

# On The Horizon

Southwest Oregon Regional Airport

Issue #9 Nov. 2022

Welcome to *On The Horizon*, Southwest Oregon Regional Airport's newsletter. Our goal is to keep you up-to-date on airport activities, get to know our tenants better, and tell you more about airport operations. We appreciate any suggestions you may have regarding stories, updates, or questions we can answer for you. Feel free to reach out...David (david@flyoth.com)

## United Winter Flight Schedule

Southwest Oregon Regional Airport experienced a very successful spring and summer travel season. The overall load factor for Denver and San Francisco flights during those seasons ranged from 80%-90%. The high numbers show a positive trend for tourism around Coos County. As the winter months approach, a



new United flight schedule was implemented, which went into effect November 1<sup>st</sup>. Flights will take place on Monday, Wednesday, Friday, and Sunday (no flights Tuesday, Thursday, or Saturday). The new arrival time is 2:59 p.m. and new departure time is 3:45 p.m. Even though there are less days of air service, the airport is slotted to keep the ERJ-175. This is a much bigger and more comfortable airplane compared to the CRJ-200, which is what serviced the airport last winter. The ERJ-175 holds up to 76 passengers, compared to the CRJ-200's 50 seats, and provides a first-class cabin as well! Be sure to book your holiday travel needs today!

The schedule and times are subject to change so be sure to check [www.United.com](http://www.United.com) for any additional information. As a friendly reminder, SkyWest recommends all travelers to arrive at the airport at least 90 minutes before scheduled departure, especially if bags are to be checked. There are strict checked bag "cut-off" times that the airline must adhere to in order to maintain the flight schedule and allow time for proper security screening.

## Phase 1 of Ramp Expansion Project Nears Completion

The ramp expansion project at OTH has been progressing quickly. Phase 1 is nearing completion, with a planned finish date of November 15. During this phase, various elements of construction took place including the removing telephone poles, rerouting service lines and pipes, and removing structures that were not





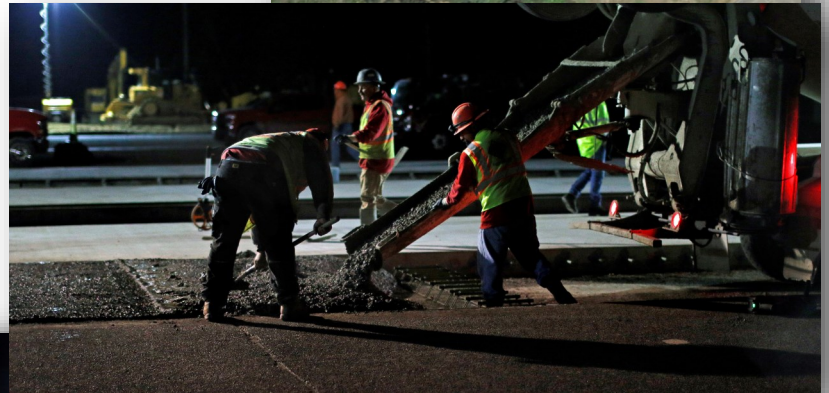
needed. It is no secret that aircraft are extremely heavy, so the ground must be prepared and built to very specific standards. In order to accomplish this, the area was excavated down to the design sub-grade level. From there, 6" of aggregate base was added and 9.5" of concrete on top of that. Once all of the concrete

pouring has been completed, a fence line will be installed to delineate

the new perimeter of the airfield. In order to complete this portion of the ramp, it required around 20 nights of concrete pouring!



Phase 2 and beyond has additional plans for this area over the next couple of years. The ramp will be expanded further to the west. After re-working West Airport Way and adding approximately another 150' of more ramp space, the perimeter fence line will be



expanded there as well. Part of the additional ramp space will be occupied by a new cargo facility, which will benefit all of Coos County. The cargo facility is currently in the design phase, with funds from the airport and Connect Oregon program being used.

Other possible aviation related buildings that may be built in the future include hangars, office spaces, and a maintenance shop. To help pay for the expansion of the ramp, Airport Improvement Program (AIP) grants are being used. AIPs are an FAA program aimed at funding various airport infrastructure projects. More information will be provided as the expansion progresses.





