

NEW MONTHLY
REPORT FORMAT

CONSTRUCTION
NEARING
COMPLETION

WILDLIFE
HAZARD
ASSESSMENT



MONTHLY REPORT

OCTOBER 2013



Addison![®]
Airport

ADDISON BY THE NUMBERS

374,941

REVENUE IN DOLLARS

↑ 4%

FROM LAST MONTH

↓ 21%

FROM LAST YEAR

7,957

TOTAL AIRCRAFT OPERATIONS

↓ 6%

FROM LAST MONTH

↓ 7%

FROM LAST YEAR

530,815

TOTAL FUEL FLOWAGE IN GALLONS

↑ 5%

FROM LAST MONTH

↓ 17%

FROM LAST YEAR

37

INTERNATIONAL FLIGHTS

↓ 34%

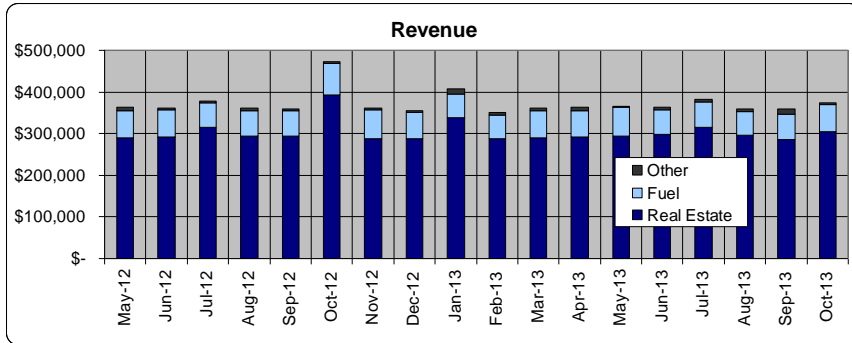
FROM LAST MONTH

↓ 54%

FROM LAST YEAR

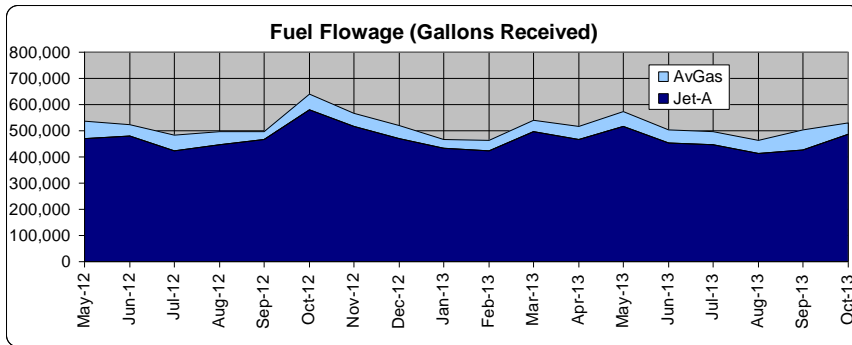


Addison has long been home to a few large aircraft and it appears that we will soon be adding one more: in the foreground is a Boeing Business Jet (BBJ) that was recently acquired by a long-time airport tenant. The BBJ is basically a Boeing 737-700 outfitted with an executive interior and additional fuel tanks for increased range.



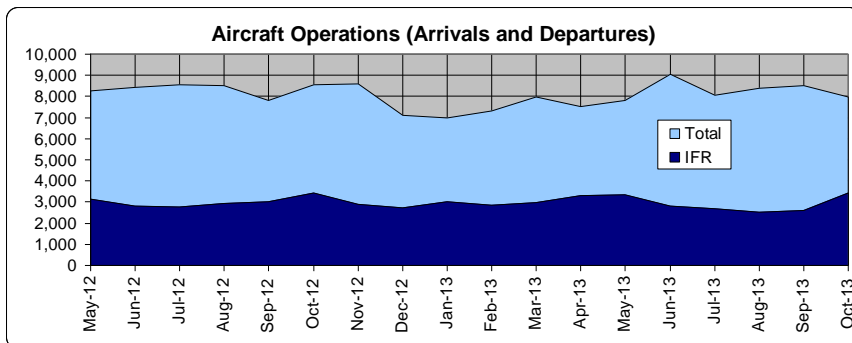
REVENUE

Monthly revenue is typically very stable, fluctuating in a narrow range around \$365,000 with a few exceptions. There is typically a peak in January when through-the-fence access fees are due and a smaller peak in July for the same reason. October 2013 (\$374,941) was slightly better than average.



