ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

November 2012 Supplement

FROM THE AIR TRAFFIC MANAGER

This "supplemental" *Newsletter* is being sent to inform everyone about the progress and changes to the Taxiway Alpha reconstruction project. This next phase is only scheduled to last about eight (8) days, and then they will move to the next area they choose to work on. The airport management and construction crews have not yet determined what area that will be, so I be sending an additional "supplement" next week, as well.

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TAXIWAY ALPHA RECONSTRUCTION PROJECT

Phase 1 of the project is still on schedule to be completed on Friday, November 23. The area will remain closed and operations will remain the same on Saturday and Sunday, November 24 and 25, as they have since construction began.

Changes will be seen beginning on Monday morning, November 26. Phase 2 will begin and the north portion of Taxiway Alpha, from just north of the MillionAir ramp to the south end of the area completed in Phase 1, just north of Taxiway Juliet, will be closed (see diagram on next page). The north end of Taxiway Alpha from the runway to the new holding bay (run-up area) will be open and usable, as needed. This phase is scheduled to be completed on Monday, December 3.

Phase 2 will present some obstacles to the efficiency of the air traffic operations. It will require all aircraft departing Runway 15 to enter at Taxiway Hotel and either depart from there (5150 feet available), or taxi back 2052 feet to the end of the runway for a full length departure. This will take some time for these aircraft to do this maneuver and some aircraft taxiing back to the end may have to turn right onto Taxiway Alpha and into the new holding bay to hold short of Runway 15, rather than just make the 180 degree turn and take off, if required to get them positioned reference landing traffic. It would be helpful if you need to taxi back to the end for departure, if you would advise the controllers as soon as possible so they can plan their actions to be as efficient as possible.

This use of the new holding area at the north end of Taxiway Alpha may also be required for aircraft that land on Runway 33 that can't exit by Taxiway Hotel, if landing aircraft are closely following them. All pilots should be aware of this possibility and be prepared for these instructions and actions.

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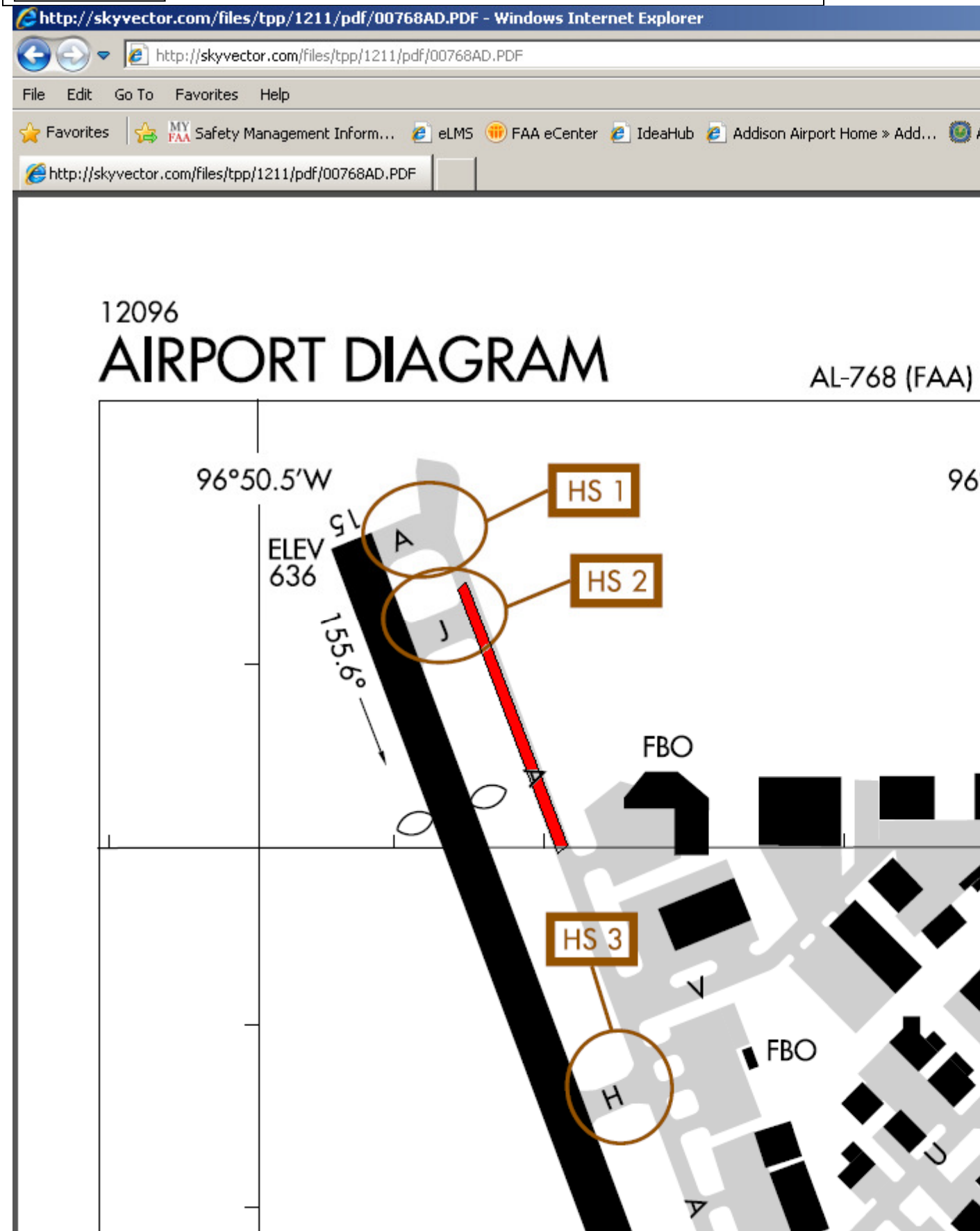

