplished previously at the request of ATC.**

IN ALL CASES, WHILE IN CONTROLLED AIRSPACE EACH PILOT OPERATING AN AIRCRAFT EQUIPPED WITH AN OPERABLE ATC TRANSPONDER MAINTAINED IN ACCORDANCE WITH 14 CFR SECTION 91.413 SHALL OPERATE THE TRANSPONDER, INCLUDING MODE C IF INSTALLED, ON THE APPROPRIATE CODE OR AS ASSIGNED BY ATC. IN CLASS G AIRSPACE, THE TRANSPONDER SHOULD BE OPERATING WHILE AIRBORNE UNLESS OTHERWISE REQUESTED BY ATC.

With Addison lying in such close proximity to other airports and airspace, it is imperative that the transponders be on so the aircraft can be easily identified. The time spent having pilots correct this oversight is time that could be used to separate other aircraft, depart the next aircraft, etc. It also reduces the risk of the aircraft without a transponder being forgotten by the controllers because they were busy and did not realize there was no data tag on the radar scope. If forgotten, no traffic calls are made, no clearances given, and nobody is watching for possible collision hazards. For your own safety, please make a conscious effort to follow your checklist before starting departure roll and turn on the transponder.

## ALTITUDE ASSIGNMENTS

All aircraft requesting IFR or VFR Flight Following services departing Addison are issued initial altitude of “maintain 2000 feet” if IFR or “at or below 2000 feet” if VFR. We have had numerous Pilot Deviations in the last few months where a pilot has climbed above the assigned initial altitude of two thousand (2,000) feet after departure, committing a Pilot Deviation (failure to comply with an ATC clearance). Many are IFR, and it appears that they have departed and not set the correct altitude into the auto pilot,



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or have just lost concentration and awareness and are climbing to “the altitude we normally get assigned”.

Climbing through the assigned altitude, especially in an area as busy as the Addison/Dallas/Love/DFW airspace, is an extremely dangerous proposition. All you have to do is sit and watch jet after jet flying over Addison at 3000 feet, or inbound IFR traffic at 3000 feet and VFR inbound traffic at 2500 feet to know that anything above 2000 feet is asking for trouble. We have established procedures using this altitude to eliminate the possibility of collision.

All VFR aircraft that are “just departing the Class Delta” to the east or north should also make a practice of staying at or below 2000 feet while in the airspace. The same inbound and over flight traffic is trouble for you as well.

On the same note, when inbound to Addison, VFR, maintain your assigned altitude of 2,500 until told to descend by local control. There is outbound traffic at 2000 feet that you need to miss. You can ask for “lower” and the controller will approve it if possible, but many times they need you to remain at 2500 a little longer. The controller wants to get you down as quickly as possible, just as much as you want to get down. They know that the sooner you descend, the sooner you can turn base and land, but safety is the first priority.

### **INCIDENTS WHEN THE TOWER IS CLOSED**

The Airport management has asked me to pass along some direction for those of you that utilize the airport during the hours that the tower is closed, 10 PM until 6 AM daily. There have apparently been a couple of incidents that occurred during these hours in recent weeks in which the situation was not handled by the pilots and airport tenants in the safest and most expeditious manner.

The fact that the airport is a “non-controlled airport” when the tower is closed does not mean that it is “non-regulated.” Accidents and incidents still have to be handled by the recognized authorities. The notification system is different than when the tower is open because the tower personnel are not available to make the calls. This notification responsibility falls to the first person that becomes aware of the situation. The Airport Management has asked me to inform you of the following actions that they desire to be taken should something happen during the hours that the tower is closed to make such incidents as safe and efficiently handled as possible.



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1) If a person on the airfield becomes aware of any unsafe condition on the airport (accident, disabled aircraft in the movement area, lighting that does not work, fire, mischief, medical emergency, etc) they should immediately contact the Addison Fire/Police by calling “911”. This should always be the first call made, no matter what the situation. The Addison Fire/Police Dispatcher will notify:

- A) Fire, Police, and emergency medical as required
- B) Dallas/Fort Worth Approach Control so they can determine the needed actions for future arriving/departing aircraft.
- C) Airport Management so they can make required notifications to FSDO, NTSB, aircraft recovery and towing personnel, issue NOTAMS, close the airport, etc.
- D) FAA equipment technicians if needed.

