

7. Conclusion: Next Steps

This Strategic Plan is a guide for the next 20 years as Addison seeks to build on the already-considerable success of its airport. The Strategic Plan recognizes and confirms Addison Airport's status as one of the top GA Relievers in the country as well as its economic value to the North Dallas region. Key elements of the Strategic Plan are the Value Proposition, Vision Statement, and Goals. The plan also identifies strategies and tactics to explain the "how" behind achieving those goals. In summary, this Strategic Plan outlines broad policies and goals for maintaining and enhancing the value of Addison Airport for the benefit of all of its stakeholders, but particularly for the benefit of its citizen owners.

With a Strategic Plan in hand, a natural question is: what comes next? What comes next is execution of tactics identified in Section 4 in pursuit of the specified goals: turning the vision for the future of the airport into reality. In the immediate future, there are six key, high-priority tasks to be accomplished:

1. Airport Master Plan Update – the airport has accepted an FY13 AIP grant to conduct an update of its Airport Master Plan. As noted in Section 6.9, this Strategic Plan will provide context and direction for the Master Plan update.
2. Land Acquisitions – the Town of Addison is preparing to sell \$7 Million in general obligation bonds (as approved by the voters in May 2012) for the purpose of acquiring land for the airport. The airport already has one property under contract, and is pursuing acquisition of others as well. In addition, airport and Town staff are working with TX-DOT Aviation to secure the maximum participation from TX-DOT and FAA in Addison's airport land acquisition program.
3. Review and Revision of the Minimum Standards for the Conduct of Commercial Aeronautical Activities – more commonly referred to simply as the "Minimum Standards", this document establishes standards for commercial aeronautical service providers wishing to conduct business on the airport. Addison Airport's Minimum Standards were last revised in 2004, and are in need of review and revision. FAA Advisory Circular AC150/5190-7 provides guidance for developing Minimum Standards.
4. Guidelines for Property Maintenance and Development – as discussed in Section 6.4.4, the airport will have a renewed focus on aesthetics, which will require the development of new guidelines for the maintenance of building

improvements, infrastructure, and landscaping. Similar guidelines will be implemented for new development or redevelopment projects.

5. Fuel Farm Management Strategy – in 2004 when the new fuel farm was designed, the airport had four FBOs and one non-public fueler. The fuel farm was designed to accommodate the users existing at that time. At present, the airport has only two FBOs and one non-public fueler. As a result, there is a significant fuel storage capacity available and a new strategy for future utilization of this very valuable asset is needed.
6. Capital Improvement Program – Critical to the success of this strategic plan is continuing development of our comprehensive capital improvement program (CIP) for infrastructure improvements necessary to execute strategies and tactics outlined in the plan. Addison has been very successful in securing Airport Improvement Program (AIP) grant funding for **airside** improvement projects in recent years, and it is essential to continue these efforts. Airport and Town staff will continue to build on our good relationships with TX-DOT and FAA to support our CIP. Like this strategic plan, the CIP is neither fixed in stone nor ever complete: it must be reviewed at least annually and updated as necessary to support our goals and vision. While the CIP may be changed in response to changing circumstances, it does provide the essential planning framework for needed capital improvements to ensure that funding is available when required and that improvements are made in a timely and proactive (rather than reactive) manner. **Going forward, a key component of the CIP will be improvement of the landside infrastructure – particularly utilities and access streets – necessary to support redevelopment projects. Funding such improvements will be a challenge, as they are typically not eligible for AIP grant funding.**

As staff executes these tasks, an integral part of the process will be analysis of the financial impacts. There are of course additional tactics – as detailed in Section 4 – that will be pursued, but the six tasks outlined above were identified by the strategic planning team as key “next steps” in realizing the vision for the future of the airport.