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This, and most of the following phases of construction, will be much more difficult for ground control than normal, as well. We will do our best to minimize blockages of Taxiway Alpha and the runway exit points by occasionally holding aircraft on the ramps until an efficient space in line can be attained. These aircraft will be taxied to the runway in the order in which they advise ground control they are ready for taxi.

The replacement of the taxiway lighting and signage on Taxiway Alpha in both the Phase 1 and 2 areas and on Taxiway Juliet will require a partial closure of the north end of the runway. This electrical work will require the construction personnel and vehicles to be inside the runway safety area at the north end of the runway and is the reason for this closure. The picture below shows this displacement and the resulting "declared distances" that will be available for operations as "Phase A" (the top picture and top "declared distance" box).

This will occur in two stages.

1) They will do a complete runway closure for one (1) hour, from 1100 PM (0500z) on Friday night, November 30 until 1200 AM, midnight, (0600z) that same evening. During this hour they will displace the Runway 15 threshold 1102 feet to the south, obscure the runway length remaining signs, and place temporary Runway End Identifier Lights (REIL) at the Runway 15 threshold.

2) At midnight, 0600z, on Saturday, December 1, the runway will reopen with the north 1102 feet of Runway 15 closed and the threshold displaced to that point. This will remain in effect until Monday morning, December 3, at 0800 AM local (1400z).

Please study the picture and distances to plan you activities for this weekend. Your aircraft may be too large to use the runway and have to divert to another airport if you don't plan for the closure/displacement. Weather and higher minima due to equipment outages may also affect you.

During the "Phase A" closure/displacement:

Runway 15 departures will utilize Taxiway Hotel for takeoff, with 5,150 feet available, or taxi back from Hotel to the displaced threshold to use the maximum available length of 6,100 feet. All pilots are reminded that when taxiing back to the displaced threshold, you cannot cross the threshold line when positioning for takeoff. The runway is closed to <u>all</u> operations north of the displaced threshold line.

