

MASTER PLAN  
UPDATE

U.S. CUSTOMS  
FACILITY TOUR

A DIFFERENT MODEL  
FOR BUSINESS FLYING



# MONTHLY REPORT

JANUARY 2015



# ADDISON BY THE NUMBERS

476,982

REVENUE IN DOLLARS

↑ 15%

FROM LAST MONTH

↑ 9%

FROM LAST YEAR

7,420

TOTAL AIRCRAFT OPERATIONS

↑ 8%

FROM LAST MONTH

↓ 1%

FROM LAST YEAR

566,636

TOTAL FUEL FLOWAGE IN GALLONS

↑ 2%

FROM LAST MONTH

↑ 10%

FROM LAST YEAR

46

INTERNATIONAL FLIGHTS

↑ 0%

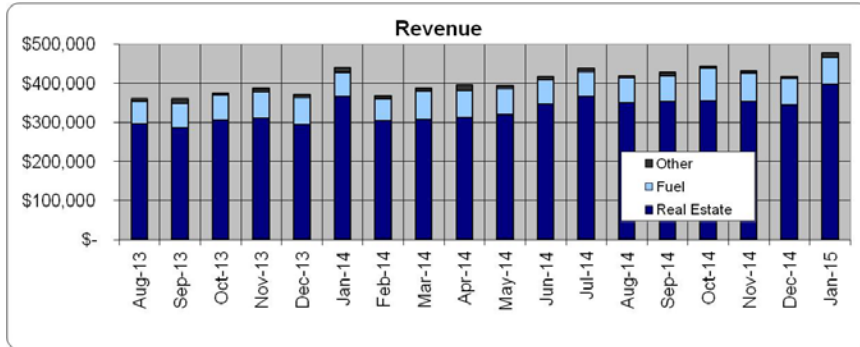
FROM LAST MONTH

↓ 28%

FROM LAST YEAR

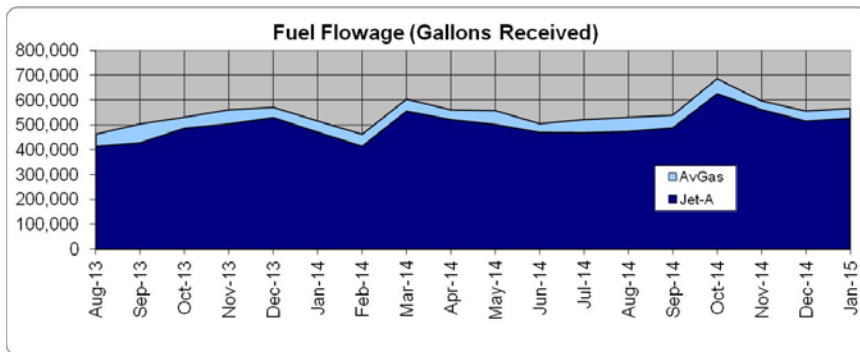


*Home for the Evening:* a flock of “Sport Cruiser” Light Sport Aircraft (LSA) congregates on the ramp at [US Sport Aircraft](#). The [Sport Cruiser](#) is a well-equipped two-seat LSA that is built in the city of Kunovice in the Czech Republic. The aircraft are shipped to the United States in large plywood crates; final assembly is completed right here at Addison Airport by the good folks at US Sport Aircraft, located at 4700 Airport Parkway (just west of Fire Station No. 1).



