

VISIT TO TX-DOT:  
PLANNING THE  
NEXT PROJECT

REDEVELOPING THE  
AIRPORT'S SOUTHEAST  
QUADRANT

PASSING THE  
TORCH: A NEW  
CITY MANAGER



# MONTHLY REPORT

FEBRUARY 2014



# ADDISON BY THE NUMBERS

366,786

REVENUE IN DOLLARS

↓ 16%

FROM LAST MONTH

↑ 5%

FROM LAST YEAR

6,306

TOTAL AIRCRAFT OPERATIONS

↓ 16%

FROM LAST MONTH

↓ 14%

FROM LAST YEAR

461,546

TOTAL FUEL FLOWAGE IN GALLONS

↓ 10%

FROM LAST MONTH

↓ 0%

FROM LAST YEAR

55

INTERNATIONAL FLIGHTS

↓ 14%

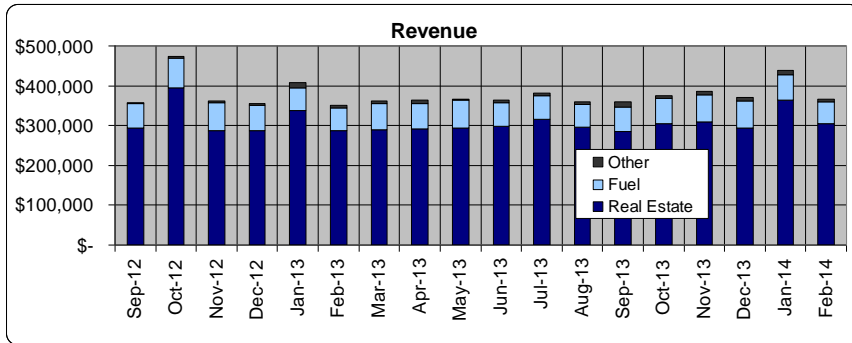
FROM LAST MONTH

↑ 4%

FROM LAST YEAR

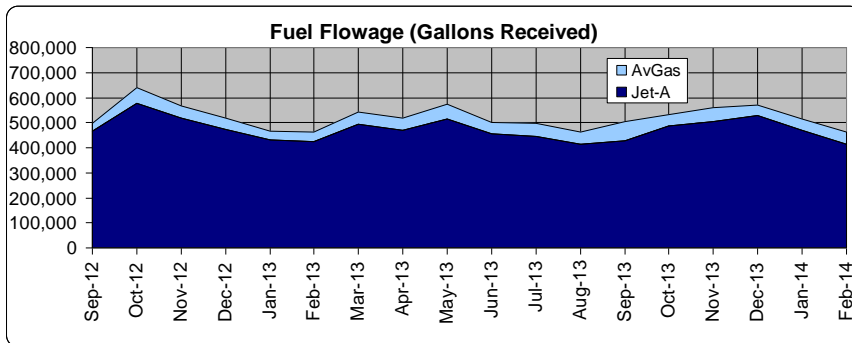


Fuel flowage fees are a significant source of revenue for the airport, accounting for approximately 17% of total revenues (real estate – including ground leases, hangar and commercial leases, tie-downs, and through-the-fence access fees – is the primary revenue generator, accounting for 82% of revenues). Pictured above are: (left) an airport refueler truck topping off at the fuel farm; (center) a Dassault Falcon being fueled; and (right) a Bombardier Challenger being fueled.



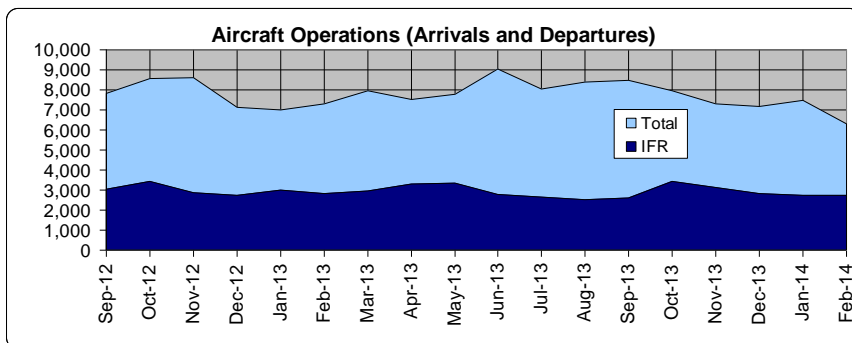
## REVENUE

February revenues of \$366,786 were about \$15,000 higher than budget projections, continuing the trend from the first four months of the fiscal year. For the fiscal year to date, revenues are consistently running about 4% higher than projections.



