

 **AIRPORT CONNECTION**

## WELCOME TO THE AIRPORT CONNECTION

I would like to take the time to welcome you to the new Airport Connection. This bi-monthly newsletter will be distributed the first week of every odd numbered month by Airport Administration. The newsletter will be distributed via email with copies available at Airport Administration for those that do not have access to email. Airport Connection will primarily serve as a means of Airport Administration providing information to the various tenant groups at the Airport. However, should you wish to highlight a topic in one of the newsletters please send your request to Joseph Goetz at [jgoetz@flykfalls.com](mailto:jgoetz@flykfalls.com).

Joseph Goetz C.M., A.C.E.  
*Airport Operations Manager*  
*Crater Lake – Klamath Regional Airport*



Staff has recently completed updating the airport moniker sign located along Airport Way. Airport staff are in the process of working to update the wayfinding signs located along the rest of the public roadways in the near future.

## STAFF SPOTLIGHT



If the name Ryan Cooley rings a bell around these parts, it's because he has been a part of this airport community since the early 2000's.

Ryan was born in southern California and raised from a young age in Klamath Falls. He graduated from Klamath Union High School in 1999 and attended the International Air Academy from which he was hired by Horizon Air/Alaska Airlines in 2000. Ryan worked for Horizon Air in LMT as a supervisor in training and lead trainer until Horizon Air left the Klamath Basin in 2008. Ryan then returned to the Crater Lake – Klamath Regional Airport in the fall of 2016 as the Station Manager for PenAir until the summer of 2017 when they filed for bankruptcy. Now Ryan finds himself once again back at the airport serving the community he has loved for so many years and we are happy to have him back.

## STAFF SPOTLIGHT



Hello, my name is Derek Ables. I am an Airport Operations Specialist, and recently moved to Klamath Falls a few months ago from Vancouver, Washington. I am really enjoying exploring the area and getting settled in. My aviation career began in 2009 when I moved to Anchorage, Alaska. I attended the University of Alaska Anchorage, and received an Associates Degree in Air Traffic Control. I then continued and got my Bachelors in Aviation Management. My work experience includes 5 years at UPS as a load planner and ramp supervisor at Ted Stevens International Airport and Portland International Airport. Most recently I worked as a dispatcher for Ameriflight. In my spare time I enjoy backpacking, snowboarding, and watching football. I look forward to continuing to meet everyone around the airport.

## STAFF SPOTLIGHT



While many of you may have already met me, I wanted to take the time to introduce myself to those of you that I have not met yet. My name is Thomas Galloway. I moved to Klamath Falls in July of 2017 after graduating from Embry Riddle Aeronautical University. At ERAU I studied Aviation Safety. Since moving to Klamath Falls I have become very involved with the local general aviation community. I am a proud member of the Civil Air Patrol and attend various EAA meetings and functions. Outside of work I am currently completing a degree in Engineering at O.I.T. and working on two kit-built airplanes (a Bearhawk and a Steen Skybolt). I am also finishing my glider rating and private pilot license requirements.

### PAINTING RAMP AREAS

During the months of August and September Airport staff will be painting the ramp areas and tiedowns located around the airport. Once paint is applied cure time is approximately 1 hour. Please look for NOTAMs during these times to advise you of areas of work.

### ANNUAL CERTIFICATION INSPECTION

The Airport's annual FAA Part 139 inspection is slated for July 23, 24, and 25. This is an annual requirement of the FAA to ensure the Airport is following the appropriate federal regulations regarding airport operations.

### AIRFIELD PAINTING PROJECT

The Airport has contracted with Apply-A-Line Inc. of Tigard, OR to paint the RWY 14/32 runway edge markings. As part of this project select runway centerline markings will have rubber removed and the markings refreshed. The proposed timeframe for this project is mid to late August. Impacts to runway operations should be minimal.

### AIRFIELD CRACK SEALING PROJECT

The Airport has once again contracted with Musser Sealcoat and Striping Inc. of Medford, OR to crack seal various airport movement areas. This project will be Tuesday August 7 through Thursday August 9 and again Monday

August 13 through Friday August 17. Please watch for NOTAMs delineating work areas.

### TAXIWAY DELTA SEALCOAT PROJECT

Musser Sealcoat and Striping Inc. of Medford, OR has been contracted to apply a two-coat sealcoat to Taxiway Delta between Taxiway Alpha and Taxiway Echo. The goal of this project is to maintain this section of pavement until the summer of 2020. The Airport is expecting grant funds from the FAA to perform a complete repair to the old section of Taxiway Bravo (now Bravo 1) and Taxiway Delta. This project is tentatively scheduled for the summer of 2020.

### AIRPORT INTERESTING FACTS

1. 109 lane miles of pavement (City of Klamath Falls has approximately 400 lane miles of pavement streets)
2. 731 airfield lights
3. 90 lighted airfield signs
4. 350,000 sq. ft. of paint markings
5. 45,000 ft. of fence

### FUTURE AIRPORT PROJECTS

2019 = Rehab Taxiway Golf

2020 = Rehab Old Taxiway Bravo (now Bravo 1) and Taxiway Delta

2021 = Rehab Taxiway Foxtrot or Runway 7/25

2022 = Rehab Taxiway Foxtrot or Runway 7/25

### Traffic Pattern Elevation for Non-Military Flying

Recently there has been some question regarding appropriate traffic pattern elevations here at Klamath Falls. The Aeronautical Information Manual recommends a traffic pattern elevation of 1,000 ft. AGL unless otherwise specified. Airport management and air traffic control **DO NOT** specify or dictate a set traffic pattern altitude at Klamath Falls. Furthermore, Advisory Circular 90-66B Section 11.4 states:

“It is recommended that airplanes observe a 1,000 foot above ground level (AGL) traffic pattern altitude. Large and turbine-powered airplanes should enter the traffic pattern at an altitude of 1,500 feet AGL or 500 feet above the established pattern altitude.”

While it may take some time for us to get used to this new norm, the change to 1,000 ft. AGL traffic patterns was made to ensure safety for all aircraft operators.

## AIRPORT TRIVIA

1. What is the approximate cost of an in-ground runway edge light?
  - a. \$155
  - b. \$205
  - c. \$295
  - d. \$680
2. How many bulbs are in the Runway 25 PAPIs?
  - a. 4
  - b. 8
  - c. 12
  - d. 16
3. What was the approximate total final cost of the Taxiway Bravo project?
  - a. \$5.4 million
  - b. \$7.5 million
  - c. \$7.7 million
  - d. \$9.1 million

Answers: 1 = D 2 = B 3 = B