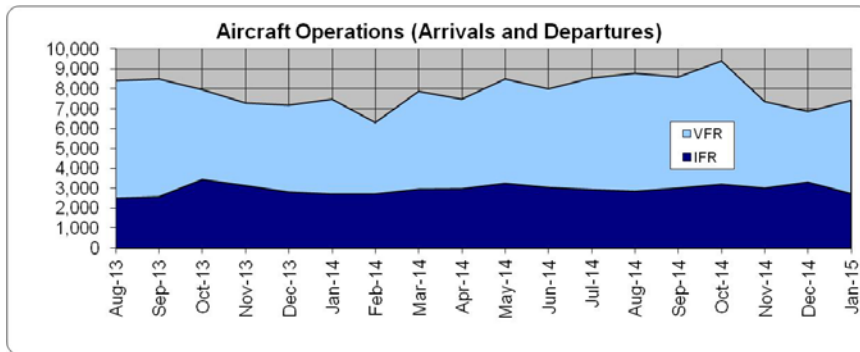
## REVENUE

January 2015 revenue totaled \$476,982. Annual payments for Through-the-Fence (TTF) access permit fees are generally due in January (some users pay a second installment in July); for this reason, January typically has the highest revenue for any month. TTF access permit fees accounted for over \$47,000 of January revenue. Real estate revenue exclusive of TTF access permit fees totaled just over \$350,000.



## FUEL

January 2015 fuel flowage totaled 566,636 gallons, slightly exceeding the December 2014 total. This was a very good result, as fuel flowage typically drops off from December to January. Fuel flowage for January 2015 was the highest total for this month in 8 years.



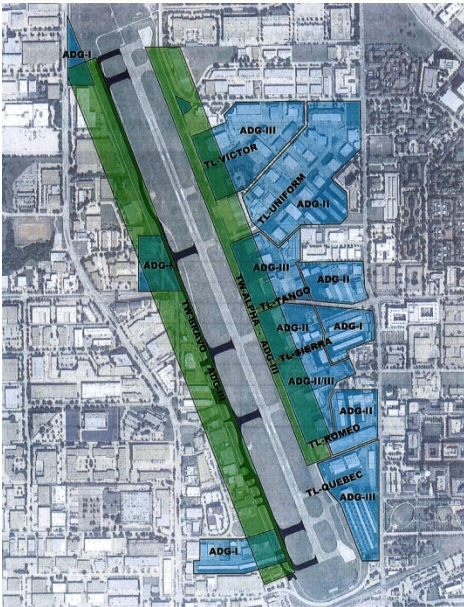
## OPERATIONS

Total operations ticked upwards in January while IFR itinerant operations unexpectedly dipped to 2,739 for the month. With such a sharp drop-off in IFR operations (from a very strong 3,313 in December) a corresponding drop-off in fuel flowage – which clearly did not occur – would not have been unexpected. The lesson here is that the correlation between IFR operations and fuel flowage, while very strong, is not 100%. International operations remained slightly below the monthly average of the past three years and significantly below January 2014 levels. Next month – February – being the shortest of the year, operations and fuel flowage are expected to dip as they typically do every year.





# UNIQUELY ADDISON



*Above: an illustration from the draft Master Plan showing the 'neighborhood' concept for redevelopment.*

## MASTER PLAN UPDATE

Following both a Master Plan Steering Committee meeting and a public meeting last fall, the Airport Master Plan (AMP) consultant team has been hard at work on Chapter 4: "Airport Alternatives Analysis." This chapter is really the heart of the AMP and as such it is important to "get it right." The AMP Executive Committee met on January 29 with the consultant team to review "preferred alternatives" to be presented to the Steering Committee for review on February 12. The next step will be financial analysis of the preferred alternatives to form a realistic plan for achieving this vision. A final draft of the narrative portion of the AMP is expected to be completed by late September / early October.

## U.S. CUSTOMS FACILITY TOUR

Addison Airport participates in the U.S. Customs and Border Protection's "User Fee Airport" program, which enables international flights to fly directly to (and from) Addison. This is an important amenity for many airport tenants, businesses, and customers; it is well worth the \$140,000+ that Addison spends annually to provide this service. Customs and Border Protection (CBP) cleared 368 international arrivals and 230 departures through Addison, an average of 50 international operations per month, in FY14.