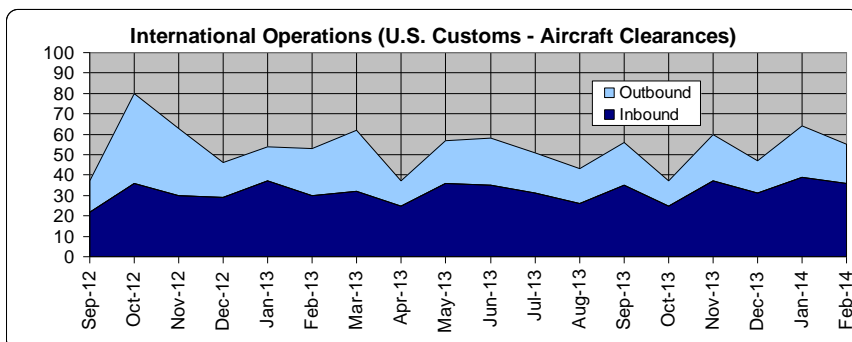
## FUEL

February 2014 fuel flowage (at 461,546 gallons) was essentially unchanged from February 2013 (463,763 gallons). February fuel flowage volumes are usually among the lowest of any month, partly because it is a short month and partly because of seasonal reductions in flying.



## OPERATIONS

The weather in February was generally not conducive to flying and this is reflected in the monthly operations figures: at only 6,306 total operations, this was the lowest monthly total since February 2010 (6,165 operations). Instrument (IFR) operations (at 2,725) were up slightly from January's count (2,718) but those numbers are still a bit below average. It is important to keep in mind that while jet operations (with rare exceptions) are all instrument (IFR) operations, not all instrument operations are jet operations ... and the smaller aircraft (piston-engine and some turbo-props) as a rule are not as capable as the jets when it comes to operating in bad weather conditions.



# UNIQUELY ADDISON

## VISIT TO TX-DOT: PLANNING THE NEXT PROJECT

On February 20, a large contingent from Addison visited TX-DOT Aviation in Austin to discuss issues relating to the future development of Addison Airport. Topics of discussion included the airport's land acquisition initiatives, current and future capital improvement projects, and a new five-year engineering consultant selection.

After this year's EMAS project, the next project will be reconstruction of Taxilane Victor. The project includes storm water drainage improvements in the safety areas. Project engineering and design work will be accomplished with an FY14 grant; construction will be with another grant in FY15. The Taxilane Victor project will also be used for a new five-year selection of an airport engineering consult. Garver – our current engineer – continues to do excellent work for Addison, but FAA and TX-DOT requires a new selection competition after five years (Garver is eligible to compete for re-selection).



*Above: an overview of the proposed work on Taxilane Victor, including pavement reconstruction, drainage improvements, and a temporary taxilane.*



*Above: an aerial of Addison Airport's "Southeast Quadrant" (center area of picture). Below: the Collins hangars were built in 1958; along with the Papa-series T-hangars, they are the oldest structures on the airport.*



## REDEVELOPING THE AIRPORT'S S.E. QUADRANT

With concurrence from City Council, airport and Town staff have started work on an initiative to redevelop the airport's southeast quadrant. This is the oldest section of the airport, with most of the structures there – specifically the Papa-series T-hangars and the Collins hangars – dating to 1958, having been built shortly after the airport opened. The area includes approximately 16 acres, and is the prime location on the airport: it has excellent access from both the runway and Addison Road. A huge consideration for redevelopment is how and where to accommodate the current tenants in that area.



