

AIRPORT MASTER
PLAN UPDATE
KICKS OFF

GAMA HOSTS GENERAL
AVIATION JOBS RALLY
IN DALLAS

AIRPORT STAFF
SERVICE AWARDS



MONTHLY REPORT

MARCH 2014



ADDISON BY THE NUMBERS

387,037

REVENUE IN DOLLARS

↑ 6%

FROM LAST MONTH

↑ 7%

FROM LAST YEAR

7,872

TOTAL AIRCRAFT OPERATIONS

↑ 25%

FROM LAST MONTH

↓ 1%

FROM LAST YEAR

604,013

TOTAL FUEL FLOWAGE IN GALLONS

↑ 31%

FROM LAST MONTH

↑ 12%

FROM LAST YEAR

75

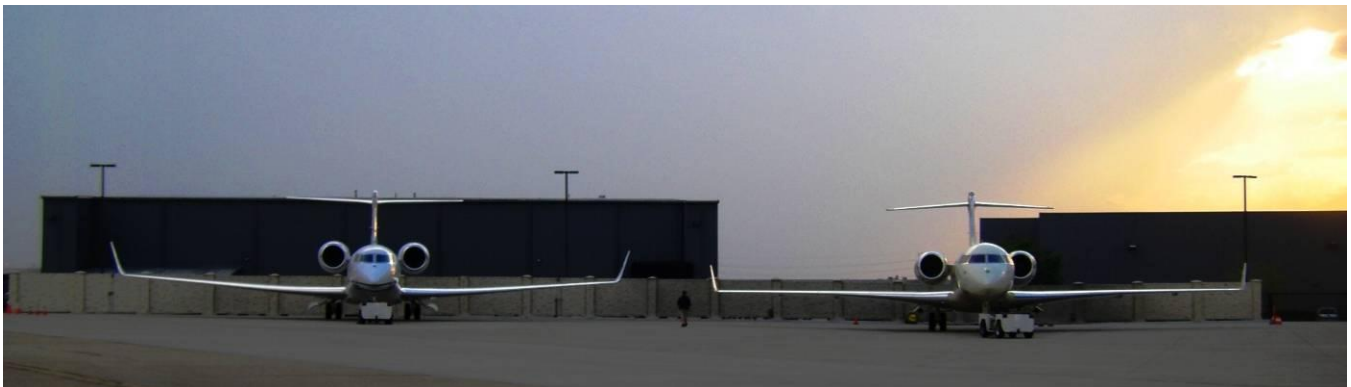
INTERNATIONAL FLIGHTS

↑ 36%

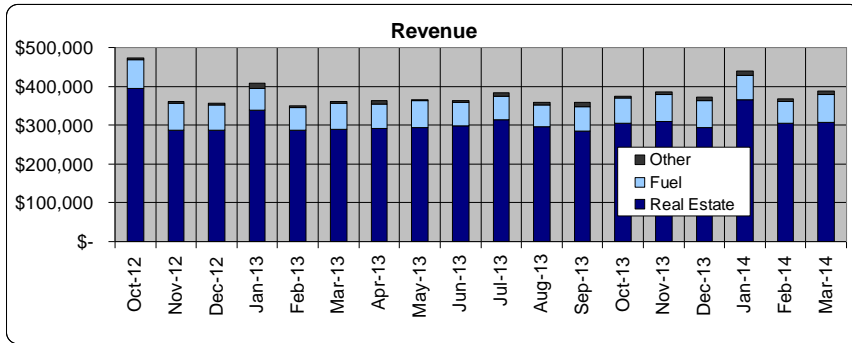
FROM LAST MONTH

↑ 21%

FROM LAST YEAR

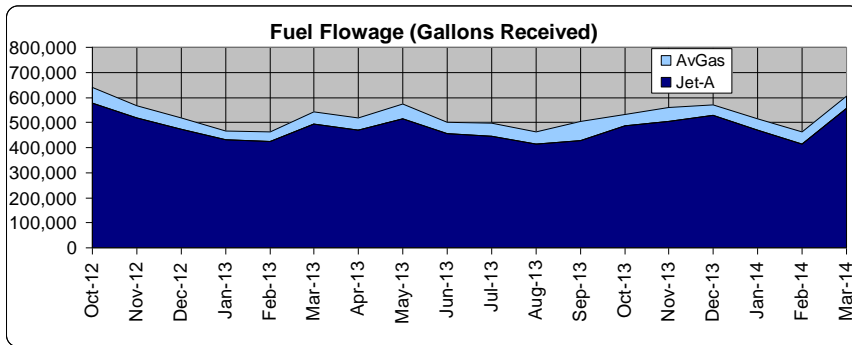


Large, long-range business jets on the ramp at Million Air's new facility: a Gulfstream G650 (left) and a Bombardier Global Express (right). Both of these aircraft have wingspans just under 100 feet and maximum gross weights just under 100,000 pounds. Increasing numbers of these large business aircraft utilizing Addison Airport – and the corresponding private investment in facilities to support them – are the driving factors for the planned upgrade / reconstruction of Taxilane Victor.



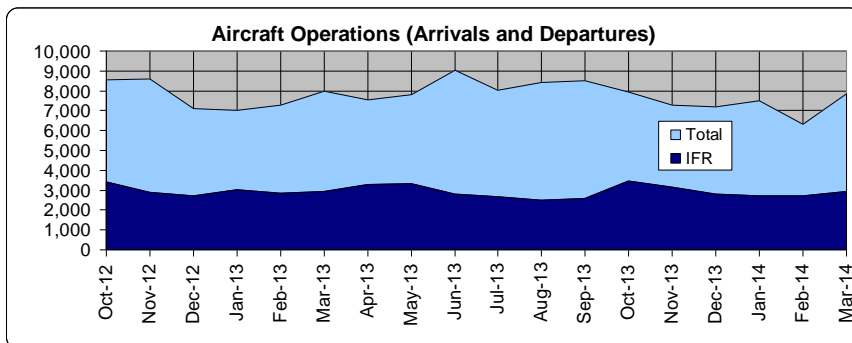
REVENUE

March 2014 revenues (\$387,037) were strong, over \$30,000 higher than budget projections. Year-to-date revenues (halfway through the fiscal year) are \$126,000 (5.7%) ahead of budget projections. The increase is being driven by better-than-expected commercial property income and fuel flowage revenue, in that order.



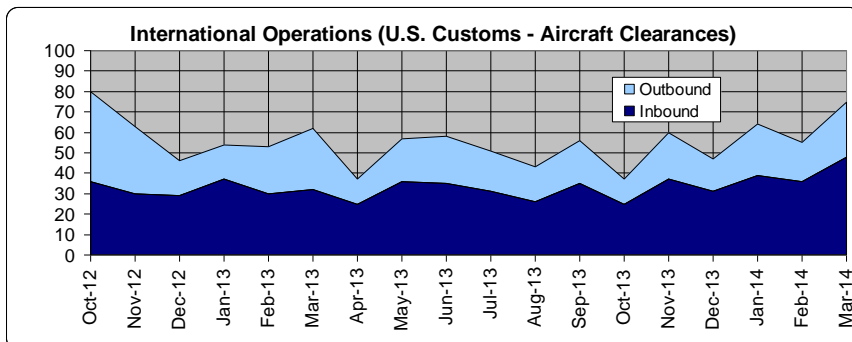
FUEL

March 2014 was a strong month for fuel flowage, with 604,013 gallons received. This represents the highest monthly volume since October 2012. Fuel flowage year-to-date (3,243,392 gallons) is 1.5% higher than FY13 year-to-date. While fuel volumes are slowly increasing, they are still well below pre-recession levels.



OPERATIONS

Aircraft operations counts are always higher in March than they are in February, for two simple reasons: there are 31 days in March compared to only 28 in February, and the weather is better for flying. Total operations for the month were down slightly from the prior year, while IFR operations (at 2,960) were essentially unchanged and international operations increased significantly. Local operations totaled only 247 in March 2014, down from 588 in March 2013. Taken together with the strong fuel flowage number, it appears that a trend towards fewer total operations is continuing, but with more operations of larger aircraft taking on larger fuel loads.



UNIQUELY ADDISON

AIRPORT MASTER PLAN UPDATE KICKS OFF

On March 18, the Addison Airport Master Plan Project Committee had its inaugural meeting. Formation of this committee was an important first step in starting the new Airport Master Plan project, which is expected to take a little more than a year to complete. The Project Committee is composed of airport and community members who are volunteering their time to review and advise on developing an updated Master Plan for Addison Airport.