# U.S. Coast Guard's Bi-Annual Emergency Exercise

This past October, United States Coast Guard Sector North Bend completed their required bi-annual emergency exer-



cise. Airport Firefighters and other airport personnel also participated in their full-scale drill on the Coast Guard ramp. Airport Firefighting would consider this an "Alert 3" exercise. The FAA has different levels of "Alert's" to represent how serious an incident or accident is. Alert 1



is considered something minor, such as a small oil leak, where a safe landing is expected. Alert 2 is considered something major, such as an engine failure, where there is a probability of a crash



landing. Alert 3 is an accident has occurred or will occur, as in a landing gear failure. As many locals know, seeing a Coast Guard Dolphin helicopter is not an unusual sight, as training occurs on a very frequent basis. This exercise simu-

lated a Dolphin helicopter that crashed while training on the Coast Guard ramp, with personnel trapped inside. This full-scale exercise consisted of a medical response, scene construction, tracking of times and checklist procedures by the Incident Commander, proper extinguishment of flames, and simulating real life emotions while responders were trying to provide care to those involved. As with any form of training, the goal is to practice all types of scenarios including catastrophic ones so if an unfortunate event should ever occur,



lated a Dolphin helicopter that crashed while training on the Coast Guard ramp, with personnel trapped inside. This full-scale exercise consisted of a medical response, scene construction, tracking of times and checklist procedures by the Incident Commander, proper extinguishment of flames, and simulating real life emotions while responders were trying to provide care to those involved. As with any form of training, the goal is to practice all types of scenarios including catastrophic ones so if an unfortunate event should ever occur,

lated a Dolphin helicopter that crashed while training on the Coast Guard ramp, with personnel trapped inside. This full-scale exercise consisted of a medical response, scene construction, tracking of times and checklist procedures by the Incident Commander, proper extinguishment of flames, and simulating real life emotions while responders were trying to provide care to those involved. As with any form of training, the goal is to practice all types of scenarios including catastrophic ones so if an unfortunate event should ever occur,

## Airfield Markings Being Re-Painted

There are many factors that contribute to the wear and tear of airfields, specifically the airfield markings. Weather, airplane/vehicle traffic, and time all have negative effects on those markings. In order to maintain the visibility and safety of the environment at this airport, the runways and taxiways at OTH are repainted on





a rotating schedule every year. Also, for certain markings the FAA requires that tiny glass beads be thrown in with the paint in order to have it extra reflective during times of low visibility. Those beads wash away and degrade over time. The airport maintenance department has done a great job repainting part of the airfield. They recently com-



pleted painting Runway 13/31 and its adjoining taxiway (Taxiway B), which is the runway that can be seen from Virginia Ave. The larger runway (Runway 05/23) and Taxiway A are scheduled to be painted at a later date. Because vehicles and personnel have to be on the runway in order to paint, it must be closed to air traffic during this time. In order to



have this done properly, the airport issues Notices to Airmen (NOTAMS) to inform pilots and coordinates with the Air Traffic Control Tower. Jobs such as these are generally done during “less busy” hours. However, when the larger runway (Runway 05/23) gets repainted, it will be done during overnight hours in order to limit interruptions to air traffic as much as possible. Due to weather and a paint shortage, there has been delays in getting certain parts of the airfield re-painted. Now, the current goal is to finish the Runway 05/23 centerline by the end of the year.

## Leadership Coos and Star of Hope to Visit the Airport



In November, Bob Hood, Director of Operations and Facilities, will be giving 2 separate tours to local Coos County organizations. They are Leadership Coos and the Star of Hope. Leadership Coos is a local, diverse organization that explores various aspects of Coos County. They attend seminars and tours, which provide those individuals with the information and ability to engage within their community. This allows them to interact with a wide range of industries and gain an overall understanding of a variety of jobs, businesses, entertainment, and cultures. This organization focuses on a new area every month, and the airport is a part of their business and industry sector. The Star of Hope Activity Center is an organization that assists individuals, those that have developmental disabilities, in various areas of their daily life. They are able to assist with living situations, work opportunities, round-the-clock care, or other needs based on the individual person. Both of these groups will get to experience various aspects of an airfield. They will engage in a class room demonstration discussing the history of the airport and current affairs, take an airfield tour, and explore the Aircraft Rescue and Firefighting side of the airport as well.



Did you know JFK visited OTH in the late 1950s? Interested to see how the airfield looked 80 years ago? Be sure to stop by the terminal and check out the new cabinet display showing various historical pictures of Southwest Oregon Regional Airport!

No better way to get noticed than to advertise at Southwest Oregon Regional Airport! We offer static displays, digital media ads (in terminal TV's & website), and more! For additional information and pricing, please contact Robert Brittsan at (541) 756-8531. Or you can reach him by email, [robert@flyoth.com](mailto:robert@flyoth.com). Hangar space, manufacturing bays, and parcels of land also available.



**Southwest Oregon Regional Airport**  
operated by Coos County Airport District

Check out our website:  
[www.flyoth.com](http://www.flyoth.com)

Like us on Facebook  
Southwest Oregon Regional Airport



 **Coos County Airport District**

**Board of Commissioners**  
Helen Brunell Mineau, Chair  
Michael Collins, Vice-Chair  
Joe Benetti  
Jason Bell  
Brent Pahls

**Executive Director**  
Theresa Cook  
1100 Airport Lane  
North Bend, OR 97459  
541-756-8531