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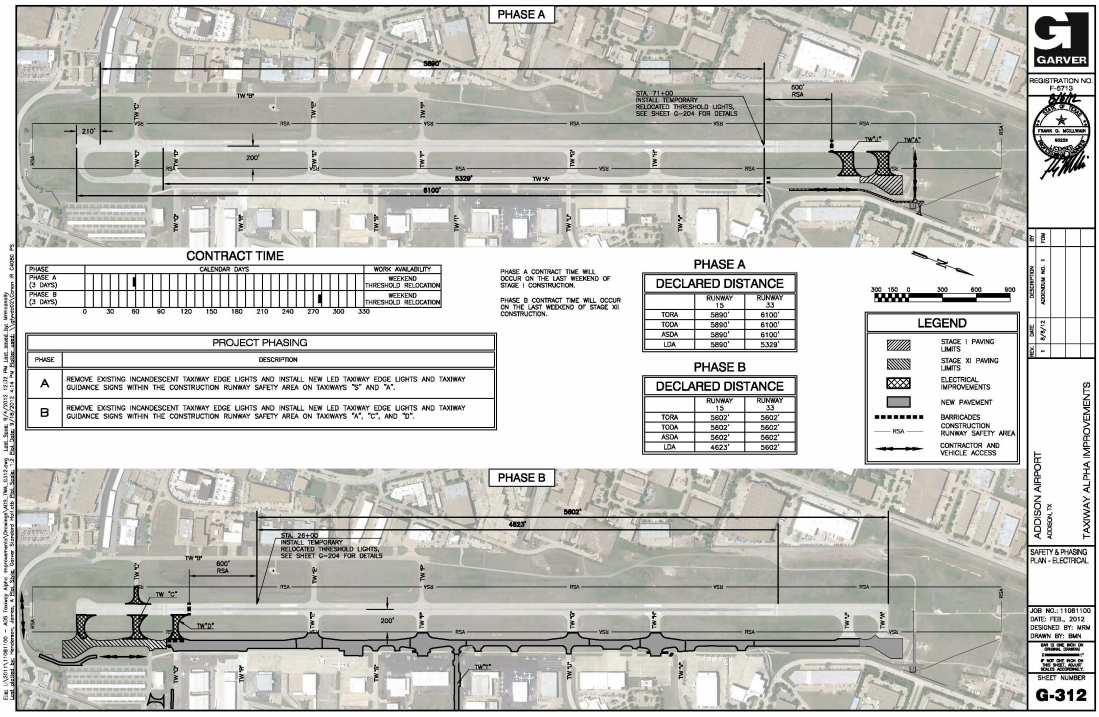
Runway 33 landing operations are much shorter than normal. Only 5,329 feet remain for landing. Again, all aircraft must stop before the displaced threshold line, turn around and taxi back to exit the runway at Taxiway Hotel. Departures will have 6,100 feet available.

The "Phase B" information in the picture is not needed at this time. I will advise everyone when this phase of the project is occurring.



During this closure/displacement, the Runway 15 ILS Localizer and Glide Slope, approach lights (MALSR), and PAPI Lights will be turned off and out of service. The Runway 33 ILS Localizer and Glide Slope will also be turned off due to personnel and vehicles in the critical areas. For the RNAV (GPS) Runway 15 approaches, the pilot should review the minima for their category of aircraft and the outage of the MALSR.

The following are the NOTAMs the airport is planning to issue. Check NOTAMs regularly for the additional equipment outages and any changes that might occur.

RWY 15/33 nonstandard edge lighting 1211301400z – 1212010500z
RWY 33 distance remaining signs OTS 1211301400z - 1212031400z
RWY 15/33 closed 1212010500z – 1212010600z
RWY 15 N 1102 feet closed 1212010600z – 1212031400z
RWY 15 PAPI OTS 1212010600z – 1212031400z

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RWY 33 PAPI OTS 1212010600z – 1212031400z
RWY 15 TORA 5890 TODA 5890 ASDA 5890 LDA 5890 1212010600z – 1212031400z
RWY 33 TORA 6100 TODA 6100 ASDA 6100 LDA 5329 1212010600z – 1212031400z
RWY 15/33 RSA ends reduced to 600 feet 1212010600z – 1212031400z

I will send out any additional information as I receive it. Please pass on this information to anyone you think might need it and keep it safe out there.

HAPPY THANKSGIVING!!