Project Committee Members are: Bob Baumann, Jeff Carr, Keith Craig, Ben Cunningham, Steve Hadley, Stacy Muth, John Oliver, Jim Robinson, Cole Snadon, Kathryn Wheeler, Brent Wicker, and Josh Yahoudy. Airport and Town staff are also represented on the committee, as are TX-DOT Aviation and the FAA.

The Master Plan process starts with an inventory of existing facilities and forecasts of aviation activity. It then moves through an assessment of facility requirements and consideration of plans and alternatives for the future development of the airport, including financial planning.

Addison Airport's Master Plan will be informed and guided by the Airport Strategic Plan that was approved by City Council on November 26, 2013. The final version of the Master Plan will also require City Council approval.



Above: dignitaries at the GAMA general aviation jobs rally in Dallas (l-r): Marc Paganini, President and CEO of Airbus Helicopters, Inc.; U.S. Rep. Pete Sessions; Larry Flynn, President and CEO of Gulfstream; U.S. Rep. Sam Johnson; and Pete Bunce, President and CEO of GAMA.

GAMA HOSTS GENERAL AVIATION JOBS RALLY IN DALLAS

On March 28, GAMA (the General Aviation Manufacturers Association) hosted a jobs rally at Bombardier's Dallas Service Center. The event featured several notable industry speakers and was attended by Texas' U.S. Senator John Cornyn and U.S. Representatives Mark Veasey, Eddie Bernice Johnson, Sam Johnson, and Pete Sessions. Several major aviation businesses with strong local presence were represented, including Aviall, Bombardier, Gulfstream, Jet Aviation, BBA Aviation, Airbus Helicopters, and Bell Helicopters. Representing Addison at the event were City Council Member Margie Gunther and Addison Airport Deputy Director Darci Neuzil.



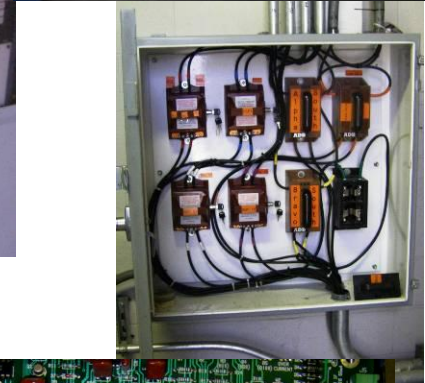
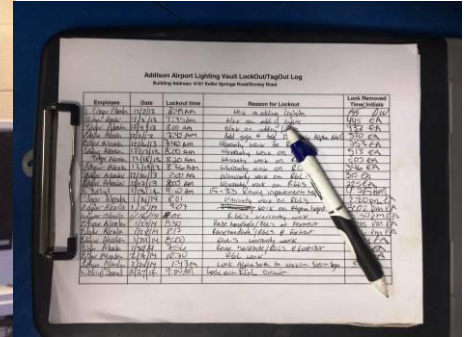
Above: Airport Operations Manager Joe McAnally.

AIRPORT STAFF SERVICE AWARDS

Two airport staff members were recently recognized with service awards: Operations Manager Joe McAnally passed the 5-year milestone, and Maintenance Technician Lou Warren passed the 10-year milestone. Please join us in congratulating these two employees!

Below: Maintenance Technician Lou Warren (radio call sign "Maintenance-1") receives his 10-year Service Award from Airport Director Joel Jenkinson.





INSIDE THE AIRFIELD LIGHTING CONTROL / ELECTRICAL VAULT

The airfield lighting control / electrical vault is a key airport facility. Although it does not look like much – an unassuming cinderblock building – from the outside, inside are the ALCMS (Airfield Lighting and Control Monitoring System), electrical regulators that control power output to the various airfield lighting circuits, and power transfer switch gear that automatically switches to generator power in the event of any interruption to the commercial electric power feed. This facility is regularly inspected and monitored by airport maintenance personnel. Strict safety rules including “lock-out, tag-out” procedures are followed whenever it is necessary to work on the airfield lighting. **Above:** Maintenance Technician Charlie Goodin looks on as Maintenance Manager Dave Foster reviews the procedure for taking control of the lighting system using the ALCMS for maintenance purposes, and later restoring it to remote control via the Air Traffic Control Tower. **Top Right:** the lighting vault lock-out/tag-out log sheet. **Also on this page:** various components of the airfield lighting control systems.

