

TAXILANE VICTOR
RECONSTRUCTION

SKY B&B HANGAR
CONSTRUCTION

MARKETING NOTES;
NBAA CONVENTION



MONTHLY REPORT

OCTOBER 2014



ADDISON BY THE NUMBERS

443,053

REVENUE IN DOLLARS

▲ 3%

FROM LAST MONTH

▲ 18%

FROM LAST YEAR

9,392

TOTAL AIRCRAFT OPERATIONS

▲ 9%

FROM LAST MONTH

▲ 18%

FROM LAST YEAR

686,170

TOTAL FUEL FLOWAGE IN GALLONS

▲ 27%

FROM LAST MONTH

▲ 29%

FROM LAST YEAR

35

INTERNATIONAL FLIGHTS

▼ 20%

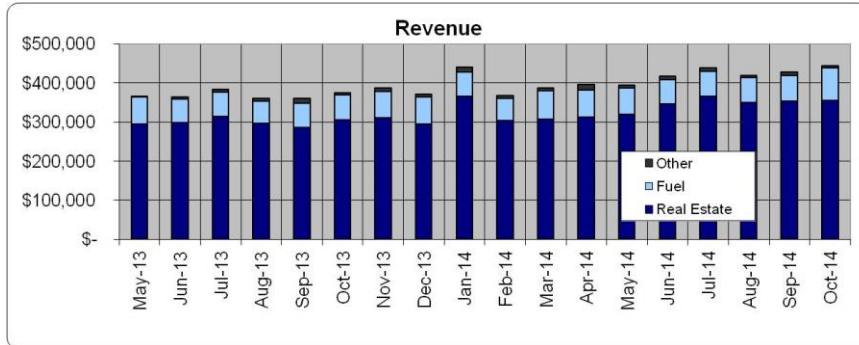
FROM LAST MONTH

▼ 5%

FROM LAST YEAR

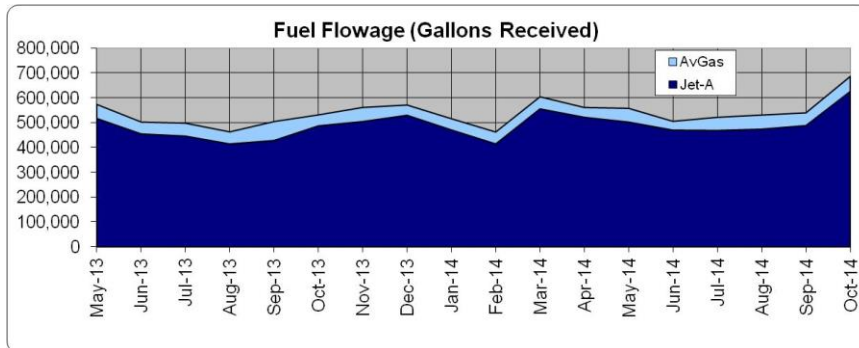


Above: A pair of Mitsubishi MU-2s on the ramp at Turbine Aircraft Services. At left is a long-fuselage variant MU-2B-60 “Marquise”, while at right is a slightly older MU-2B-20 short-fuselage variant. The short-fuselage variants are frequently referred to as “Solitaires” although strictly speaking only the MU-2B-40 was called the “Solitaire” by the manufacturer (and similarly for the long-fuselage variants, which are usually all called “Marquises”). Regardless of what version of MU-2 you may fly – and there are still around 230 MU-2s in the active U.S. fleet – Turbine Aircraft Services at Addison Airport is **the** place to go for MU-2 product support.



