ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

June 2012

FROM THE AIR TRAFFIC MANAGER

May was a busy month for the employees of Addison (ADS) Tower. The employees that have children and grandchildren were busy with the end of the school year activities, the myriad of sporting events, and the beginning of the vacation season. Everyone was busy with yard work and the usual day-to-day activities that come with springtime.

The tower personnel began preparing for the installation of the new automation system that I mentioned last month. This month we will be sending two employees to a class to learn how to instruct the other facility employees in the use of the new system. They will be training each controller in the facility on the use of the new system. The first portion of this training is scheduled to be completed in August. The second portion of the training will be completed just before the new equipment becomes fully operational in February 2013.

There is still no word as to when the Taxiway Alpha Rehabilitation Project will begin. Airport Management advises me that they have not yet received the funding to start the project. I am told that it will take about 90 days from when they get the funding for them to bid the project and actually begin the construction. This type of time frame would now place the beginning of construction no earlier than September and probably later. Since the crews cannot lay asphalt in cold weather it may be next spring before we get much going on this project. I'll let you all know more when I hear it.

Harland B. (Blaine) Herron
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CONGRATULATIONS!

We have a new Certified Professional Controller at ADS. Cariano R. certified on all positions at ADS ATCT in May. Also, Angie L. certified on the Flight Data, Clearance Delivery, and Ground Control positions in May. She will now begin training on the Local Control position. Please join me in congratulating both of these employees on a job well done.

PILOT MEETING

The NBAA sponsored a pilot meeting on May 22 in the Addison Airport Conference Room. Sixteen Addison pilots and tenants attended, along with representatives from the

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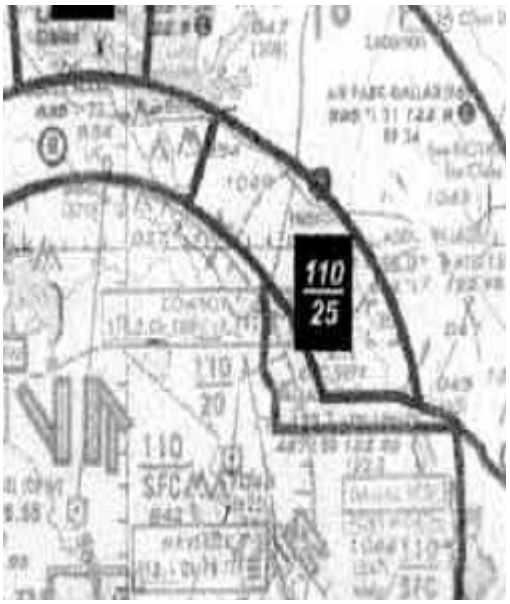
NBAA, Dallas/Fort Worth Terminal RADAR Approach Control (D10 TRACON) Management and NATCA (the controller union), ADS Tower Management and NATCA, FAA Flight Standards Division Office (FSDO), FAA Safety Team (FAASTeam), and the FAA Runway Safety Office.

Attendees heard a presentation from Steve Hadley, NBAA Regional Representative, on his organization and their mission.

FAASTeam Representative, Joe Murphy, discussed runway incursion/pilot deviations and the process that FSDO utilizes in investigating and handling in these cases.

D10 representatives discussed the Class Bravo redesign proposals and the process involved in making those changes. Class Bravo airspace is designed to provide added surveillance and protections for aircraft utilizing these very busy areas and has higher separation standards than Class Delta (ADS is Class Delta) airspace. Regulations state that aircraft on approaches into Class Bravo airports, such as DFW and Dallas Love (DAL), are to remain inside the protections of Class Bravo airspace once they enter it until they land. Current procedures in the Dallas/Fort Worth Metroplex area do not allow this, as some of these approaches "clip" Class Delta or Echo airspace in specific areas. This is the reason for the required revisions to the airspace. Below is a picture of this proposed change to the Class Bravo.



There was a great deal of discussion about this as the proposal involves lowering the base of the Class Bravo Airspace from 3,000 feet to 2,500 feet over the west half of the

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Addison Class Delta airspace and lowering the top of the ADS Class Delta airspace from "up to but not including 3,000 feet" to "up to but not including 2,500 feet". This will allow aircraft going to DAL to remain in the Class Bravo airspace when overflying ADS. We currently approve these aircraft to descend through the Class Delta into DAL on a regular basis and this change will allow them to do so and remain inside the Class Bravo airspace. There are no procedural changes planned for ADS Tower in conjunction with these proposals. It will eliminate the need for the additional coordination of each aircraft that currently descends through the Class Delta, reduce the workload of the D10 and ADS controllers, and provide the additional separation standards for DAL bound aircraft.

