CONSTRUCTION WORK BEGINS ON EMAS PROJECT

TX-DOT AVIATION 2014 ANNUAL CONFERENCE

RECONSTRUCTION OF S1 & S3 RAMPS

MONTHLY REPORT

APRIL 2014

ADDISON AIRPORT

ADDISON BY THE NUMBERS

394,964
REVENUE IN DOLLARS

▲ 2% FROM LAST MONTH
▲ 9% FROM LAST YEAR

7,481
TOTAL AIRCRAFT OPERATIONS

▼ 5% FROM LAST MONTH
▼ 1% FROM LAST YEAR

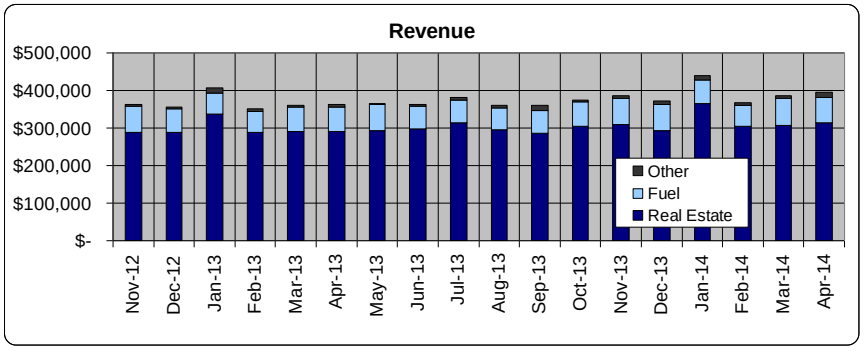
560,740
TOTAL FUEL FLOWAGE IN GALLONS

▼ 7% FROM LAST MONTH
▲ 8% FROM LAST YEAR

58
INTERNATIONAL FLIGHTS

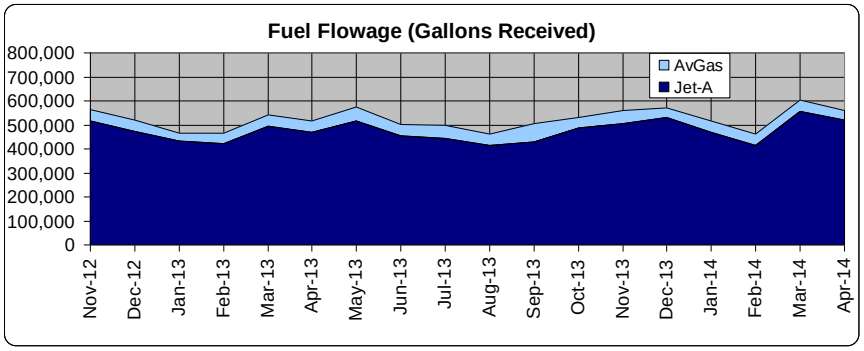
▼ 23% FROM LAST MONTH
▲ 57% FROM LAST YEAR

Spring wildflowers add color to the north Runway Safety Area (RSA).



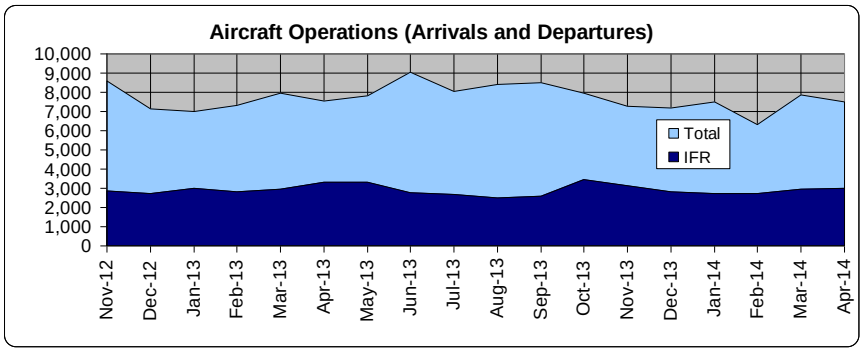
REVENUE

Revenues continue to exceed budget projections with April 2014 revenues ($394,964) exceeding budget by $40,000. Commercial property income and fuel flowage revenues continue to be the most important contributors to the better-than-expected revenue numbers. Year-to-date revenue totals 6.4% over budget projections.



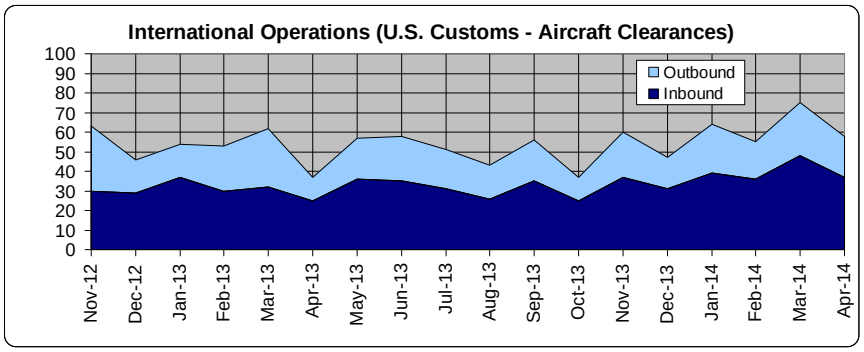
FUEL

April 2014 fuel flowage was a very respectable 560,740 gallons received. Fuel volumes have been slowly increasing since the nadir of the recession in 2009, but they are still nowhere close to the levels seen in 2007 and before (when monthly volumes of 600,000 gallons were the norm, not exceptionally good months).