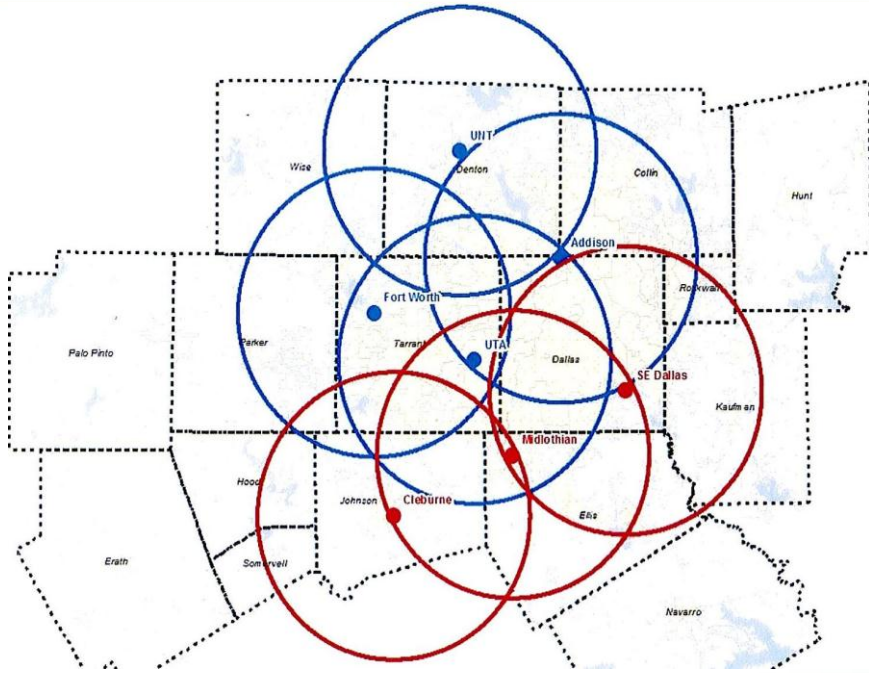
*Above: long-serving City Manager Ron Whitehead (third from left) enjoys lunch with the Airport Staff after Super Bowl XLV in 2011.*

## PASSING THE TORCH: A NEW CITY MANAGER

February 28, 2014 marked the end of Ron Whitehead's remarkable 32-year tenure as Addison's City Manager. Lea Dunn – who has most capably served Addison as Deputy City Manager for the past 15 years – has been selected as Addison's new City Manager, assuming her new duties effective March 1, 2014. Airport staff wishes all the best to both Mr. Whitehead and Ms. Dunn!

*Below: then-Deputy City Manager Lea Dunn (second from left, standing) during the June 2012 Airport Strategic Planning Team visit to Naples Municipal Airport. Also pictured are Addison City Council Members Neil Resnik (seated at far left) and Blake Clemens (standing at far right).*





## CASA WEATHER RADAR SYSTEM COMES TO ADDISON

On February 11, 2014 a crane lifted a Ranger X-1 radar (built by Enterprise Electronics) onto the roof of the Addison Service Center. A CASA team completed the installation of this, the [fourth radar in the CASA network](#). The CASA system is an experimental network of radars designed to provide high-resolution images of weather in the lower atmosphere. A primary application is more accurate and earlier tornado warnings. Addison is excited to be a part of this effort to provide DFW-area emergency managers with critical, accurate, and timely weather information. Pictured on this page, counter-clockwise from bottom left: Addison Airport Maintenance Manager Dave Foster unloaded the Ranger X-1 from its transport and helped ready it for the lift; a local TV news crew interviewed CASA Co-Director Brenda Philips; Davis Crane performed the lift; the CASA Installation Team: Jerry Brotzge (OU), Apoorva Bajaj (UMass Amherst), Don Woods (EEC) and Eric Lyons (UMass Amherst); a high-resolution tornado image captured by CASA radars in Oklahoma on May 24, 2011; and the current (blue circles) and planned (red circles) DFW Urban Test Bed CASA radar network.