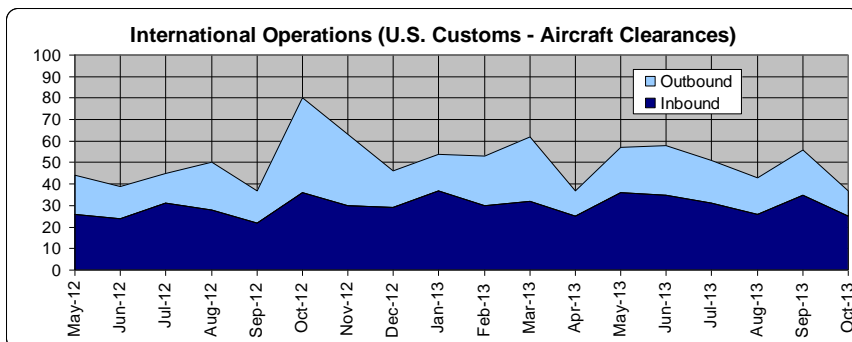
FUEL

For the past two-plus years, fuel flowage has averaged about 500,000 gallons per month, with significant seasonal fluctuations. October 2013 fuel flowage was (as expected) a bit better than average, but down significantly from October 2012 (which was an exceptionally good month).



OPERATIONS

Following the 2008 recession, total airport operations have averaged about 8,000 per month, and IFR operations have averaged about 3,000 per month. Aircraft operations have some seasonal variation, with Fall and Spring typically being the busiest times of the year. October 2013 total operations were a bit lower than expected, but IFR operations were a bit higher.



International operations have always had a lot of variation, but October 2013 International operations were lower than usual. All indicators – revenue, fuel flowage, and operations – were down from October 2012, but October 2012 was exceptionally strong in every measure.

UNIQUELY ADDISON

NEW MONTHLY REPORT FORMAT

Welcome to the debut edition of our new-format monthly report!

The new format is a radical change from the old format, and we hope you will agree that it is also a huge improvement. Page 2 of the new format features four key metrics – monthly revenue, fuel flowage, total operations (take-offs and landings), and international operations – along with indicators of how those metrics have changed relative to the prior month and the same month of the prior year. Page 3 features charts of those same four key metrics over the past 18 months, with brief explanations of the data. Pages 4 and 5 – this page and the next – feature stories and photos of important or interesting events on the airport.

The new format is much shorter and (we hope) much easier to read. While it does not include the extensive data and charts that were in the old format, we do still track all of that data and are working to make it available on the airport website for those who may be interested in that level of detail.

We would very much like to hear what you think of the new format. Is it an improvement? Is the length right? Is there anything else that you would like us to include in future editions? Let us know ... we are always interested in making it better!

TAXIWAY ALPHA CONSTRUCTION PROJECT NEARING COMPLETION

Reconstruction of Taxiway Alpha began on September 24, 2012, and is now entering its 14th month ... but the end is in sight! The current estimated date for completion is November 14, with a final close-out date of December 10, 2013. Stage VII – a section of Taxiway Alpha from the Taxiway Foxtrot intersection to the Taxilane Tango intersection – is the last segment to be reconstructed. When Stage VII is complete, all that will remain is clean-up/punch-list items, including removal of excess materials and establishing grass in disturbed areas.

WILDLIFE HAZARD ASSESSMENT

The team of Kleinfelder and BASH Consultants is continuing their work on the Wildlife Hazard Assessment (WHA) with monthly surveys of wildlife on and around the airport. They have also submitted a preliminary report with recommendations on how the airport could reduce the wildlife hazard potential. One suggestion that we have already implemented: do not mow the grass any shorter than six inches. Doves and pigeons – which are often struck by aircraft – do not like taller grass and will (we hope) avoid the areas near the runway with taller grass.



*The Wildlife Hazard Assessment (WHA) is a study of wildlife resident on and near the airport and the hazard potential of the wildlife to aircraft operations. **Above:** a black-tailed jackrabbit. **Below:** mourning doves feeding. **Bottom:** an early recommendation of the study is to allow the grass to grow longer to discourage doves and pigeons from loafing near the runway.*





Recent construction activity on Taxiway Alpha ...
Above: workers forming concrete for a drainage inlet structure. **Right:** grading and surveying the base for Stage VII. **Below:** rolling in the base on Stage VII.