2) If the person has a working radio:

- A) Broadcast the presence of the incident on the Common Traffic Advisory Frequency (CTAF), 126.0, advising everyone that “911” has been called and that it is not safe to utilize the area.
- B) Monitor the frequency and make any other required advisories should they hear an aircraft declare their intentions to depart or land and it is not safe to do so.

3) All other tenants and personnel should remain clear of the scene until the Fire/Police emergency crews or Airport Management requests their presence. It is better to have a few unneeded calls than the call not being made at all. Adding personnel, vehicles, and equipment to the movement area unsupervised is not a safe operation. If you are not positive the “911” call was made, make the call yourself.

These basic guidelines will help everyone that uses the airport stay safe in any future incident.

### **TAXIWAY RENAMED**

Taxiway Kilo has now been renamed Taxiway Alpha. The new signs are in place, the Airport Diagram has been updated, and all has gone smoothly with the transition. This change was made by the Airport Management to bring the airport into compliance with federal regulations and guidelines.

The controllers have now had a couple of weeks to get used to the new phraseology, and the pilots have not seemed to have much trouble with the change.

Pilots, please remember that when instructed to “taxi to Runway 15 via Alpha” you have to stop at the hold short lines. This does not mean you can taxi to the runway proper.



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## ADDISON AIR TRAFFIC COUNTS

The Addison air traffic count totals continued to drop in December. This continued the trend that began in April and continued the rest of the year. Weather was a part of the problem in December with several “low IFR days”. It appears that the counts are still down even without the weather, so it appears that the economy has hurt us as well.

December Total traffic was down 16.7% from the same month in 2010.

December IFR traffic was down 8.3% from the same month in 2010.

December VFR traffic was down 21.9% from the same month in 2010.

December Itinerant count was down 17.5% from the same month in 2010.

December Local operations were down 4.0% from the same month in 2010.

December Over-flight count was down 14.8% from the same month in 2010.

The yearly totals were down again in 2011. The downward slide began in late 2008 and has continued ever since. 2008 yearly total count was 140,058. 2011 total count was 107,849 making a 23.0% decline over the last three years.

The decline from 2010 to 2011 was only 5.3%. The airport was closed 6% of the year due to the airport being closed every weekend last summer for the runway rehabilitation project. Had we not seen those closures and had the average traffic on those dates, we might have seen the year in a positive, though slight, upturn from 2010. IFR total traffic was down 10.9% from 2010. The past three months, with the runway open and usable have not been good. We’ll have to see what happens in 2012.

## JANUARY 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	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						
	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



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## FEBRUARY 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					AC	AT	GA	MI	AC	AT	GA	MI		
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

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

## 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					AC	AT	GA	MI	AC	AT	GA	MI		
Date	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					AC	AT	GA	MI	AC	AT	GA	MI		
Date	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



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## 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
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
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
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
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				IFR				VFR				Total	
	AC	AT	GA	MI	AC	AT	GA	MI	CIV					MIL	Tot	AC	AT	GA	MI	AC			AT
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				IFR				VFR				Total	
	AC	AT	GA	MI	AC	AT	GA	MI	CIV					MIL	Tot	AC	AT	GA	MI	AC			AT
Total	3	498	1652	10	0	234	4655	26	7078	635	0	635	273	134	227	7	0	47	776	18	1482	9195	



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## AUGUST COUNTS 2010 AND 2011

ADS '10	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	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								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

## SEPTEMBER COUNTS 2010 AND 2011

ADS '10	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	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								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

## OCTOBER COUNTS 2010 AND 2011

ADS '10	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	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								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	2	594	2290	16	0	318	4668	30	7918	597	0	597	215	137	242	9	0	113	687	8	1411	9926



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## NOVEMBER 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	30	909	2566	7	0	255	4357	35	8159	639	0	639	190	69	194	3	0	34	528	7	1025	9823

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

## DECEMBER 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	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	CIV	MIL	Tot	IFR				VFR				Total	
	AC	AT	GA	MI	AC	AT	GA	MI					AC	AT	GA	MI	AC	AT	GA			MI
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.).

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 AIR TRAFFIC CONTROL TOWER NEWSLETTER

January 2012

## 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
09/11	3878
10/11	3505
11/11	3612
12/11	3495
<b>Total</b>	<b>41216</b>