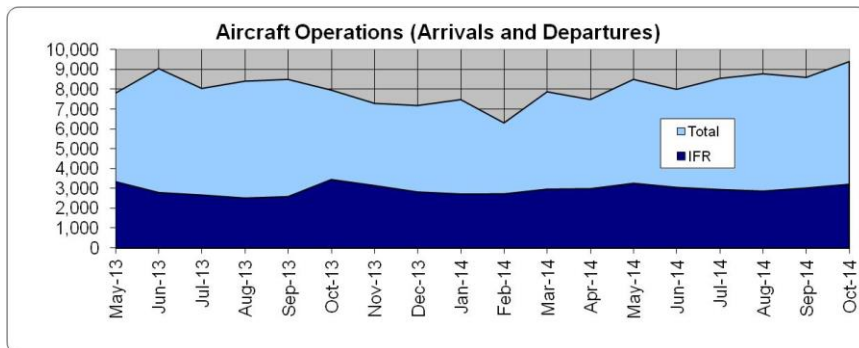
REVENUE

October 2014 revenue was very strong at \$443,053. While real estate revenues remained at a consistently high level since the acquisition of the Addison Jet Center at the end of May, fuel flowage revenues reached their highest level in more than seven years. We expect FY15 to be a good year for the airport financially, but we don't expect every month to be quite this good.



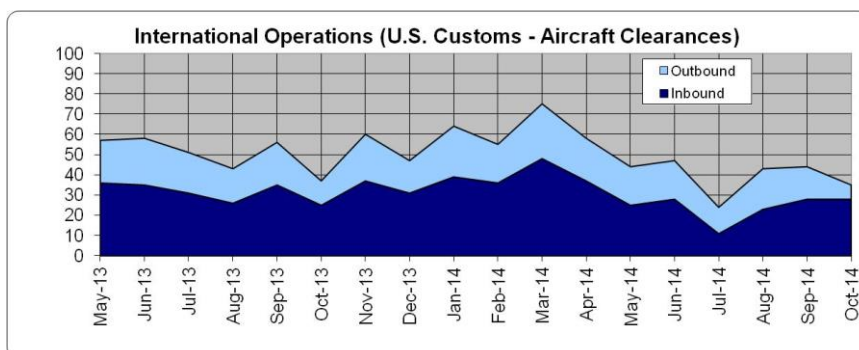
FUEL

While October is often the best month of the year for fuel flowage, this October, at 686,170 gallons, was the best month since May 2007. It helps that October has 31 days as well as some of the best flying weather of the year, but this October was unusually busy. We hope it continues!



OPERATIONS

Total operations for the month of October 2014 – at 9,392 – reached the highest level seen since August 2009. Instrument operations – at 3,206 – were also strong. Weak international operations (measured by U.S. Customs clearances) were the only concern in an otherwise outstanding month. While the reasons are unclear, international operations have remained at relatively low levels over the last four months. This situation will bear watching and perhaps some investigation. Operations tend to decline as winter weather sets in, so it is expected to see some drop-off in activity through the coming months, with a subsequent increase in spring.



UNIQUELY ADDISON



Above: Exhibit A from the Preliminary Engineering Report (PER) produced by Garver shows the extent of the Taxilane Victor reconstruction project. Two representative pavement cross-sections are shown at the bottom of the drawing. Preliminary calculations indicate that 12 inches of concrete over a compacted aggregate base will be required to support the large aircraft that are presently using this taxilane.

TAXILANE VICTOR RECONSTRUCTION

Taxilane Victor, at the north end of the airport, is scheduled for reconstruction next year (spring-summer 2015). The project is in the engineering design phase now; a Preliminary Engineering Report (PER) was completed and reviewed in October. Included in the PER was a geotechnical evaluation that revealed that the most of the existing pavement is only 5-inch-thick concrete over fill ... woefully inadequate for the larger aircraft (up to 100,000 pounds gross weight) currently using Taxilane Victor on a regular basis.

Below: five distinct phases spanning a total of 137 days are anticipated for the reconstruction of Victor.



SKY B&B HANGAR CONSTRUCTION

Construction is now underway on the new Sky B&B hangar at 4641 Airport Parkway (just south of Taxilane Sierra). As with most construction projects, the early stages involve “flat work” which often appears to be little more than moving a lot of dirt around. Even so, it is clear that *something* is happening, and this is going to be something big.



Above: piles of dirt at the Sky B&B hangar site.



Above: new dirt being spread at the Sky B&B site.