The D10 representatives stated that with the lower ceiling of the ADS Class Delta, they will be required to clear all VFR aircraft to enter the Class Bravo airspace at 2,500 when inbound to ADS. This should be the only change that users will see if the proposals are approved. ADS controllers will then advise inbound aircraft when they can descend reference any outbound traffic at or climbing to 2,000 feet, just as we currently do.

D10 representatives also discussed "good techniques" to be used by pilots and controllers to make the operation more safe and efficient. Some of the items discussed were:

1) Pilots should use their call sign with each transmission.

This is not a "requirement" by federal regulation for pilots, but controllers are now being held responsible for obtaining a read back of all control instructions with the inclusion of the call sign as mandatory element of that read back. If the pilot does not voluntarily use his/her call sign with the transmission, the controller now has to make a second transmission to request the pilot to repeat the read back and include the call sign. This can continue forever if the pilot refuses to comply, thus blocking the frequency and distracting the controller from other important tasks. Please help out the controllers and use the call sign.

2) Controllers should slow down the speech rate on the frequencies and the ATIS broadcasts.

The D10 and ADS representatives agree and are working to train the controllers in this area.

3) VFR pilots should think twice about flying too close to Class Bravo and other controlled airspace.

Although a VFR pilot may "legally" fly his/her aircraft at 2,900 feet (100 feet below the 3,000 foot base of Class Bravo airspace, for instance), it does not make it a "wise" choice of altitude. If the pilot's altimeter is off by as little as 100 feet (which is still "legally usable") the pilot could actually be at 3,000 feet where there could very well be an IFR aircraft assigned 3,000 feet right in the way. The IFR aircraft could also have

altimeter that is off by as much as 200 feet and be at 2,800 where the VFR pilot thinks he/she is safe below the Class Bravo. Give yourself some altitude and airspace for safety and talk to the facility that controls the airspace if you plan to be in very close proximity to it.

4) If a pilot is not sure of the meaning or intention of an instruction or clearance they should ask for clarification.

Good communication only happens when both parties understand the message the same way. If the pilot hears something different than what the controller says, or means, then bad things can happen. It is always better to ask and clarify than to assume and be wrong.

5) Pilots and Controllers should use standard phraseology.

This helps everyone understand the meaning and intentions of the other.

This item brought up some discussion about the "non-standard phraseology" that is utilized by controllers at ADS ATCT when instructing aircraft to hold short of the runway. With the runway incursion issue that we have experienced at ADS over the past years, it was determined that "additional" hold short phraseology would be used in the attempt to mitigate the problem of aircraft correctly reading back the hold short instruction and then taxiing across the hold short lines due to their unusual placement here at ADS. This "additional" phraseology has not replaced "standard" phraseology. The phraseology used is exactly what a pilot hears at any other airport:

EXAMPLE: (Standard phraseology)
(Aircraft ID) hold short Runway One Five at Charlie.

Plus, "Do not cross the hold lines" to remind those that need it of the unusual placement and to look for them.

EXAMPLE: (Standard phraseology plus ADS additional phraseology)
(Aircraft ID) hold short Runway One Five at Charlie. Do not cross the hold lines.

This phraseology plus the addition of the runway guard lights at all intersections seems to have made a difference in the mitigation of the runway incursion issue. The numbers of incursions to date this year have decreased by almost 50% from this date last year. Thanks to all of you that have assisted in making these efforts to improve the safety of the ADS Airport.

The ADS Tower representatives discussed the runway incursion improvements, the phraseology issue, and the upcoming Taxiway Alpha Rehabilitation Project.

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I would like to publicly thank Steve Hadley for organizing this event. Meetings such as this are always informative and help all members of the ADS Airport family in making this airport the great asset that it is for the businesses and the town of Addison.

ADDISON AIR TRAFFIC COUNTS

Traffic counts continued to rise in May. The 28.8% increase in itinerant traffic over May 2011 is a very good sign. These not only equate to increases in IFR and VFR counts, but indicate that more aircraft are starting to fly and the economy may be improving.

May Total traffic was up 22.3% from the same month in 2011.
May IFR traffic was up 25.3% from the same month in 2011.
May VFR traffic was up 20.5% from the same month in 2011.
May Itinerant count was up 28.8% from the same month in 2011.
May Local operations were up 11.2% from the same month in 2011.
May Over-flight count was up 1.8% from the same month in 2011.

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		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

ADS '12	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	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		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

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

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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		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

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

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		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

ADS '12	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	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		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

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

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JUNE 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	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	
Date	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

JULY 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	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	
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	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				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	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				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	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

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SEPTEMBER 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	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				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI		
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									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

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

NOVEMBER 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	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				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	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

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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		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

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	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 IFR TRAFFIC COUNTS

Month	Count
01/12	3335
02/12	3700
03/12	4248
04/12	3970
05/12	3891
06/11	3036
07/11	2804
08/11	3231
09/11	3054
10/11	3505
11/11	3612
12/11	3495
Total	41881