On January 30, Mayor Todd Meier and the two City Council members designated as liaisons to the airport – Mayor *pro tempore* Blake Clemens and Deputy Mayor *pro tempore* Janelle Moore – paid a visit to Addison Airport's CBP facility, which is located at the Million Air FBO. There is a need to improve the Customs facilities, and this visit was a first step in forming a plan to address the issue.

*Below (l-r): CBP Chief Terry Goodpaster, Deputy City Manager Cheryl Delaney, Addison's CBP Officer Paul Christensen, and Mayor Todd Meier.*



*Above: A King Air B350 in "Rise" livery, operated by Addison-based Monarch Air, taxis for departure.*

## A DIFFERENT MODEL FOR BUSINESS FLYING

Recent years have seen a number of different business models for air travel crop up in the space between the inconvenience of commercial airlines (due in large part to post-9/11 security requirements) and the cost of private jet charters. [DayJet](#) was memorable as much for its advanced scheduling technology as its eventual failure. [Surf Air](#), [Wheels Up](#), and [ImagineAir](#) are current businesses, each with a different model. [Rise](#) is a very recent Texas-based entrant in this field that operates on a model very similar to the California-based Surf Air, offering unlimited flights on scheduled aircraft ([Beechcraft King Air B350s](#), operated by Addison-based [Monarch Air](#)) for a fixed monthly fee. Rise is Dallas-based and currently operating between Dallas Love Field (DAL) and two Houston airports, Hobby (HOU) and David Wayne Hooks (DWH). Because the aircraft Rise uses seat nine or fewer passengers, they can provide scheduled service to airports that do not have FAR Part 139 certification ... perhaps including Addison some day.



## AIRFIELD PAVEMENTS: MORE THAN MEETS THE EYE



**Above:** this photo shows two adjacent but distinctly different concrete pavement sections on the ramp area east and slightly north of Taxiway Echo; the pavements have been cut open to enable installation of new storm drain lines. The pavement at left is 12 inches of concrete on top of 6 inches of cement-treated base (CTB); the much older section at right is 5 to 6 inches of concrete on top of a sand-clay fill material. **Top right:** from the surface, the two pavements are practically indistinguishable – concrete looks pretty much like concrete – but the thicker pavement section is able to support far more weight (much larger aircraft). **Above right:** this is what can happen when the weight of an aircraft exceeds the load-bearing capacity of the pavement ... what appears to be solid concrete can give way under the load. Whether the wearing surface is concrete or asphalt, the layers of material below the wearing course also have a significant effect on the load-bearing strength of the pavement. When Addison was first built (in 1957) the aircraft using the airport were typically single- or twin-engine piston aircraft, far smaller than the large business jets that frequent Addison today. For these lighter piston aircraft, a 3-inch layer of asphalt over native dirt was sufficient to give many years of good service. **Below left** is a photo of exactly such a pavement: the asphalt ramp serving hangars S1 and S3 on the north side of Taxiway Sierra. This pavement was approximately 20 years old when it was demolished and reconstructed in 2014. The old pavement – which was seriously distressed and failing – consisted of a 2-inch asphalt layer over a 4-inch layer of crushed weathered limestone on top of a sand-clay base (native soil). The pavement was replaced (**below right**) with 7 inches of steel-reinforced concrete over 6 inches of cement-treated base ... a pavement section sufficient to support fuel trucks and aircraft up to 30,000 pounds.





## AIRCRAFT MAINTENANCE ACTIVITY



With Addison Airport being home to around 700 aircraft it is no surprise that the airport also supports a significant number of aircraft maintenance businesses. **Clockwise from above:** a Lear at Flexjet; A Piper Matrix at Cutter Aviation; a Citation I at Metroplex Aircraft Inspections; a King Air B350 on the run-up pad at the north end of Taxiway Alpha; a Challenger 600 at Baker Aviation Maintenance; a Lear at Airframe Services; a Cessna 208 at Martinaire; and a Cirrus at Clear Star.