Below: old dirt and pavement being hauled away.



Tot gun
Aaron Michael Christian, 4, of Glenn Heights, is “Top Gun” — and parachute at a booth in which a company charged \$5 to take a picture customers could keep. (More airshow photos, page A4.)
at least for a moment in this A-4 Skyhawk during Airfair Addison '87 this past weekend. He was pulled up in a light suit.

Above: One of the first photos featured on the airport Facebook page’s “Throwback Thursday” was taken at the 1987 edition of Airfair Addison.

MARKETING NOTES; NBAA CONVENTION

The airport’s [Facebook page](#) started a new feature in October – “Throwback Thursday” – that has proven to be very popular. Go check it out!

In other marketing news, Deputy Director Darci Neuzil traveled to Orlando for the [2014 NBAA Business Aviation Convention & Exhibition](#) to tout Addison Airport. City Council’s two airport liaisons (Blake Clemens and Janelle Moore) also attended.



Above: a view of the show floor at the 2014 NBAA Convention in Orlando, Florida.

PAVEMENT PATCHING



Most of the larger projects at Addison Airport are mainly pavement reconstruction projects. However, it is not always necessary to replace aging pavements: the maintenance staff performs a variety of pavement maintenance tasks as may be needed. This page illustrates some of the pavement patching work that has been performed recently. **Above:** Maintenance Technicians Charlie Goodin (left) and Tom Walsh (right) finish a concrete patch (using an epoxy patch material) on the east vehicle service road in front of the American Flyers south ramp. **Top Right:** a close-up view of the finished patch.



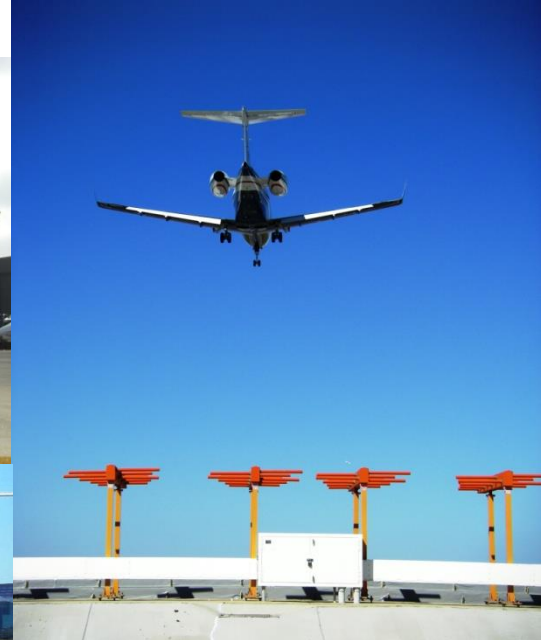
Right: in this east-looking view of Taxilane Victor, several types of pavement repairs are visible including crack-sealing, small concrete patches, and larger concrete panel replacements.



Left: this concrete at the east end of Taxilane Uniform exhibits a defect known as “scaling”. **Below Left:** Airport Maintenance has been using epoxy patch material to repair the areas of concrete scaling at the east end of Taxilane Uniform. **Below:** this series of three photos show the same patched section on Taxilane Victor. While Taxilane Victor will be completely reconstructed in 2015, it must be kept in good repair until that time. The left photo shows spalled areas on the edges of a concrete patch. Airport Maintenance repaired these areas with epoxy patch material, but because the taxilane is so heavily used the patches had to be covered with steel plates until they were fully cured (center). The cured epoxy patches can be seen in the final photo (at right).



WHO IS BURNING ALL THAT FUEL?



October 2014 was the best month since May 2007 in terms of fuel flowage volume. Pictured on this page are a few of the likely contributors to all of that fuel consumption. **Left, top to bottom:** three different Gulfstream G550s; a Bombardier Global Express; and a brand-new Learjet 75. **Above:** a Bombardier Challenger 605 over the numbers. **Below, top to bottom:** a Cessna Citation X; a Boeing 737-200; and a Bombardier Challenger 300 (taking on fuel).