OPERATIONS

Total aircraft operations in April (at 7,481) were down slightly from the prior month and from the prior year as well. IFR operations (at 2,985) were up very slightly from March, but down significantly from the prior year. Local operations, at only 322 for the month, continue to remain at very low levels (even for Addison). At the current pace, total operations for FY14 will be just under 90,000 … which would be the lowest number ever recorded at Addison. Year to date, just over 40% of Addison's aircraft operations are flying IFR (Instrument Flight Rules), a very high percentage for a general aviation airport.



UNIQUELY ADDISON

Above: *a grader grubs grass and topsoil south of the Runway 15 Localizer antenna starting off Phase 1 construction activity for the EMAS installation.*

CONSTRUCTION WORK BEGINS ON EMAS PROJECT

Construction work on the Engineered Materials Arresting System (EMAS) began on April 14, 2014. This project has two construction phases, which seems oddly abbreviated after the 2011 runway rehabilitation project (7 phases) and the 2012-13 Taxiway Alpha project (12 phases). Phase 1 work remains outside the south Runway Safety Area (RSA) and focuses mainly on drainage improvements. Phase 2 work is within the RSA and includes all preparations for installation of the EMAS blocks. Phase 1 is expected to be finished by early June. EMAS block installation is scheduled for mid-July, with project completion by the end of August.

TX-DOT AVIATION 2014 ANNUAL CONFERENCE

TX-DOT Aviation's annual conference was held April 9-11 in downtown Dallas. Under the AIP state block grant program, TX-DOT Aviation acts as FAA's agent for the allocation and oversight of Airport Improvement Program (AIP) grant funds to general aviation (GA) airports in Texas. This fact alone would make the conference very important and well-attended, but the excellent program, the annual awards, and the opportunity to meet with a wide variety of vendors in the exhibit hall make this conference the one must-attend event for Texas GA airports. Addison was well represented, with City Council members Neil Resnik and Blake Clemens, City Manager Lea Dunn, Director of Infrastructure Lisa Pyles, and several Airport staff members in attendance.

Above: *City Council Member Blake Clemens speaks with Rob Mark of CommAvia and Airport Deputy Director Darci Neuzil following a technical session at the 2014 TX-DOT Aviation Conference in Dallas.*

Above: *The first concrete is poured on the S3 hangar ramp, part of the S1 & S3 ramp reconstruction project.*

RECONSTRUCTION OF S1 & S3 RAMPS

Aircraft parking ramps serving the S1 and S3 hangars on Taxilane Sierra, built circa 1996, were not constructed to any recognized standard: existing pavement sections were just two inches of asphalt over 4 inches of crushed limestone and 18 inches of clayey sand fill material. The pavement had failed, and is now being replaced with 7 inches of steel-reinforced concrete over 6 inches of cement-treated base. The cost of this project is ~$250,000 including all construction and engineering services. Good pavement is not cheap!

Below: *forms and steel for the second concrete lane to be poured on the S3 hangar ramp. Note that this section includes a new drop inlet for improved drainage.*

Above and Left: *"Hushkits" fitted to the engines of these Gulfstream G-III aircraft reduce the noise emissions to Stage 3 levels, enabling the continued operation of these aircraft beyond December 31, 2015.*

Below: *this Lear Model 24B rolled off the production line in 1974 and was retired/deregistered in 2009. Early model Lear jets were notoriously noisy.*

QUIETER JETS WILL BE THE RULE: OLDER "STAGE-2" AIRCRAFT TO BE RETIRED BY DECEMBER 31, 2015

After December 31, 2015, nearly all jet aircraft weighing 75,000 pounds or less will be banned from operating in the contiguous United States unless they meet "Stage 3" noise compliance requirements. (Stage 2 jet aircraft weighing more than 75,000 pounds were banned from operating in the U.S. after December 31, 1999.) While most of the older, noisier jet aircraft have already been retired, this FAA rule will require that the remaining noisier jets in the civilian fleet be retired by the end of 2015 or be modified to meet the much stricter (quieter) Stage 3 noise standards.

Above: *military aircraft such as these F/A-18E/F Super Hornets are not subject to FAA noise restrictions (which apply only to civilian aircraft).*

The original Lockheed model 1329 JetStar was powered by four Pratt & Whitney JT12A-6 turbojet engines and was the first civilian business jet to enter service (in 1961). With its straight turbojet engines, the JetStar had a well-deserved reputation for being a very efficient converter of jet fuel into noise. ***Left:*** *this JetStar II (built in 1976) sports four Garret AiResearch TFE731-3 low-bypass turbofan engines, which consume significantly less fuel and produce less noise than the P&W JT12s but still do not meet Stage 3 standards. While this particular aircraft is still in service, it will no longer be permitted to operate in the United States after December 31, 2015.*